

Sociocultural Effects Evaluation
State Road 869 / SW 10th Street Connector
Project Development and Environment (PD&E) Study

SW 10th Street from Florida's Turnpike / Sawgrass
Expressway to west of I-95 (SR 869/Sawgrass Expressway MP
20.672 to MP 21.835 and SW 10th Street MP 0.00 to 1.922)

ETDM No.: 14291 / FAP No.: TBD
Financial Project ID No. 439891-1-22-02
Broward County, Florida



Prepared for:
FDOT District Four
3400 W. Commercial Blvd.
Ft. Lauderdale, FL 33309

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The environmental review, consultation, and other actions required by applicable federal environmental laws for the 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.

**Sociocultural Effects Evaluation
For the SR 869 / SW 10th Street Connector PD&E Study**

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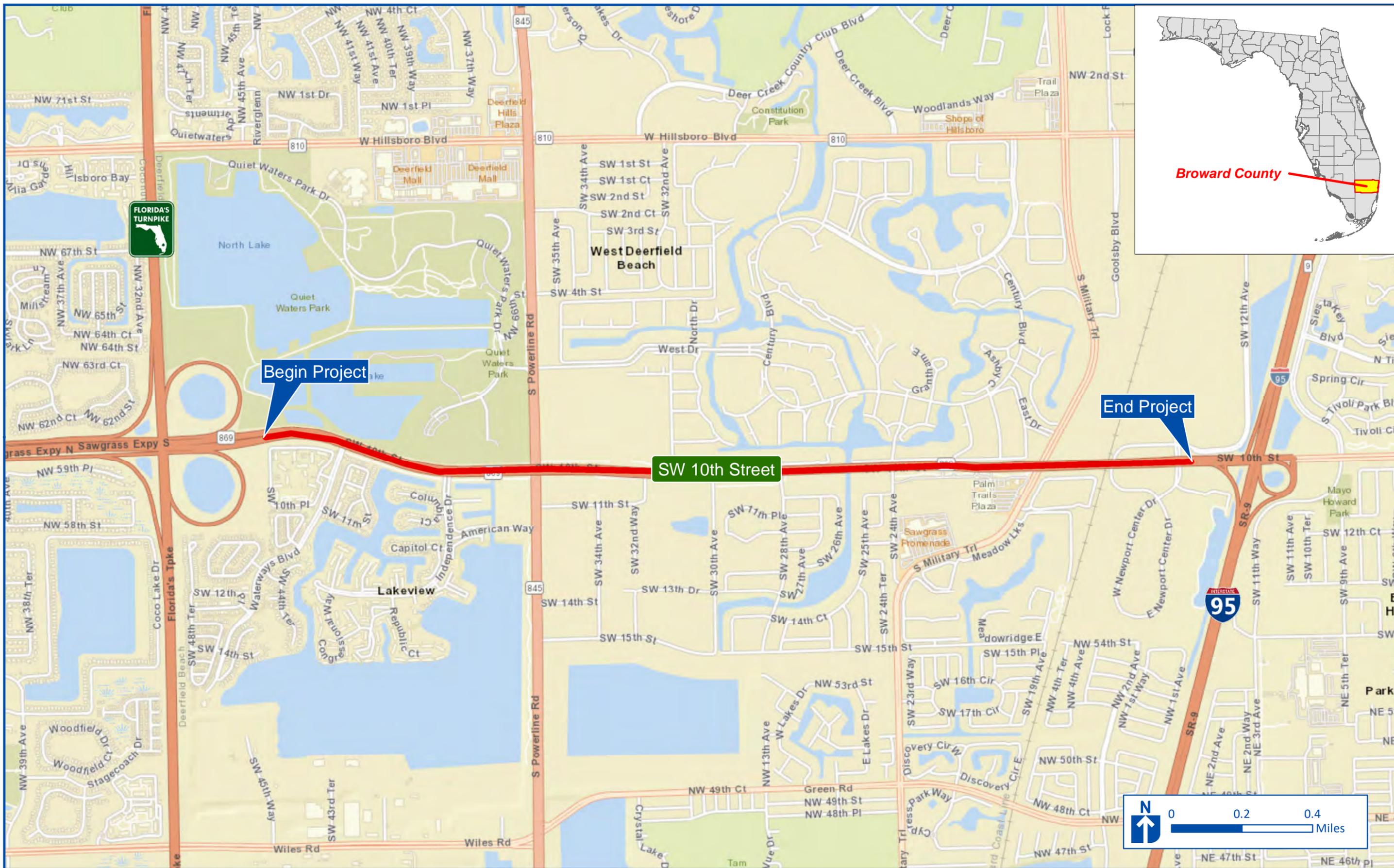
1.0 Project Summary

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, Figure 1.1.1, 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 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. 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. The project proposes to add a limited access 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.



Broward County



State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike /
 Sawgrass Expressway to west of I-95
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Figure 1.1.1
 Project Location Map

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. Interchange improvements are proposed at the bookends of the project as part of the following projects: Sawgrass Expressway Widening and Interchange PD&E Study (FM Number 437153-1) and I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM Number 436964-1).

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, also referred to as the "Connector Road," proposed in this study will not be tolled, and there will not be any truck restrictions imposed.

1.2 Purpose and Need

The purpose of this project is to improve regional connectivity by providing a separate limited access connection between the Sawgrass Expressway and I-95 which will 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.

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.

1.2.1 Project Status

The SW 10th Street Connector project is in the Broward Metropolitan Planning Organization (MPO) jurisdiction. The Broward MPO Transportation Improvement Program (TIP) Fiscal Year 2021 – 2025 includes funding for the SW 10th Street Connector from west of Powerline Road to west of Military Trail Project for Preliminary Engineering, Right-of-Way, and Construction. The project is listed as the 2020 MPO number one priority project. The FDOT Approved State Transportation Improvement Program (STIP) includes funding for PD&E, Preliminary Engineering, Right-of-Way, and Design-Build. The Broward MPO Commitment 2045 Metropolitan Transportation Plan (MTP) also includes funding for Preliminary Engineering, Right-of-Way, and Construction. The TIP and STIP are consistent in total project funding, \$461.8 million.

However, the TIP, STIP, and MTP have different physical project limits than the proposed PD&E Study. The planning documents include SW 10th Street from west of Powerline Road to west of Military Trail whereas, this PD&E Study extends the limits along SW 10th Street from the Sawgrass Expressway / Florida's Turnpike to just west of I-95. The PD&E study limits originally matched the planning documents; however, the limits were extended in order to provide independent utility and a more logical termini for the project. The current STIP has the current project limits. The FDOT coordinated with the Broward MPO to update the TIP to reflect the current study limits; the October 2021 TIP will include the current PD&E Study project limits.

1.2.2 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.

The SW 10th Street Connector PD&E Study has been advanced to move forward in coordination with the I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM# 436964-1) to the east as well as the Sawgrass Expressway Widening and Interchange PD&E Study (FM# 437153-1) to the west.

1.2.3 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 as follows:

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

The existing traffic on SW 10th Street between Powerline Road and I-95 exceeds the capacity of a four-lane arterial roadway which can accommodate 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.

1.2.4 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 2.3 million by 2040, an increase of 34 percent from the year 2011. 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.

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.

1.2.5 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 provided in the eastbound direction. No Broward County Transit (BCT) services are provided along SW 10th Street. However, 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 are part of 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.

1.2.6 Traffic 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. The project also aims to enhance corridor safety through the addition of improved bicycle / pedestrian features along local SW 10th Street. Additional crash information and analysis is located in the PTAR, available under separate cover.

Table 1.2.1: SW 10th Street High Crash Locations

	Description	Begin MP	End MP	Years on High Crash List
Segments				
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
Intersections				
1	SW 10 th Street and SW 28 th Avenue	0.699		2013
2	SW 10 th Street and Military Trail	1.427		2012, 2013, 2014, 2015, 2016
3	SW 10 th Street and I-95 SB On-Ramp	1.955		2013
4	SW 10 th Street and I-95 SB Off-Ramp	2.010		2012, 2013, 2015, 2016
5	SW 10 th Street and I-95 NB On & Off-Ramps	2.118	2.149	2012, 2013, 2014, 2015

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. SW 10th Street moves traffic from the east to I-95, Florida's Turnpike, and the Sawgrass Expressway. 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.

1.3 Project History

1.3.1 Previous Studies

Several previous studies have been conducted since the early 1970's to evaluate a connection between Florida's Turnpike and I-95. Section 4.1 in the Preliminary Engineering Report (PER) provides a detailed discussion of those previous studies and is incorporated here by reference. In 1988, the Sawgrass Expressway opened and terminated at the Florida's Turnpike. FDOT began a PD&E Study to evaluate a limited access facility from the Florida's Turnpike to I-95 along SW 10th Street. An Environmental Assessment (EA) was completed and approved with the following recommended alternative:

- Construct a six-lane freeway;
- Complete the Florida's Turnpike at SW 10th Street / Sawgrass Expressway interchange to provide all movements;
- Construct grade separated interchanges at Powerline Road and Military Trail;
- Construct parallel frontage roads to provide access to neighboring properties;
- Construct grade separation of the freeway over the railroad and between Florida's Turnpike and Powerline Road to provide access; and
- Construct access road along the north side of the properties located in the northeast quadrant of the SW 10th Street and Powerline Road intersection.

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 it may be time to explore a new and innovative public involvement process on SW 10th Street. In 2015, the Broward MPO created the COAT. The COAT 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 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.

1.3.2 COAT

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 (FTE), and transportation consultants. The COAT ultimately provided 18 recommendations and 15 sub-recommendations to the Broward MPO in 2016. The COAT Recommendations are included in Table 1.3.1. 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 as illustrated in Figure 1.3.1.

Table 1.3.1: COAT Recommendations

COAT Recommendation Number	Recommendation
1	Creatively determine if an engineering solution which is environmentally feasible can be provided to improve safety of 10 th Street and provide an efficient traffic solution between Sawgrass / Turnpike and I-95 while maintaining quality of life
2	Improve safety while maximizing improvements to traffic flow of 10 th Street and roadway intersections and expressway interchanges
2.1	To include public safety accessibility
3	Include near term solutions
3.1	Signal timing improvements – current technology
3.2	Adaptive signal technology
3.3	Additional traffic lanes
4	Include a below-grade expressway with at-grade local access roads
4.1	Include extending below-grade expressway, west of westerly residential roadway connection to 10 th Street
4.2	Include extending below-grade expressway as close to Military Trail as possible, that would allow Military Trail intersection to remain at-grade (no overpass of Military Trail over Expressway)
5	Minimize, and attempt to eliminate, use of above grade overpass where adjacent to residential areas
6	Improve access for local roadways and expressways west of I-95
6.1	Improve residential access to 10 th and expressways from Waterways, Independence Bay, Century Village, Waterford Homes, Waterford Courtyards, and the Renaissance (nursing home)
6.2	Improve commercial access to 10 th and expressways for Newport Center, Publix Distribution, Palm Trails Plaza, 10 th Street strip mall, industrial area along SW 30 th Street, and Sawgrass Promenade
6.3	Improve Sawgrass Expressway and Turnpike connection to I-95

COAT Recommendation Number	Recommendation
7	Encourage improved access to expressway and 10 th Street from local roads east of I-95
8	Include generous table top intersections for local roads to improve pedestrian and bicycle connectivity north and south across 10 th Street
9	Prepare noise study and identify mitigation needs required
9.1	Include noise walls (include at the beginning of construction)
9.2	Explore sound proofing for affected homes and businesses
10	Accelerate 10 th Street PD&E scoping and consultant selection to catch up with:
10.1	PD&E for Sawgrass / 10 th Street interchange with the Turnpike
10.2	PD&E for the 10 th Street interchange with I-95
11	Create a gateway to north Broward by landscaping along 10 th Street and north and south along adjacent connecting roadways, including landscape buffers and berms (by using native species)
11.1	Explore use of revenue generated by tolls for maintenance of landscaping and tabletop parks
12	Minimize impacts to the environment including wetlands and air and water quality
13	Encourage mass transit and carpooling alternatives
14	Protect Deerfield Beach's west wellfield
15	Maximize business signage visibility and include temporary signage for local businesses during construction
16	If tolling is planned for expressway, locate toll stations so as not to adversely affect local roadway network
17	Include alternate transportation routes during the construction phase to alleviate congestion once construction begins on SW 10 th Street and plans to alleviate congestion on Hillsboro, Sample, Wiles, and SW 18 th Street.
17.1	Explore the potential to go under the railroad tracks at Hillsboro Boulevard to alleviate traffic during the construction phase and resolve issues on I-95
18	Install utilities underground

Figure 1.3.1: Conceptual Depressed Section from Broward MPO Study



1.4 Alternatives Development

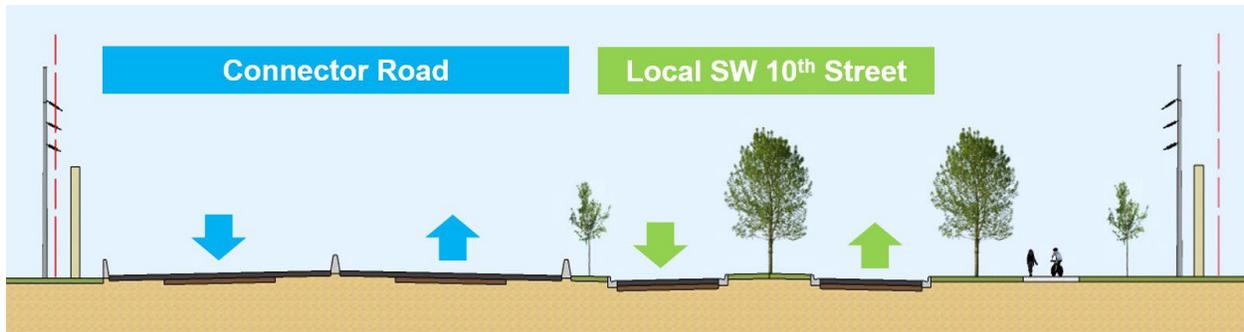
The goal of the SW 10th Street PD&E Study is to configure a high-speed connection between the Sawgrass Expressway and I-95 such that vehicles exiting the Sawgrass Expressway no longer need to traverse multiple signalized intersections when traveling to I-95 or vice versa. Alternatives developed during the study were influenced by the COAT and their recommendations for the project. One of the primary recommendations of the COAT is to “Minimize and attempt to eliminate the use of above-grade overpasses adjacent to residential areas.” A similar recommendation states, “Include a below-grade expressway with at-grade local access roads.”

The SW 10th Street Connector assumes two distinct corridors for travel:

- A low-speed corridor for local SW 10th Street traffic, bicyclists, and pedestrians; and
- A high-speed corridor that operates as an expressway and maintains free-flow, interstate speeds between the Sawgrass Expressway and I-95.

Figure 1.4.1 shows the proposed dual facilities within the SW 10th Street corridor.

Figure 1.4.1: Dual Facilities



The SW 10th Street PD&E Study held a Public Kickoff Meeting along with two Alternatives Public Workshops, and a series of three virtual webinars, each of these meetings functioned as a “tier” in the alternative’s analysis. The first Alternatives Public Workshop offered the Tier 1 Alternatives, and consisted of the following:

- Center Alignment Alternative; and
- North Alignment Alternative.

The premise of the SW 10th Street Connector typical section is that it must have four connector lanes (two westbound and two eastbound) as well as four local lanes (two westbound and two eastbound). The Center Alternative places the Connector Road in the center of the existing right-of-way and adds a one-way local street system on each side of the Connector Road.

As a counterpart to the Center Alternative, a North Alternative was developed. This alternative places the Connector Road along the north side of the existing right-of-way and relocates local SW 10th Street to the south side of the right-of-way. In this alternative, the local roadway system is positioned near the sideroads along the south side, such as Waterways Boulevard, Independence Drive, SW 30th Avenue, SW 28th Avenue, and SW 24th Avenue. A local SW 10th Street positioned on the south side of the right-of-way also facilitates direct commercial access to several existing businesses that currently have access. By contrast, most of the north side of the existing right-of-way is adjacent to Century Village or Quiet Waters Park, both of which do not have direct access to SW 10th Street.

In order to mitigate noise and visual impacts, as well as facilitate the COAT recommendation of minimizing elevated roadways, the Center and North Alternatives both examined placing the Connector Road in a depressed, or “below grade” section. The limits of this roadway depression extended from the Independence Drive intersection to the crossing of the C-2 Canal located just west of SW 24th Avenue. This depressed section was located one level below the existing ground and passed beneath the Powerline Road intersection.

Subsequent to the first Alternatives Public Workshop, public comments were analyzed, and additional investigation was performed on the feasibility of a depressed section, as well as providing business and sideroad access to local SW 10th Street. As a result of this analysis, the FDOT decided to drop the Center Alternative and carry forward three alternatives to the second Alternatives Public Workshop. The three “Tier 2” alternatives all featured a “north” alignment of the Connector Road within the existing right-of-way and are named as follows:

- Full Depressed Alternative;
- Partial Depressed Alternative; and
- Non-Depressed / No Managed Lane Access Alternative.

The Full Depressed Alternative is essentially the Tier 1 North Alternative presented at the first Alternative Public Workshop.

In response to concerns regarding the feasibility of the Full Depressed Alternative, particularly in regards to Powerline Road, the Partial Depressed Alternative was developed. This alternative has three sub-alternatives:

- Depressed Westbound Exit Ramp Alternative;
- Depressed Eastbound Managed Lanes Alternative; and
- Depressed Eastbound and Westbound Managed Lanes Alternative.

This trio of alternatives have one distinct feature in common: a reduction in the limits of the depressed section such that it begins east of Powerline Road and ends west of the C-2 Canal. The difference in these three sub-alternatives is how they accommodate the proposed entrance and exit ramps between the Connector Road and local SW 10th Street.

Below is a description of the ramp “braiding” for each sub-alternative:

Depressed Westbound Exit Ramp Alternative

This sub-alternative minimizes the extent of a depressed section. The Connector Road remain at-grade, and a westbound exit ramp is formed on the left side of the westbound connector lanes, passes beneath the at-grade eastbound connector lanes, and joins local SW 10th Street as an outer third lane approaching Powerline Road.

Depressed Eastbound Managed Lane Alternative

This sub-alternative is similar to the Depressed Westbound Exit Ramp Alternative except that the profiles are reversed: the eastbound connector lanes pass beneath an at-grade westbound exit ramp located on the left side of the westbound connector lanes. This alternative requires depressing only one side (eastbound) of the connector lanes.

Depressed Eastbound and Westbound Managed Lanes Alternative

The third option for accommodating ramp braiding is similar to the Depressed Eastbound Managed Lanes except that the westbound exit ramp diverges from the right side of the westbound connector lanes, remains at-grade, and passes above the depressed eastbound and westbound connector lanes. With this configuration, both the eastbound and westbound connector lanes are depressed, and the exit ramp requires more distance to cross over both sets of lanes.

Non-Depressed / No Managed Lane Access Alternative

In an effort to reduce right-of-way impacts, utility relocations, and construction cost while increasing the green space in the corridor, an alternative was developed to remove the entrance and exit ramps from the Connector Road. By eliminating access to the connector lanes, both the connector and local lanes can remain at-grade between Quiet Waters Business Park and just east of SW 24th Avenue. This alternative functions as a true “connector” between Sawgrass Expressway / Florida’s Turnpike and I-95. By eliminating ramps, this alternative requires the smallest footprint and offers the most space for landscaping, as well as bicycle and pedestrian accommodations. However, this alternative does not maximize use

and benefit of the connector lanes and consequently does not remove as much traffic from the local lanes compared to the other alternatives.

Subsequent to the second Alternatives Public Workshop, the COAT was re-engaged for a series of three meetings along with numerous stakeholder meetings, including meetings with elected officials, neighborhood groups, and businesses. The Broward MPO was also engaged for several meetings and provided input on modifications to the alternatives presented at the second Alternatives Public Workshop. The following modifications were incorporated:

- Westward shift of the overpass at Waterways Boulevard;
- Provide a new signalized median opening for Quiet Waters Business Park on Powerline Road north of SW 10th Street;
- Allow trucks on Connector Road (exception to FDOT policy);
- Add a 10-foot shared use path along south side of SW 10th Street between Waterways Boulevard and Powerline Road; and
- Include an eight-foot sidewalk along south side of SW 10th Street between Powerline Road and Military Trail.

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 (related to the I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study);
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 PD&E Study).

Consequently, the FDOT developed and evaluated solutions that could be incorporated into the Westbound Depressed Exit Ramp Alternative and coordinated with the City to receive 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 from SW 10th Street to north of Hillsboro Boulevard PD&E Study);
- Addition of a 12-foot wide shared use path, instead of buffered bicycle lanes and sidewalk; and
- Included more green space and landscaping.

This revised concept is now referred to as the “With Powerline Road Ramps” Alternative.

A second concept was also developed to further address concerns from the City. This alternative is identical to the one previously described except that it removes the two ramps providing access to Powerline Road (including the depressed exit ramp). This alternative is referred to as the “Without Powerline Road Ramps” Alternative. The removal of the local access ramps to the Connector Road just east of Powerline Road provides an additional 30 feet of green space in the middle of the corridor (where the ramps were located) and moves local SW 10th Street approximately 50 feet further away from homes on the south.

1.5 Preferred Alternative

After considering the various social, cultural, environmental, and engineering issues with all of the alternatives, and evaluating comments from the Public Hearing and additional stakeholder engagement, the Without Powerline Road Ramps Alternative was selected as the Preferred Alternative. This alternative best balances connectivity, congestion, impacts, constructability, and cost, and has fewer impacts to the City of Deerfield Beach parcel containing drinking water wells. In addition, the Preferred Alternative has fewer impacts to the south side Florida Power and Light (FP&L) transmission line, has the least amount of right-of-way impacts, and provides the most landscaping and aesthetic opportunities by

having a larger buffer between SW 10th Street and residential properties on the south. This alternative meets the purpose and need for the project while minimizing impacts to the community. In comparison of the two Build Alternatives, the Without Powerline Road Ramps Alternative also received more public support at the Public Hearing than the With Powerline Road Ramps Alternative.

The Preferred Alternative provides a four-lane, limited access connection between the Sawgrass Expressway and I-95 in conjunction with a four-lane, low speed facility serving local traffic (SW 10th Street). The Preferred Alternative includes 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 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. At the I-95 interchange, the Connector Road provides direct connections to the I-95 express lanes and general purpose lanes the northbound and southbound directions. The ramp connections to I-95 are included in the I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM# 436964-1).

Concept plans for the Preferred Alternative are contained in Appendix A.

2.0 Community Characteristics Summary

A Sociocultural Effects (SCE) evaluation assesses social, economic, land use changes, mobility, aesthetic effects, and relocations, including potential issues associated with Environmental Justice (EJ), Civil Rights, and other nondiscrimination laws. Project benefits and effects on communities are assessed in the SCE evaluation with special consideration for minority, low-income, and other potentially underrepresented populations. The SCE evaluation is a process used to evaluate and address the effects of a transportation action on a community and its quality of life.

There are six major steps in an SCE evaluation process:

1. Review Project Information;
2. Define the Study Area;
3. Prepare Community Information;
4. Evaluate Sociocultural Effects;
5. Identify Solutions to Project Impacts; and
6. Document Results.

The data used for the community information and sociocultural effects evaluation was downloaded from the Florida Geographic Data Library (FGDL) and other sources as listed in this document. Field reconnaissance of the project corridor was conducted on September 15, 2017 and July 9, 2018. A Sociocultural Data Report was generated in the Efficient Transportation Decision Making (ETDM), Environmental Screening Tool (EST) and was used to understand general population trends. The project from Powerline Road to Military Trail was screened through the ETDM EST and the programming screen was published December 9, 2016 (ETDM #14291 -<https://etdmpub.fl.a-etat.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). The Sociocultural Data Report from the ETDM screening is included in Appendix B for reference.

This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, dated July 1, 2020.

2.1 SCE Evaluation Study Area

The project is located in the City of Deerfield Beach, in Broward County which is defined as an urbanized area by the 2010 Census Bureau. Therefore, the SCE study area extends a quarter mile (1,320 feet) east and west of the centerline of SW 10th Street. Figure 2.1.1 depicts the SCE evaluation study area.

2.2 Community Focal Points

Community focal points are public or private locations, facilities or organizations that are important to local residents and communities. The community focal points within the SCE study area are described below and shown on Figure 2.2.1.

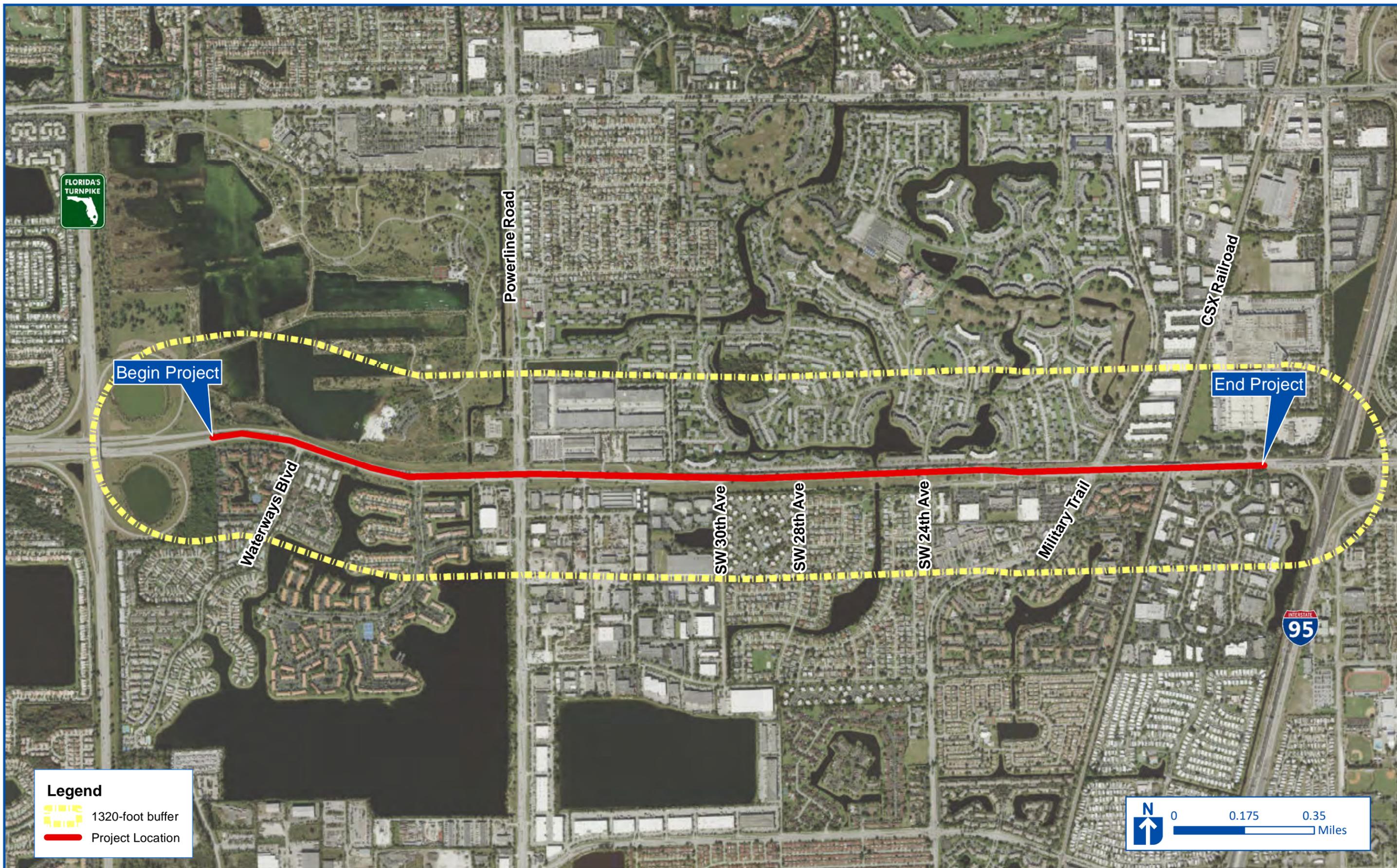
2.2.1 Schools

No schools are located within the 1,320-foot project buffer. One day care facility, Leap Ahead Learning Center, is located within the SCE study area. The facility is accessed from SW 24th Avenue. Although not in the SCE study area, it is worth noting that Quiet Waters Elementary School is located near the project corridor, just south of Hillsboro Boulevard and adjacent to Quiet Waters Park.

2.2.2 Community Centers, Parks and Cemeteries

No community centers or cemeteries are located within the 1,320-foot project buffer. The following parks are located within the SCE study area: Quiet Waters Park, Crystal Heights Park – North, Crystal Heights Park – 1, Trailhead Park, and Independence Bay Linear Park.

Quiet Waters Park is located at the northwest corner of SW 10th Street and Powerline Road and is a large regional park with multiple active and passive recreational activities. No existing or planned direct access from SW 10th Street to this park exists. The vehicle entrance to the park is from Powerline Road. According to Broward County Parks staff, there is very little bicycle or pedestrian traffic from south of Quiet Waters Park that would require crossing SW 10th Street. Minimal pedestrian and bicycle traffic is generated from Century Village (east of Powerline Road and north of SW 10th Street).



Legend

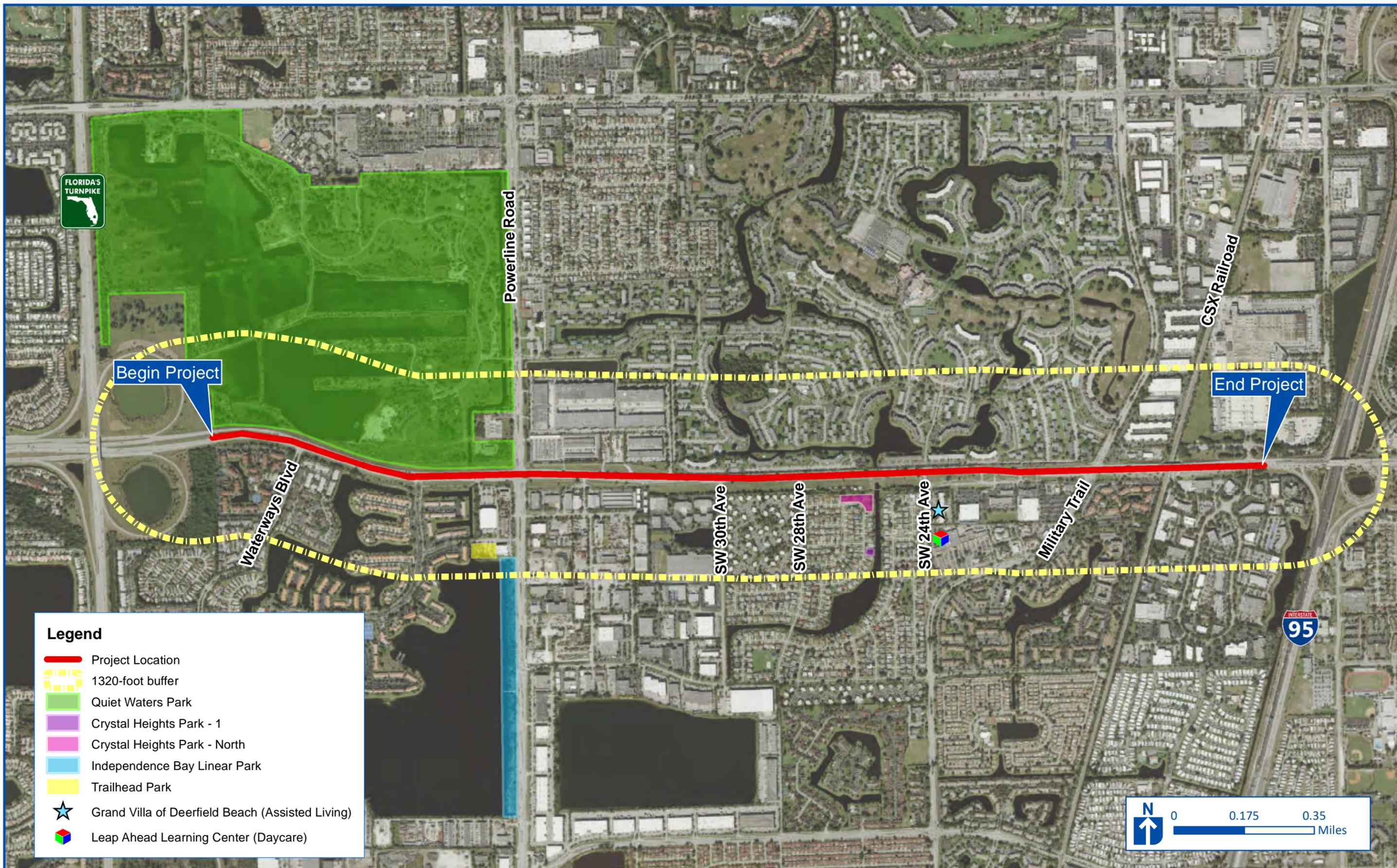
-  1320-foot buffer
-  Project Location

 0 0.175 0.35 Miles



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

Figure 2.1.1
 SCE Study Area



Legend

- Project Location
- 1320-foot buffer
- Quiet Waters Park
- Crystal Heights Park - 1
- Crystal Heights Park - North
- Independence Bay Linear Park
- Trailhead Park
- Grand Villa of Deerfield Beach (Assisted Living)
- Leap Ahead Learning Center (Daycare)



**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

**Figure 2.2.1
Community Focal Points**

Crystal Heights Park – North is a 1.37-acre community park associated with the Crystal Heights (also known as Waterford Homes) subdivision and is located south of SW 10th Street. This park is one of seven small community parks scattered throughout this large subdivision. 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. Access to this park is through the neighborhood with no direct access from SW 10th Street. Additional details about Quiet Waters and Crystal Heights parks can be found in the Section 4(f) Determination of Applicability (DOA) documents prepared under separate cover and stored in the project file.

Crystal Heights Park – 1, Trailhead Park, and Independence Bay Linear Park are located within the SCE study area but are not directly or indirectly influenced by improvements along SW 10th Street. There is also no direct access to these parks from SW 10th Street. Crystal Heights Park – 1 is an approximately 0.17-acre undeveloped lot with no amenities. Trailhead Park is an approximately 1.44-acre park consisting of parking, picnic benches and a small playground. Independence Bay Linear Park is located south of SW 10th Street and runs along the west side of Powerline Road. This linear park includes a 303-foot long, 15-foot wide concrete path to serve joggers, walkers, and bicyclists.

2.2.3 Religious Facilities

No religious facilities are located within the SCE study area.

2.2.4 Fire Stations

No fire stations are located within the SCE study area. However, Broward County Fire and Rescue Station 66 is located at 590 South Powerline Road, approximately 0.3 miles to the north of SW 10th Street.

2.2.5 Law Enforcement Facilities and Government Buildings

No law enforcement facilities or government buildings are located within the SCE study area.

2.2.6 Healthcare Facilities

No healthcare facilities are located within the SCE study area. However, one assisted living facility is located within the study area: Grand Villa of Deerfield Beach. This facility is located directly on SW 10th Street; however, access to this facility is from SW 24th Avenue.

2.2.7 Cultural Facilities and Civic Centers

No cultural facilities and/or civic centers are located within the SCE study area.

2.2.8 Social Service Facilities

No social service facilities are located within the SCE study area.

2.2.9 Historic Places

A Cultural Resource Assessment Survey (CRAS) was conducted for the project. The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the Area of Potential Effect (APE) and to assess their eligibility for inclusion in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR Section 60.4.

No newly or previously recorded archaeological sites were identified within the archaeological 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.

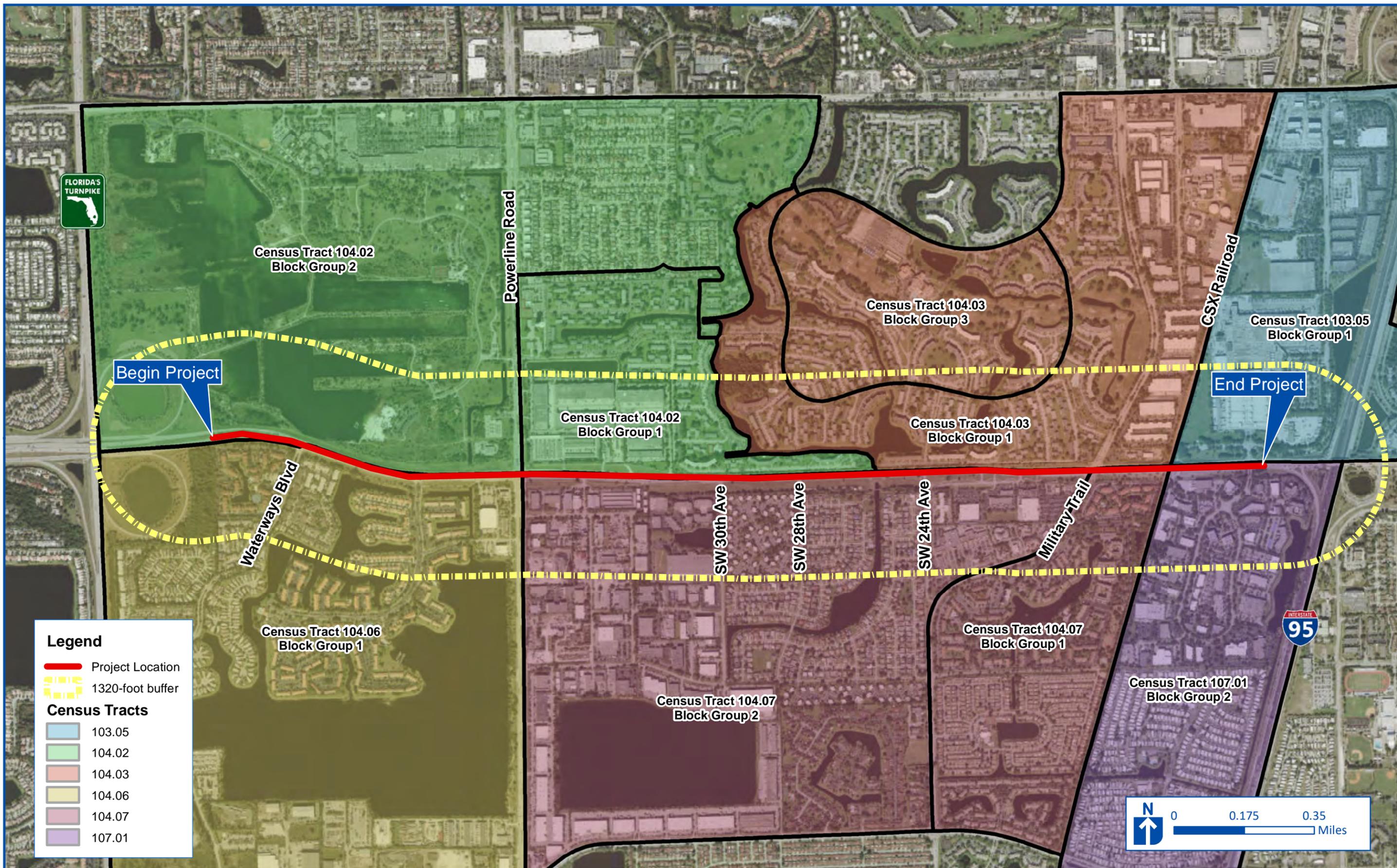
The historic resources survey resulted in the identification of one newly identified historic structure. This structure, located at 3165-3175 SW 10th Street, Deerfield Beach, Florida (8BD6685) is of Masonry Vernacular style construction. The structure lacks historical associations and physical integrity 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. For more information on the historic or archeological survey refer to the CRAS.

2.3 Demographic Profile

Demographic data describes a community's structure and is primarily collected by local, state, or federal agencies such as the Census Bureau and other local government departments. Demographic data covers a range of topics about communities, including: population size, gender, age composition, ethnic backgrounds, household characteristics, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the age, education, and economic backgrounds of the community.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

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. A "Census Tract" is an area roughly equivalent to a neighborhood established by the Census Bureau for analyzing populations and generally encompasses a population between 2,500 to 8,000 people. The Census Bureau describes them as "relatively permanent," but they do change over time. The SCE study area intersects nine Census Tracts as shown in Figure 2.3.1.



According to the 2017 Census data, the study area is comprised of approximately 44% minority populations as shown in Table 2.3.1 and Figure 2.3.2. The minority population within the SCE study area is significantly lower than Broward County (61%). The largest difference between the population distribution in the SCE 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).

Table 2.3.1: Demographic Comparison: Population

Evaluation Criteria	Broward County	SCE Study Area
Total population	1,890,416	20,507
Percent of the population that is White	38.2	60.6
Percent of the population that is Black	27.4	15.4
Percent of the population that is Hispanic	28.4	19.5
Percent of the population that is Asian	3.5	1.6
Percent of the population that is Other ¹	2.6	2.9
Percent of the population that is considered 'Minority'	61.3	43.9
Median population age	40.1	51.5
Percent of the population that is above 65 years old	15.6	18.5

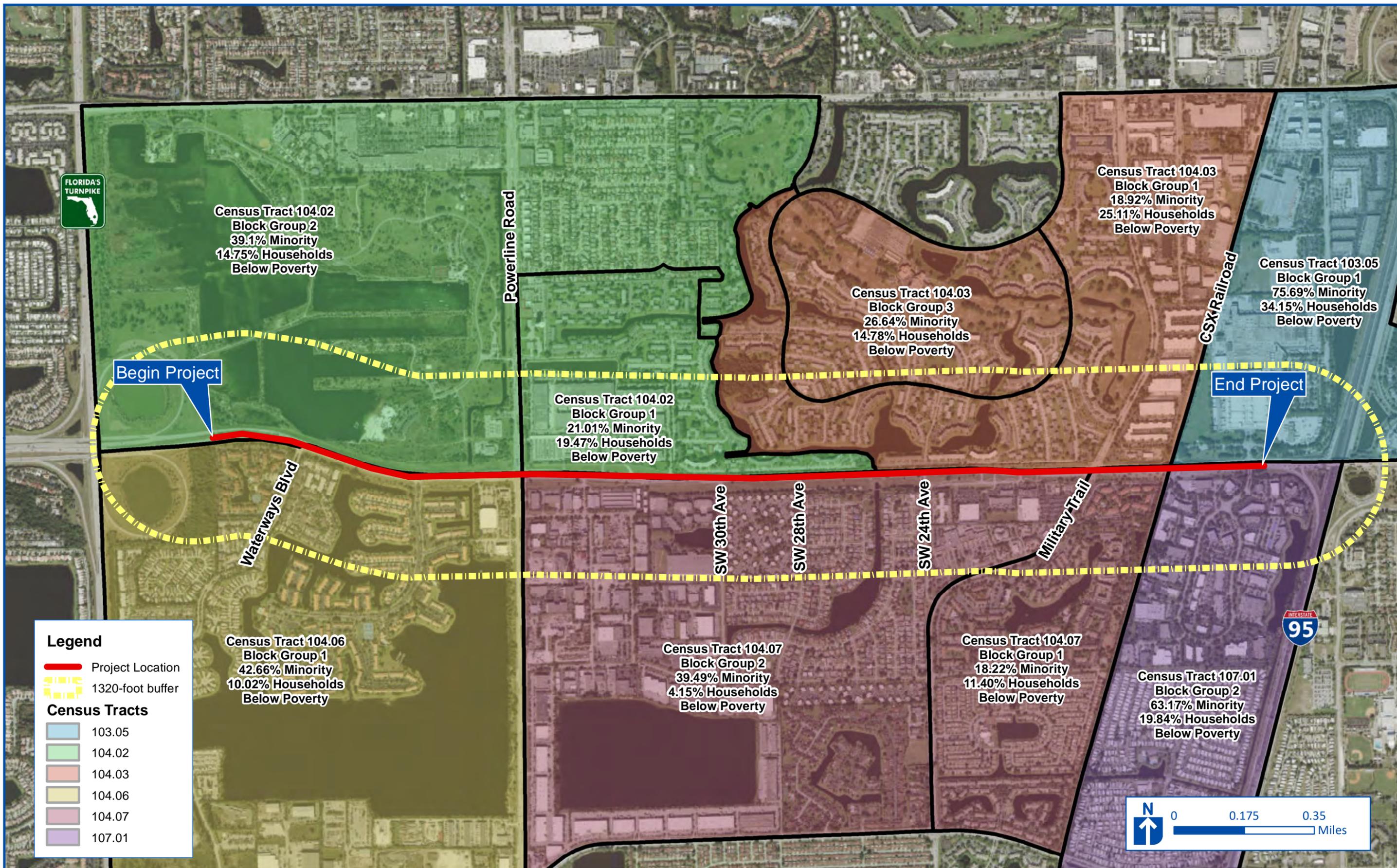
¹ Other includes: American Indian or Alaska native, Native Hawaiian or other Pacific islander, some other race, or 2 or more races.

Table 2.3.2 illustrates the Household Income Characteristics summarized from the 2017 American Community Survey (ACS) five-year estimates. The ACS estimates indicate that the median household income of the SCE study area is approximately \$40,299, with approximately 15.6% of households with income below the federal poverty level. In Broward County, the median household income is approximately \$60,427, with approximately 13.3% of households with income below the federal poverty line. 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 the SCE study area (discussed below), particularly those living in Century Village who are living on retirement income / savings. Figure 2.3.2 shows the percent minority and low-income percentages for each census tract and block group in the SCE study area.

Table 2.3.2: Household Income Characteristics

Geography	Census Block Group	Median Household Income (Dollars)	Percentage of Households with Incomes Below Poverty Level
SW 10 th Street SCE Study Area		40,299	15.6%
Census Tract 103.05	Block Group 1	37,188	34.2%
Census Tract 104.02	Block Group 1	23,718	19.5%
Census Tract 104.02	Block Group 2	50,156	14.8%
Census Tract 104.03	Block Group 1	25,733	25.1%
Census Tract 104.03	Block Group 3	31,531	14.8%
Census Tract 104.06	Block Group 1	57,285	10.0%
Census Tract 104.07	Block Group 1	33,728	11.4%
Census Tract 104.07	Block Group 2	68,601	4.2%
Census Tract 107.01	Block Group 2	34,755	19.8%
Source: 2013-2017 American Community Survey Five-Year Estimates			

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, 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.

The proposed improvements will not result in adverse impacts to minority, low-income households, elderly, or Limited English Proficient populations. This roadway project will incur temporary construction impacts from noise, access, and travel along the roadway, but the impacts will be the same for all persons that use the roadway and thus not disproportionately adverse. The project is expected to enhance access for all users because of the resulting reduced congestion within the corridor and improved sidewalks and bicycle facilities.

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 for this PD&E Study, 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). Therefore, no further Environmental Justice analysis is required.

3.0 Potential Effects

3.1 Social

3.1.1 Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their community. Community cohesion may also include the degree in which neighbors interact and cooperate with one another, the level of attachment felt between residents and institutions in the community, and/or a sense of common belonging, cultural similarity or “togetherness” experienced by the population. Therefore, construction of roadways through existing communities has the potential to reduce the level of community cohesion by restricting access and creating divisions between already connected neighborhoods.

There are several multi-family and single-family subdivisions along the corridor, including Enclave Apartments at Waterways, Waterways, Independence Bay, Waterford Courtyard & Waterford Homes (Crystal Heights), and the Lakes at Deerfield on the south side of SW 10th Street and Century Village on the north side of SW 10th Street. Most of these communities are gated and appear to have a sense of community among the residents and have amenities that provide the opportunity for community recreation and socialization, but there does not appear to be significant community interaction between each of these areas. There are shopping centers primarily on the south side of the road just west of Military Trail that are likely used by the residents and there is vehicular and pedestrian access along SW 10th Street from these residential areas.

The proposed project involves modification along an existing roadway (SW 10th Street) and the potential for only minor right-of-way acquisition along SW 10th Street (right-of-way acquisition information is detailed further in Section 3.6 Relocation Potential). The project does not include the division of neighborhoods, a decrease in neighborhood interaction, or reduced connectivity to community or neighborhood centers. Existing SW 10th Street already acts as a divide between the neighborhoods on the south and neighborhoods on the north. Sidewalk is located along the south side of SW 10th Street between Waterways Boulevard and Military Trail and along the northbound side of Military Trail. However, the northbound sidewalk on Military Trail is not accessible to Century Village, which limits the connectivity of the corridor.

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 SW 10th Street to East Drive. The sidewalk extension along Military Trail will connect Century Village, a retirement community, to SW 10th Street. This connection will allow pedestrians and/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.

A depressed section was evaluated during the PD&E Study to minimize visual obstructions and preserve community cohesion. Ultimately, a full depressed section was eliminated from consideration due to the number of impacts associated with depressing a roadway in South Florida. However, the FDOT has committed 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 purpose of the project is to provide regional connectivity and improve mobility. The project is anticipated to enhance the movement of people and goods to community or neighborhood activity centers.

3.1.2 Safety

SW 10th Street, Florida's Turnpike, Sawgrass Expressway, and I-95 serve as part of the emergency evacuation network designated by the Florida Division of Emergency Management (FDEM) and by Broward County. SW 10th Street is critical in facilitating traffic flows during emergency evacuation periods as it connects to major expressways including: I-95, Florida's Turnpike, and the Sawgrass Expressway. The proposed improvements would

enhance emergency evacuation for the region by enhancing mobility and access to these major expressways. The FDOT District 4 Transportation Systems Management and Operations (TSM&O) Incident Management Program Manager stated, “The current traffic on SW 10th Street is significantly congested and there are backups and severe delays that cause first responders to have elongated response times for any incidents that occur out on that corridor. Improvements to the corridor would allow TSM&O Incident Management to actively monitor the roadway and communicate with first responders what is needed so the proper resources can be sent to mitigate incidents that occur.” The project is anticipated to improve emergency response time and evacuation times for the local community.

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. The project will also enhance corridor safety through the addition of improved bicycle / pedestrian features along local SW 10th Street.

3.1.3 Community Goals / Quality of Life

The City of Deerfield Beach developed the Complete Streets Implementation Final Plan (April 2015) to provide guidelines for creating safer travel choices for its residences. The majority of the SW 10th Street project limits are included on the Deerfield Beach Complete Streets Network Vision Map. The proposed project includes enhancing the pedestrian facilities and landscaping along SW 10th Street which will help the community continue to achieve their “Complete Streets” vision. These pedestrian facilities will not only provide access to the local community focal points but also activity centers throughout Deerfield Beach. Increased capacity will reduce travel times and decrease idling of automobiles and trucks, thereby enhancing the localized air quality.

3.1.4 Special Community Designations

The project corridor does not contain any special community designations. The project is not within the Community Redevelopment Area of Deerfield Beach.

3.2 Economic

3.2.1 Business and Employment

The University of Florida BEBR high-end estimate predicts Broward County's population will grow to 2.3 million by 2040, an increase of 34 percent from the year 2011. 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. Potential access changes and business relocations are discussed further in Sections 3.2.3 and 3.6, respectively.

3.2.2 Tax Base

The Build Alternatives impact between 18 and 22 parcels and require a maximum of seven business relocations (described in Section 3.6). The Preferred Alternative has fewer parcel impacts at only 18 parcels. To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way and Relocation Assistance Program 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).

Although Deerfield Beach and Broward County are urbanized areas approaching build out, the City's Economic Development Department has evaluated strategies to enhance economic development in the City. According to the City of Deerfield Beach Citywide Economic

Development Strategy, Strategy Recommendations, Report 3 of 3, dated August 2016 (FIU, Metropolitan Center), the City has approximately 126 acres of vacant land zoned industrial and 78 acres of vacant land zoned commercial as well as several areas available for redevelopment. The City's existing zoning code could accommodate 28,000 to 43,000 new jobs from just the available industrial and commercial land uses. Also, according to the economic strategy study, the City has a significant local economy with over 62,000 workers generating local annual sales of over \$19.3 billion.

According to the Fiscal Year 2019 Budget at Glance, the City's revenues come from several sources with property taxes accounting for the largest and most stable source of revenue, representing 22% of the operating budget. Other tax revenues come from utility and building permits, communication services, state shared revenues, and special revenue funds. Thus, the business relocations for this project represent only a small percentage of the overall tax base, and sufficient area exists for relocating the businesses such that significant adverse effects to the tax base from the project are not anticipated.

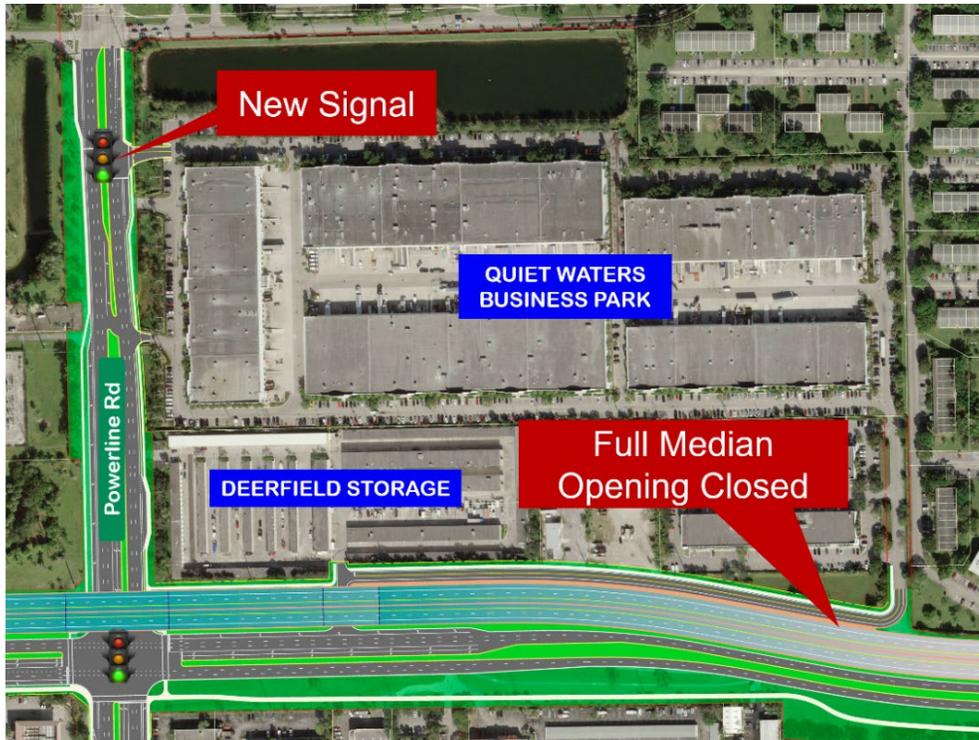
3.2.3 Traffic Patterns and Access

The traffic patterns along SW 10th Street, between the major roadways of I-95, Florida's Turnpike, and the Sawgrass Expressway, will be enhanced by the proposed project. Upon exiting the Sawgrass Expressway heading east, travelers will have the option to utilize local SW 10th Street or the Connector Road. The addition of the Connector Road will allow regional / long trip travelers to bypass the signals along SW 10th Street and continue at a high-speed (60 mph). The current (2016) AADT on SW 10th Street between Powerline Road and Military Trail is 46,000. The Preferred Alternative will reduce the AADT on local SW 10th Street to 36,000 in 2040, which is less traffic than in 2016. In comparison, the No-Build Alternative would result in a 2040 AADT of 62,000 which is 26,000 more vehicles per day than the Preferred Alternative. Therefore, the project is expected to significantly reduce traffic congestion and allow for increased flow of traffic through the study area.

The traffic patterns for accessing Newport Center (Publix Distribution Center) will be modified as part of the I-95 from SW 10th Street to north of Hillsboro Boulevard (FM Number 436964-1) project.

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 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 as shown on Figure 3.2.1.

Figure 3.2.1: Quiet Waters Business Park Access Change



The directional median opening that requires closure currently provide access to the south side frontage road that serves businesses between SW 24th Avenue and Military Trail as shown in Figure 3.2.2. 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 but 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.

Figure 3.2.2: Business Park Access Change

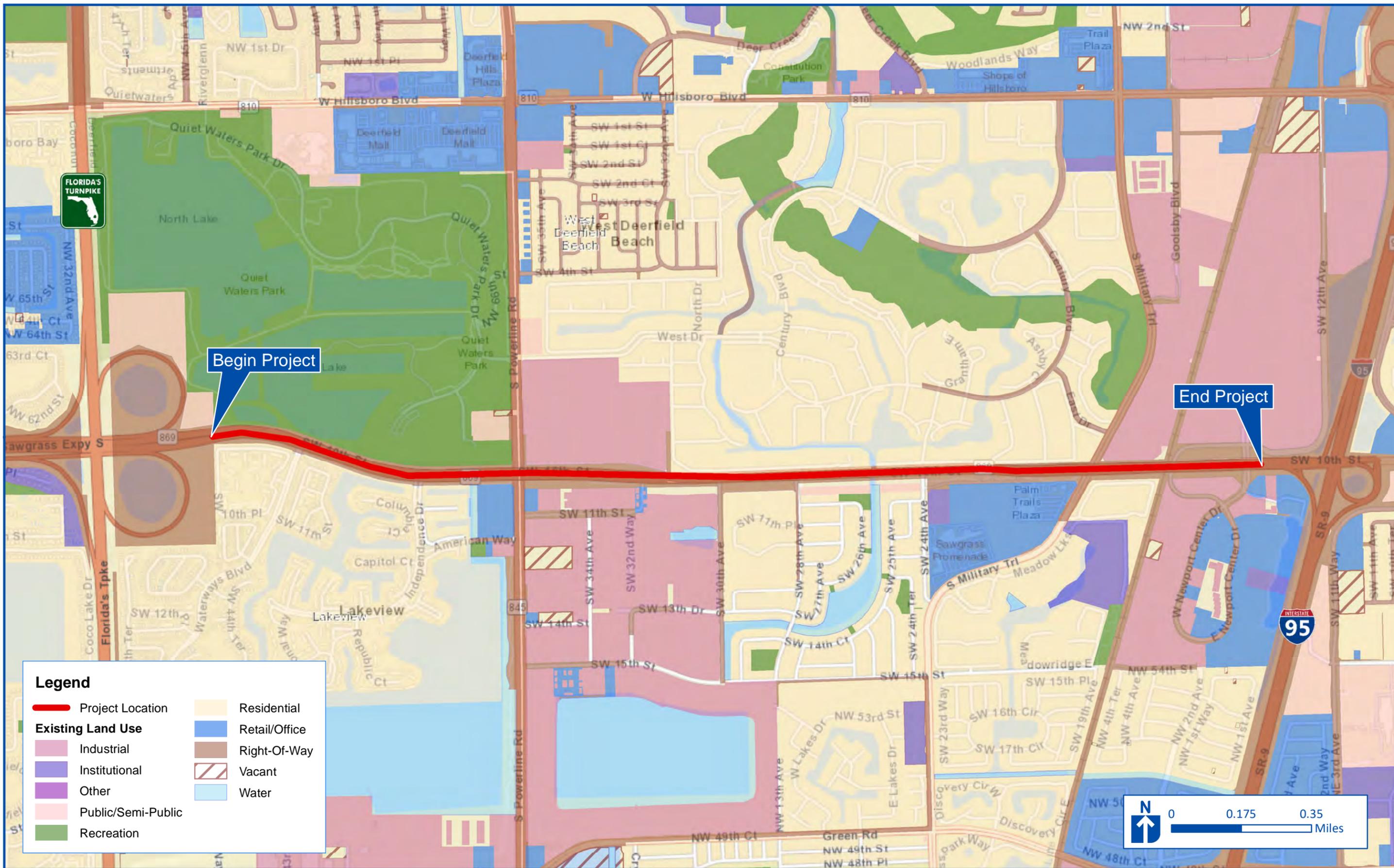


All residences and businesses that currently have access to SW 10th Street will retain access to SW 10th Street, during and after construction. The exact configuration of driveways and access points will be determined during the final design phase. Changes to median openings and entrances will improve 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

3.3.1 Existing Land Use

The primary land uses in the project corridor include: residential (multi-family and single family), recreational, industrial, and commercial. Major residential developments include: the Enclave Apartments at Waterways, Waterways, Independence Bay, Century Village, Waterford Courtyards, Waterford Homes, and the Lakes at Deerfield Apartments. Industrial development includes the Publix Distribution Center. Commercial development includes: the Sports Complex, Shell Gas Station, Med Care Pharmacy, Deerfield Beach Storage, Quiet Waters Business Park, Public Storage, Walmart, Publix, Quorum Business Center, and the Newport Center. Recreational uses along the corridor include Quiet Waters Park and Crystal Heights Park. The corridor is mostly built-out, with little vacant property in the corridor. Figure 3.3.1 shows the existing land use in the project corridor.



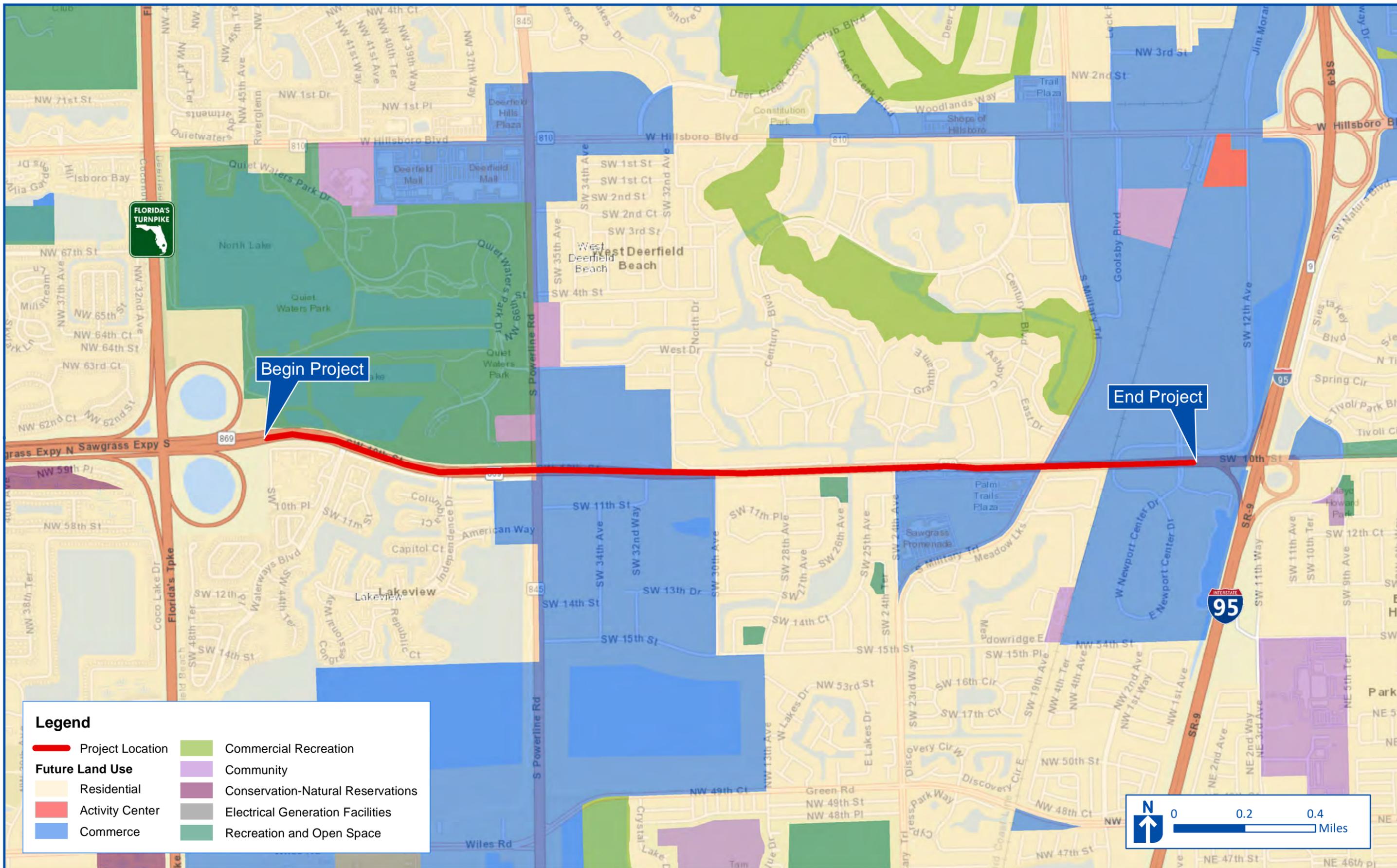
3.3.2 Plan Consistency

As described in Section 3.3.1 and shown in Figure 3.3.1, Broward County is mostly built-out in the study area with little undeveloped land in the project corridor. Therefore, significant changes in land use are not anticipated. The Broward County Future Land Use Maps are consistent with the existing land use in the study corridor. The corridor will be mostly residential (multi-family and single family) and commercial. In addition, the Broward County Future Land Use map shows Quiet Waters Park will remain Recreation / Open Space. Figure 3.3.2 shows the Broward County Future Land Use.

Any change in land use patterns would be a result of redevelopment of existing areas. For example, portions of Century Village golf courses were sold and are being redeveloped for residential use. Thus, the project is not expected to significantly change or effect land use patterns. As stated in Section 1.2.1, the project is included within the following: Broward MPO TIP, FDOT STIP, FDOT SIS Five Year Plan, and Broward MPO MTP.

3.3.3 Growth Trends and Issues

The SW 10th Street corridor is in an urban area with little vacant or undeveloped land. This project is unlikely to increase growth within the study area. Proposed redevelopment and new residential development in the project corridor and in south Florida could lead to increases in traffic and congestion. In 2040, the travel demand is expected to be twice the capacity of SW 10th Street in some segments, and gridlock along SW 10th Street during peak hours can be expected. Without additional capacity and safety improvements in place along SW 10th Street, the duration of congestion is expected to increase, along with delay and queues along the corridor. In the westbound direction, during the peak PM traffic period, the average travel speed along SW 10th Street between Florida's Turnpike and I-95 is predicted to be 3 mph with the No-Build Alternative and 25 mph with the Preferred Alternative. The average travel speed for the Preferred Alternative on the Connector Road is 55 mph. This project will help alleviate some of the capacity issues and enhance the regional connectivity in south Florida.



3.3.4 Focal Points

The SW 10th Street Connector has been designed to reduce impacts to the local community, including community focal points. SW 10th Street is adjacent to the Crystal Heights Park – North, Quiet Waters Park, and Grand Villa of Deerfield Beach (assisted living center).

The project requires no temporary or permanent right-of-way acquisition from Crystal Height Park – North and there are no proximity impacts that rise to the level of substantial impairment. Access to Crystal Height 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 Subdivision (Waterford Homes). As part of the DOA documentation, a determination of Section 4(f) No Use was approved by the Office of Environmental Management (OEM) on December 14, 2018.

The project also does not require any 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 the 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 1, 2020.

No direct or indirect impacts on the Grand Villa of Deerfield Beach will result from this project. The other community focal points within the SCE study area are not within close proximity to the proposed improvements and will not be directly or indirectly adversely impacted by the proposed improvements.

Adding capacity in the SW 10th Street corridor will reduce congestion on local SW 10th Street, providing easier access to community focal points in the SCE study area. Furthermore, the addition of the shared use path and pedestrian / bicycle facilities along Military Trail will also enhance non-vehicular connectivity to these community focal points.

3.4 Mobility

3.4.1 Mobility Choices

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.

3.4.2 Accessibility

Non-motorist and transportation disadvantaged access to businesses and community focal points will be enhanced through the addition of the shared use path, addition of bicycle and pedestrian features on Military Trail, and enhanced crosswalks as described in Section 3.4.1.

Furthermore, the capacity improvements will also enhance emergency evacuation, first responder response time, and safety.

3.4.3 Connectivity

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 on the north side of the road between Powerline Road and Military Trail, Quiet Waters Business Park. As

described in Section 3.2.3, 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.

3.5 Aesthetic Effects

3.5.1 Noise / Vibration

A traffic noise study was performed to evaluate the project impacts. 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.

Nine noise barriers were recommended based on the analysis, as shown in the Noise Study Report (NSR), available under separate cover. Noise barriers are warranted along SW 10th Street between Florida's Turnpike and Military Trail for all residential areas. 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. Aesthetics of any barrier will be closely coordinated with those benefited by the barrier and the City.

3.5.2 Viewshed

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 lane over Connector Road;
- Powerline Road – Bridge carries Connector Road over Powerline Road intersection
- Military Trail / Railroad – Bridge carries Connector Road over Military Trail intersection and 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.

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 Waterways Boulevard will not be located directly in front of Waterways Boulevard and will instead be located west of this intersection.

Figure 3.5.1: Waterways Viewshed (APW #2)



Figure 3.5.2: Waterways Viewshed (post APW#2)



The proposed project will reduce the amount of green space available for landscaping in the corridor. However, 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: Preferred Alternative Rendering (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.

3.5.3 Compatibility

The proposed project includes improvements that are compatible with the surrounding landscape. The Sawgrass Expressway currently terminates at Florida’s Turnpike, where SW 10th Street begins. The goal of this project is to configure a high-speed connection between the Sawgrass Expressway and I-95 such that vehicles exiting the Sawgrass Expressway no longer need to traverse multiple signalized intersections when traveling to I-95 or vice versa. As discussed in Section 1.3 and further discussed in the PER, a limited-access facility adjacent to SW 10th Street connecting Sawgrass Expressway, Florida’s Turnpike, and I-95 has been planned since the early 1970s. The right-of-way originally purchased for SW 10th Street is sufficiently wide to accommodate a second facility within the corridor. This additional right-of-way adjacent to SW 10th Street currently acts as a buffer to the residential communities; however, the project’s intent is to include a limited-access connection, which is compatible with the original vision for this corridor.

3.6 Relocation Potential

A Conceptual Stage Relocation Plan (CSRП) was prepared for this project. The CSRП indicates that the project will require seven business relocations and no residential relocations. The seven businesses have a structure (building or parking lot) within the right-of-way acquisition area and may be eligible for relocation. Table 3.6.1 lists the businesses that may require relocation and the number of employees potentially affected.

Table 3.6.1: Potential Businesses to be Displaced

Folio Number	Business	Number of Employees	Comments
484203090030	Deerfield Storage	10 to 20	A portion of the frontage and one building may be affected.
484211100020 (Palm Trails Plaza, LLC)	UPS Store	10 to 20	Five businesses operate at this location, and one storefront is currently vacant. All six businesses may need to be relocated if the City of Deerfield Beach does not approve a set-back variance.
	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	

Note: The CSRП also included a relocation at Med-Care, but since the report was completed, the Preferred Alternative now avoids right-of-way from this parcel.

Adequate onsite space appears to be available on the remainder property for continued operation of Deerfield Storage. Consequently, this relocation is highly unlikely. If the City of Deerfield Beach disapproves a set-back variance for the Palm Trails Plaza shopping center, six businesses may need to be relocated. There is a sufficient number of available commercial replacement properties in case any business needs to be relocated.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right-of-Way and Relocation Assistance Program 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).

4.0 Recommendations and Commitments

4.1 Recommendations for Resolving Issues

Although the project has several mobility, safety, and connectivity benefits, the proposed project may impact the surrounding community from a social perspective. The project results in business relocations, changes in the viewshed, reduced green space, change in traffic patterns, and change in business access. Four general methods are available for addressing project impacts: avoidance, minimization, mitigation, and enhancement.

Avoidance measures are alterations to the project so that an impact does not occur. If no feasible or prudent avoidance alternative exist to resolve a project effect, minimization measures are explored. Minimization measures involve modifications to the project to reduce the severity of the effect. Typically, after all minimization efforts have been explored for their ability to resolve a project effect, mitigation and enhancement measures are pursued. Mitigation measures alleviate or offset a project effect that cannot be avoided through replacement or compensation. Enhancement measures are project features intended to increase the project's compatibility with the community context.

The following avoidance, minimization, and enhancement measures can be utilized to help resolve issues within the study area:

- Numerous alternatives and typical sections were evaluated to minimize right-of-way impacts as detailed in the PER. The project avoids all residential relocations and minimizes business relocations.
- A depressed section was evaluated to minimize aesthetic impacts.
- An alternative was developed to increase the buffer / green space between the roadway and residential properties on the south side of the roadway (Preferred Alternative).
- A shared use path is proposed within the study area to enhance mobility and transportation disadvantaged connectivity.
- Access is maintained to local businesses, residences, and community focal points.
- Landscaping is proposed to enhance aesthetics within the study area.

4.2 Sociocultural Effects Commitments

FDOT commits to the following to minimize sociocultural effects:

- 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.
- 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.
- 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.
- 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.
- 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.
- 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).
- 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.
- 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.

5.0 Environmental Justice, Civil Rights, and Related Issues

5.1 Protected Populations in Study Area

The project has been developed in accordance with the requirements of Title VI of the Civil Rights Act of 1964. This project is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI of the Civil Rights Act provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of federal, state, or local government.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above in Section 2.3. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

5.2 Coordination and Participation

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. The purpose of the program is to outline the public involvement approach to be taken with the project,

provide and share project information with people living and working in the area, listen to ideas and concerns, and solicit and incorporate input received during the study process. For this project, the PIP focused on elected and appointed officials, agency meetings, a series of public meetings, and several community outreach techniques including a project website.

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.

5.2.1 Public 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.

5.2.2 Alternatives Public 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 for the second Alternatives Public Workshop. 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.

5.2.3 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, available under separate cover.

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 for Quiet Waters Business Park on Powerline Road north of SW 10th Street;
- 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 eight-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, and stakeholder input, 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 436964-1));
- 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 March 24, 2021) is shown below in Table 5.2.1.

Table 5.2.1: Broward MPO & COAT Meetings

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

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

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

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 Powerline Road 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.

5.2.5 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 March 24, 2021) is shown below in Table 5.2.2 and Table 5.2.3.

Table 5.2.2: Elected & Appointed Official Meetings

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

Municipality / Stakeholder	Meeting	Date(s)
	Commissioner Bernie Parness, District 3	9/26/17, 3/6/18, 10/16/18, 3/5/20
	Commissioner Todd Drosky, District 4	10/10/17, 1/31/18, 8/24/18, 9/13/18, 1/4/19, 2/11/19, 4/24/19, 7/30/19, 1/26/21, & 3/17/21
	City of Deerfield Beach District 4 Community Meeting at Constitution Park with Commissioner Todd Drosky	5/31/18
	Project Update, Future Maintenance and Landscape Preliminary Discussion with Thomas Good	1/22/18, 1/29/18, 12/16/19
	Drainage and Utility Meeting	2/9/18 & 6/21/18
	Coordination Meeting with City of Deerfield Beach Staff	8/1/18, 2/13/20, 3/6/20, 5/22/20, 6/12/20, 7/10/20, 7/29/20, 8/14/20, 9/4/20, 9/24/20, 10/26/20, 11/29/20, & 3/11/21
	Florida's Turnpike Enterprise Meeting with the City	1/11/19 & 6/10/20
City of Coconut Creek	City Manager Mary Blasi	11/8/17
	Commissioner Mikkie Belvedere, District B	10/15/18
	Vice Mayor Sandra Welch, District C	12/12/18
	Commissioner Becky Tooley, District A	12/13/18
	Staff	9/16/20
City of Coral Springs	Commissioner Larry Vignola, Seat 3	5/7/18, 3/19/19 & 6/18/19
	City Staff	5/13/19 & 9/10/20
	Commissioners Workshop	9/25/19 & 9/30/20
City of Dania Beach	Commissioner Bill Harris	7/8/19
City of Hillsboro	Vice Mayor Irene Kirdahy / City Manager	6/25/19
City of Hollywood	Commissioner Richard Blattner, District 4	11/2/17 & 4/4/19
City of Parkland	Mayor Christine Hunschofsky	11/13/17, 10/22/18 & 7/8/19
	City Manager / City Staff Meeting	7/3/19
	City Engineer	9/1/20
City of Pompano	Vice Mayor Barry Moss, District 5	4/12/19
City of Sunrise	Commissioner Lawrence A. Sofield	3/25/19

Municipality / Stakeholder	Meeting	Date(s)
	Sean Dinneen, Assistant City Manager and Christine Pfeffer, Communications Director	9/1/20
City of Tamarac	Vice Mayor/Commissioner Debra Placko	3/20/19
City of Oakland Park	Commissioner Michael Carn	7/1/19
City of Lauderhill	Vice Mayor Margaret Bates	6/25/19
City of Lauderdale By the Sea	Vice Mayor Elliot Sokolow	6/25/19
City of Lighthouse Point	Commissioner Sandy Johnson, Seat #5	5/21/19
City of Margate	Commissioner Joanne Simone, Seat #5	7/9/19
City of Plantation	Mayor Lynn Stone	7/10/19
City of Pembroke Pines	Mayor Frank C. Otis	6/4/19
Town of Davie	Councilman Bryan Caletka	4/5/19
City of Weston	Commissioner Byron Jaffe	6/3/19
City of Wilton Manors	Vice Mayor Tom Green	5/22/19

Table 5.2.3: Stakeholder Meetings

Stakeholder / Agencies	Date(s)
ASCE Conference	7/9/19
Banyan Trails Community	10/30/18
Broward Business Expo	6/20/19
Broward County Environmental and Consumer Protection Division (ECPD) Drainage / Contamination Meeting	9/10/18
Broward County Parks and Recreation Section 4(f) Meeting for Quiet Waters Park	8/9/18
Broward County Teleconference Watermain Installation on Powerline Road and SW 10 th Street	3/21/18
Business Leaders Meeting	6/10/20
Century Village East	2/1/18, 11/8/18, & 7/27/20
Century Village East Master Management	10/12/18, 11/8/18, 1/10/19, 2/28/19 & 3/28/19
Century Village Consultant (architect)	11/3/20
Century Plaza Library	9/17/19

Stakeholder / Agencies	Date(s)
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

Stakeholder / Agencies	Date(s)
Sawgrass Promenade	9/18/19 & 9/14/20
Secretary Thibault Visit	3/11/19
The Lakes at Deerfield Apartments Management	3/23/18
The Lakes at Deerfield Apartments Residents	8/21/18 & 9/19/19
Waterford Homes Community	7/18/18, 8/13/19, 8/5/20 & 10/7/2020
Waterford Courtyard	8/28/2019 & 10/1/20
Waterways Community	3/22/18, 10/9/18, 8/7/19 & 8/27/20
Western Businesses	3/6/18
Zonta Club of Greater Deerfield Beach	10/16/18

5.2.6 Public Hearing

The SW 10th Street Connector and I-95 from 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 5.2.4. 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, those questions were read-in to the audience. As time permitted, fly-through videos of each project were shown at the end of the open house.

Table 5.2.4: Virtual Public Hearing Session Schedule

Session	Open House Sessions		Formal Hearing Sessions		
	Session Begins	Session Ends	Presentation Begins	Comments Start	Comments End (approx.)
A	11:00 a.m.	12:00 noon	12:00 noon	12:45 p.m.	1:30 p.m.
B	2:30 p.m.	3:30 p.m.	3:30 p.m.	4:15 p.m.	5:00 p.m.
C	6:00 p.m.	7:30 p.m.	7:30 p.m.	8:15 p.m.	9:00 p.m.

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

In addition to the nine virtual sessions, four in-person Public Hearing sessions were held on Thursday, October 15, 2020 as shown in Table 5.2.5. The in-person Public Hearings were in the standard format as a traditional Public Hearing, but with social distancing and face masks required.

Table 5.2.5: In-Person Public Hearing Session Schedule – October 15, 2020

Open House Sessions		Formal Hearing Sessions		
Session Begins	Session Ends	Presentation Begins	Comments Start	Comments End (approx.)
9:00 a.m.	10:00 a.m.	10:00 a.m.	10:45 a.m.	11:30 a.m.
12:00 noon	1:00 p.m.	1:00 p.m.	1:45 p.m.	2:30 p.m.
3:00 p.m.	4:00 p.m.	4:00 p.m.	4:45 p.m.	5:30 p.m.
6:00 p.m.	7:00 p.m.	7:00 p.m.	7:45 p.m.	8:30 p.m.

Public Hearing Attendance

The virtual Public Hearings anticipated between 40 and 80 attendees per session (to ensure that all questions could be answered during the open house portion of the hearing), and in-person attendance was limited to approximately 40 attendees per session (to facilitate social distancing and less than 50 people in a room). Registration was requested for the virtual Public Hearing sessions and was encouraged for the in-person Public Hearing sessions. Registration was limited to one session per attendee, unless there was a need to attend more than one session (to try to limit the amount of people registering for all sessions and then only attending one).

The first day morning sessions (1A and 1B) reached the anticipated 40 registrations very quickly, due to the number of consultants registered for those sessions. Those 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 5.2.6 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).

Table 5.2.6: Virtual Public Hearing Attendance

Session		Number Registered	Number Attended	Percentage
Monday 10/12	1A	72	47	65%
	1B	73	44	60%
	1C	73	53	73%
Tuesday 10/13	2A	45	38	84%
	2B	39	33	85%
	2C	34	18	53%
Wednesday 10/14	3A	42	27	64%
	3B	44	37	84%
	3C	45	43*	96%
Total		467	340	73%

* Includes 11 attendees at the in-person Deerfield Beach viewing location.

A total of 27 attendees participated in the in-person Public Hearing sessions. The registration process worked very well and those needing to be allowed into more than one session or change sessions were accommodated.

Public Hearing Content

Similar to the Project Update Webinars described in Section 5.2.4, 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 Powerline Road 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 in Section 5.2.3. 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).

Formal Comment Period

The formal comment period was facilitated virtually by having those wishing to speak raise their virtual hand to make a comment or enter the comment into the chat. During the virtual sessions, a total of eight verbal comments and one chat comment were received during the formal comment period, as shown in Table 5.2.7. 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.

Table 5.2.7: Virtual Public Hearing Comments

Type	Virtual Public Hearing Session								
	1A	1B	1C	2A	2B	2C	3A	3B	3C
Verbal	1	1	1	0	1	0	0	1	3
Chat	0	0	1	0	0	0	0	0	0

The majority of the formal comments were related to the attendee’s preference of the Preferred Alternative for the SW 10th Street Connector project. Two attendees expressed interest in the No-Build Alternative (secondary choice is Without Powerline Road Ramps Alternative), one attendee expressed interested in the With Powerline Road Ramps Alternative, and two attendees preferred the Without Powerline Road Ramps Alternative. The other comments received related to business access and noise.

Comment Period Summary

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 5.2.8 represents a summary of the comment methods that were used to submit comments. The most common comment methods were email and the GoToSurvey.

Table 5.2.8: Summary of Comment Method

Comment Method	Number of Comments
Chat	1
Comment Form	1
Email	44
GoToSurvey	27*
Verbal	8
Website	14*
Mail	1
Total	96 (unique = 94)*

*Contains two duplicate comments submitted under different methods.

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.

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.

5.3 Summary of Project Effects

The SCE Evaluation is intended to be a proactive planning tool that ensures that community values, quality of life, and socioeconomic impacts are adequately considered and addressed in the formulation of transportation plans. Potential social, economic, land use, mobility, aesthetic, and relocation impacts that may result from transportation projects are identified and evaluated. As documented in this evaluation, the addition of a limited access facility adjacent to SW 10th Street will have minimal long-term negative impacts on the study area, and upon completion, is projected to increase quality of life through improved access and mobility, increased public safety, enhanced emergency response times, and reduced congestion which leads to decreased air and noise impacts.

The FDOT ETDM Screening Summary evaluated the potential effects of the project as of December 2016. The ETDM degree of effect for each environmental category was as follows:

- Social – Moderate;
- Economic – Minimal;
- Land Use – Minimal;
- Mobility – Minimal;
- Aesthetic Effects – Moderate; and
- Relocation Potential – Minimal.

After completing the analysis described in this report and other supporting documents, the degree of effect for one of the environmental categories differs from the degree of effect established during ETDM Programming Screen. The degree of effect for Mobility was upgraded from Minimal to Enhanced due to the significant improvement in travel time, regional connectivity, and transportation disadvantaged mobility improvements, like the addition of the shared use path. Table 5.3.1 provides an overview of the project effects.

Table 5.3.1: Project Effect Overview Summary

Issue	Impact	Degree of Effect
Social	<ul style="list-style-type: none"> • Results in no division of neighborhoods or substantial impacts to community cohesion. • Shared use path improves connection to community focal points and commercial facilities along the corridor for transportation disadvantaged groups. • Visual impacts are minimized with additional landscaping and aesthetic features. As well as minimizing the length and presence of bridges adjacent to residential communities. • Additional capacity improves emergency evacuation, first responder response time, and safety. • Reduces user delays by separating regional traffic from local traffic. • Does not result in any disproportionately high or adverse effects on any minority or low-income populations. • Minimal right-of-way acquisitions required. 	Moderate
Economic	<ul style="list-style-type: none"> • Results in a maximum of seven business relocations. There is a sufficient number of available commercial replacement properties in case any business needs to be relocated. • No significant effects on the local tax base. • Minor changes to some business access. All businesses will retain access to SW 10th Street. • Enhances movement of goods and services in the region. 	Minimal
Land Use Changes	<ul style="list-style-type: none"> • The corridor is essentially built out and the project is not expected to induce development or result in any significant land use changes. 	Minimal
Mobility	<ul style="list-style-type: none"> • Enhances mobility through the separation of a limited access facility and a local road facility. • Enhances regional mobility and the SIS network. • Enhances multi-modal facilities by constructing a 12-foot wide shared use path throughout the SW 10th Street study area. 	Enhanced

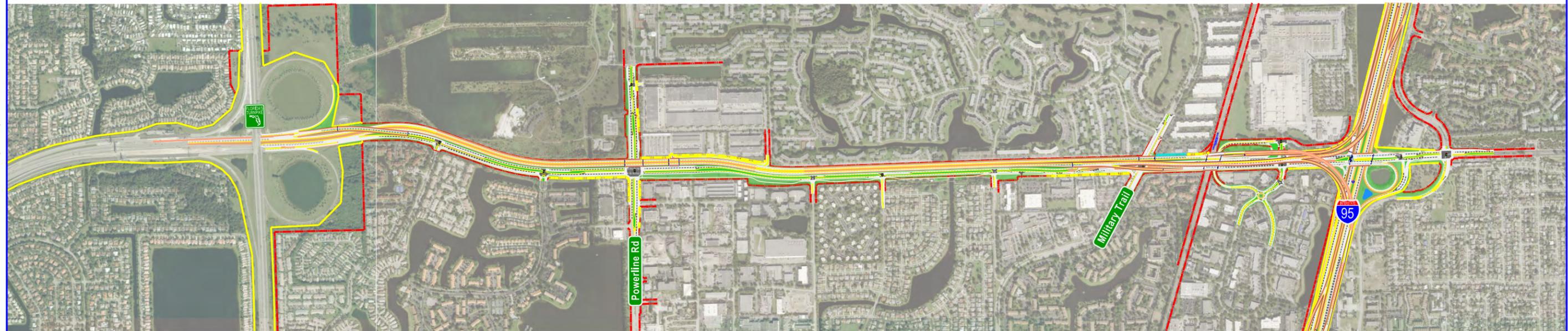
Issue	Impact	Degree of Effect
	<ul style="list-style-type: none"> Enhanced signals are proposed at major intersections to enhance safety at the crosswalks. Enhances interconnectivity between several SIS systems (I-95, Florida’s Turnpike, and Sawgrass Expressway) providing both a local and a regional benefit to south Florida. 	
Aesthetic Effects	<ul style="list-style-type: none"> Noise impacts are expected, but noise walls are warranted at each of the residential areas along SW 10th Street between Florida’s Turnpike and Military Trail. Viewshed obstructions are addressed by shifting the structure in front of Waterways Boulevard to the west, further from residential areas. The Preferred Alternative also results in additional green space, and enhanced landscaping. Landscaping will be added consistent with the City of Deerfield Beach Landscape Manual. Aesthetic treatments will be considered throughout the design phase and coordinated with the City of Deerfield Beach. Benches will be considered along the shared use path. 	Moderate
Relocation Potential	<ul style="list-style-type: none"> The project will result in a maximum of seven business relocations and no residential relocations. 	Minimal

5.4 Findings Regarding Disproportionate Adverse Effects

Based on the above discussion and analysis, the Preferred Alternative will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further Environmental Justice analysis is required.

Appendix A – Preferred Alternative Concept Plan Sheets (PER Appendix D)

APPENDIX D - PREFERRED ALTERNATIVE



**SR 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**

Financial Project ID: 439891-1-22-02
ETDM No: 14291

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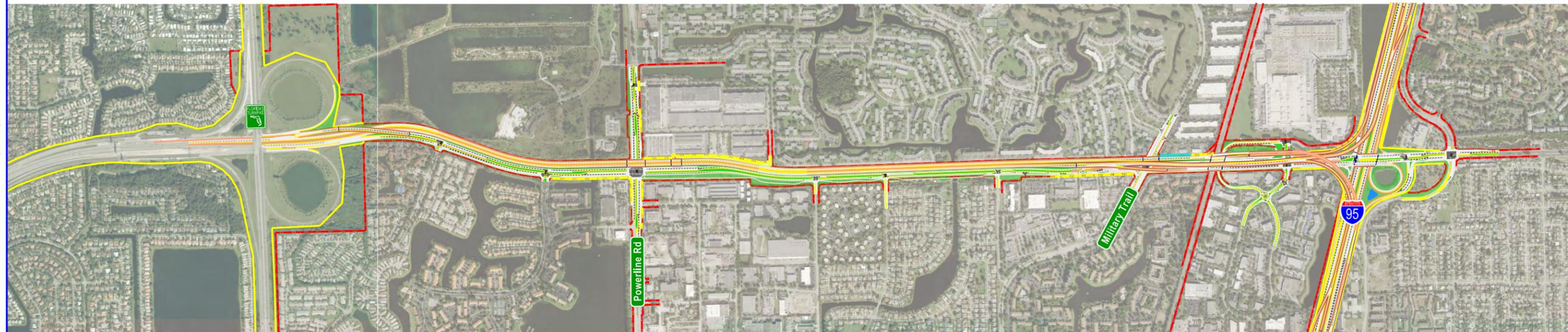


SR 869 / SW 10th Street Connector PD&E Study from
Florida's Turnpike / Sawgrass Expressway to west of I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

SHEET
NO.

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APPENDIX D - PREFERRED ALTERNATIVE



INDEX OF DRAWINGS

SHEET NUMBER

1 - 14

15 - 25

SHEET DESCRIPTION

PREFERRED ALTERNATIVE

PREFERRED ALTERNATIVE PROFILE

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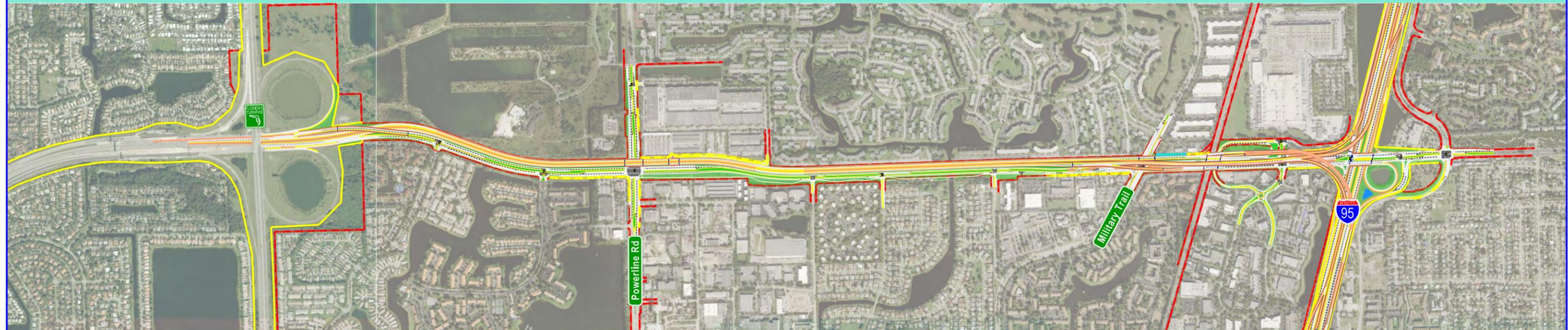


SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

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PREFERRED ALTERNATIVE PLAN SHEETS



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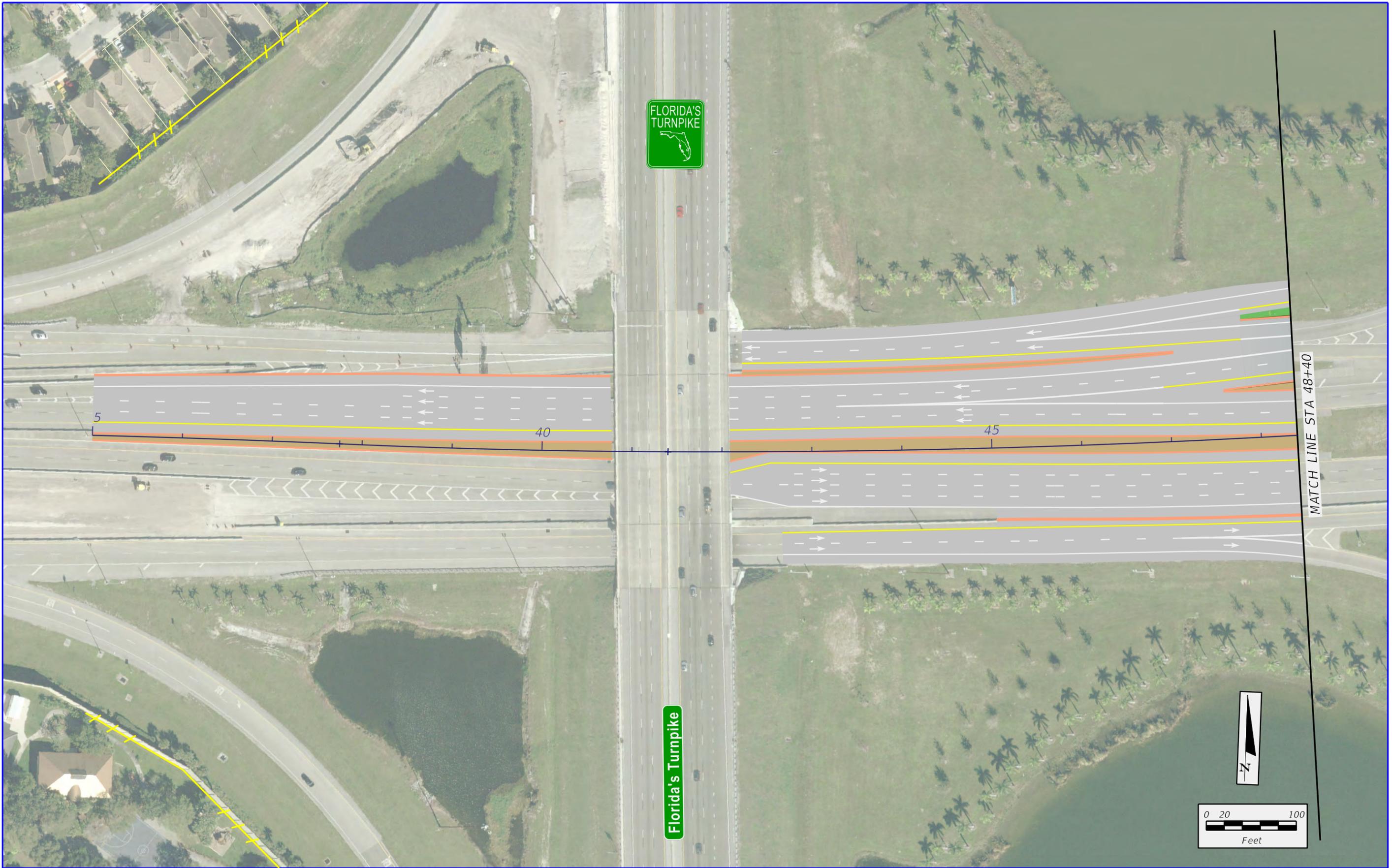


SR 869 / SW 10th Street Connector PD&E Study from
Florida's Turnpike / Sawgrass Expressway to west of I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

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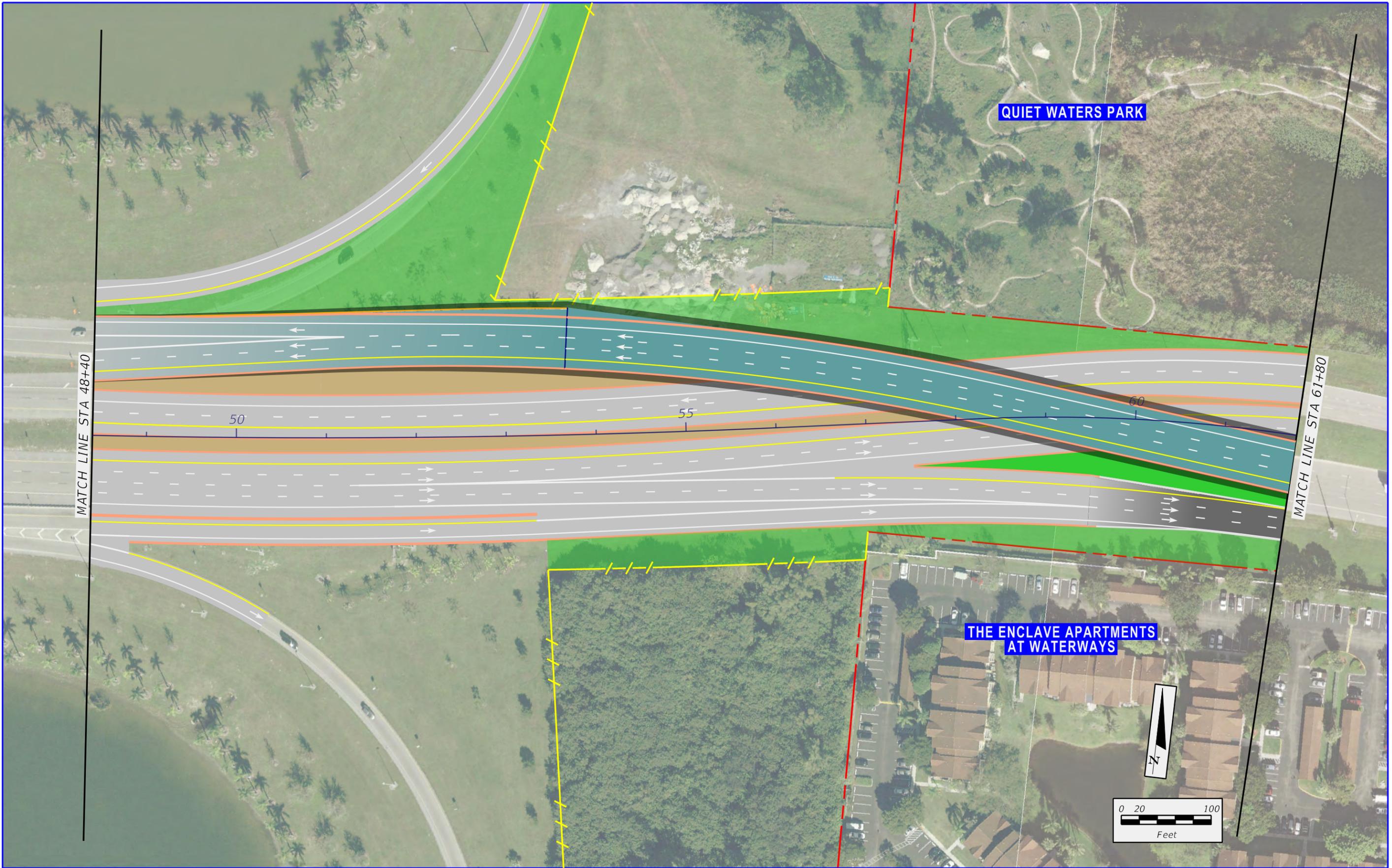
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 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND			
	EXISTING RIGHT-OF-WAY		PROPOSED 4TH LEVEL BRIDGE
	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
	TEMPORARY EASEMENT		PROPOSED SIDEWALK
	PROPOSED TRAFFIC SIGNAL		

PREFERRED ALTERNATIVE

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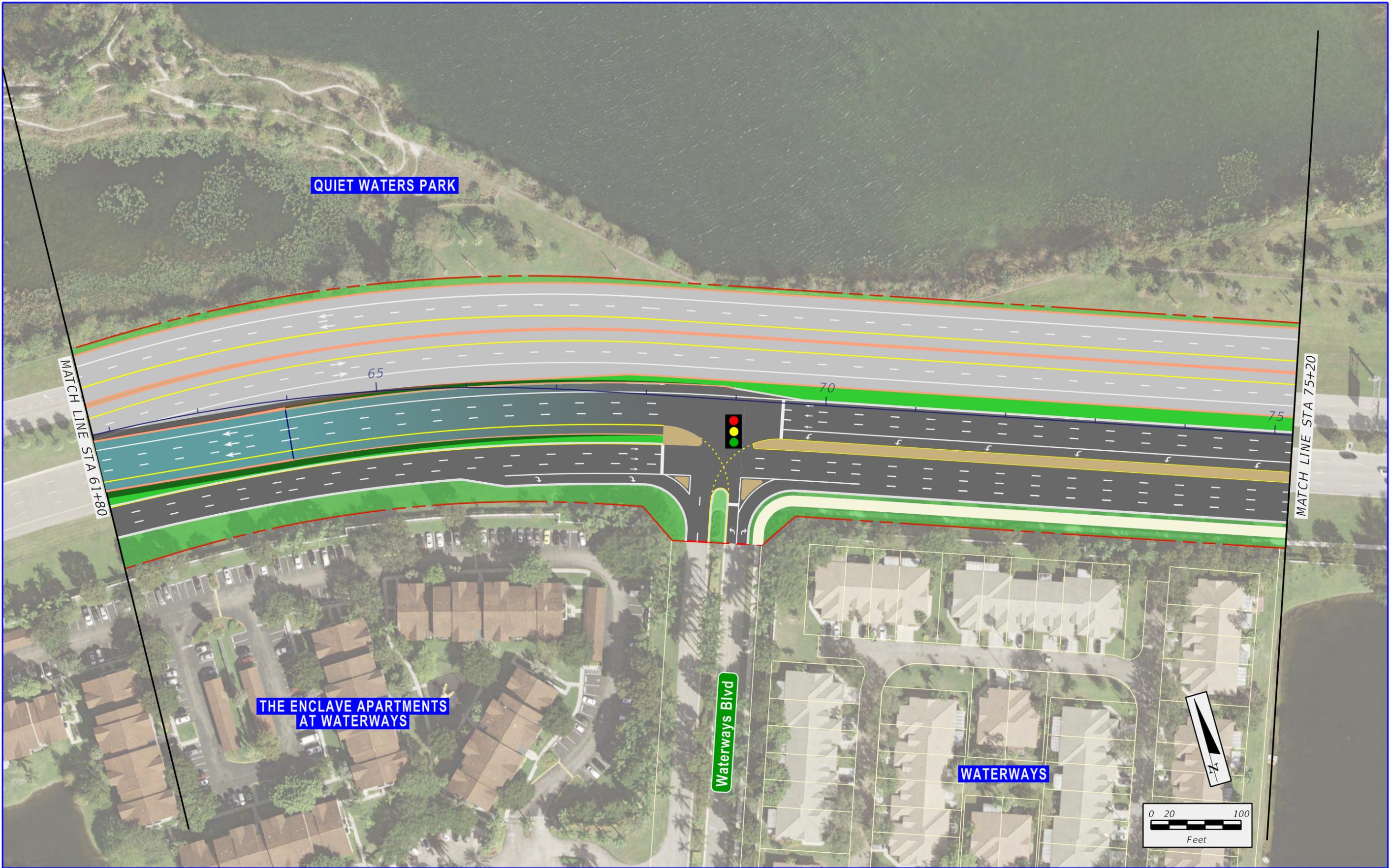
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND			
	EXISTING RIGHT-OF-WAY		PROPOSED 4TH LEVEL BRIDGE
	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
			TEMPORARY EASEMENT
			PROPOSED SIDEWALK
			PROPOSED TRAFFIC SIGNAL

PREFERRED ALTERNATIVE

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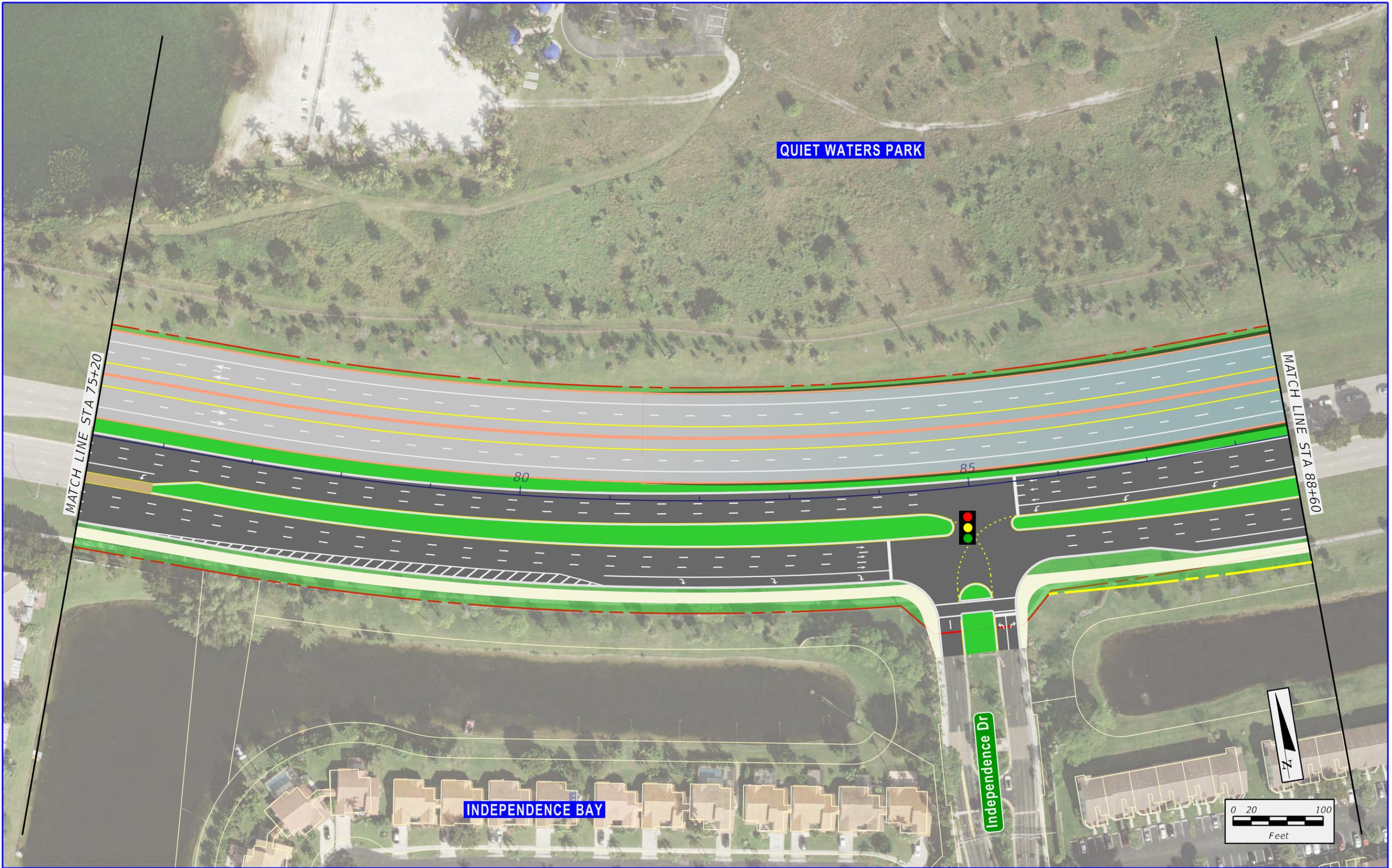
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND			
	EXISTING RIGHT-OF-WAY		PROPOSED MANAGED LANES
	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
	PROPOSED 4TH LEVEL BRIDGE		TEMPORARY EASEMENT
	PROPOSED SIDEWALK		PROPOSED TRAFFIC SIGNAL

PREFERRED ALTERNATIVE

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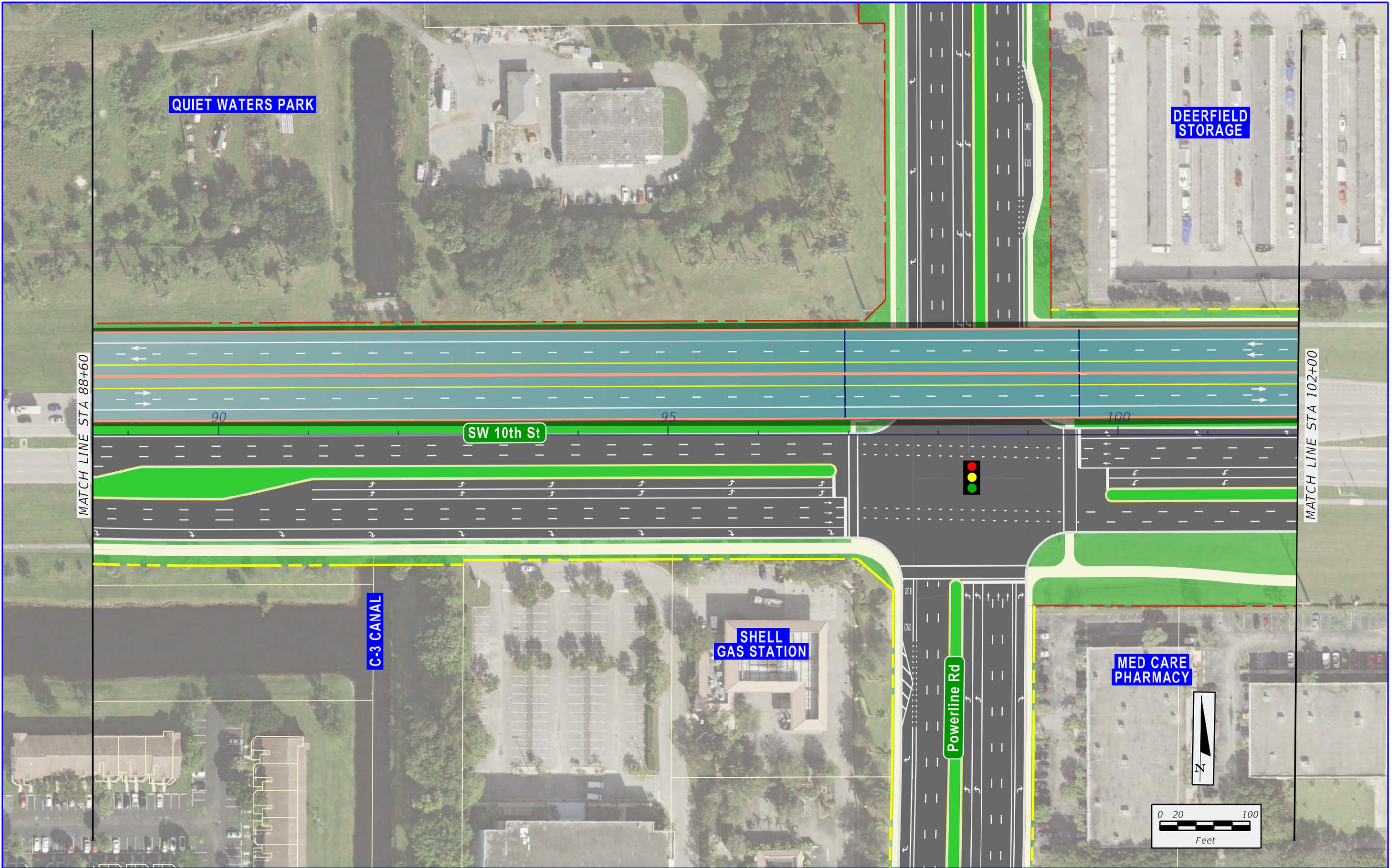
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND			
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
	PROPOSED MANAGED LANES		PROPOSED 4TH LEVEL BRIDGE
	PROPOSED LOCAL SW 10TH ST		TEMPORARY EASEMENT
	PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
	PROPOSED 3RD LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL

PREFERRED ALTERNATIVE

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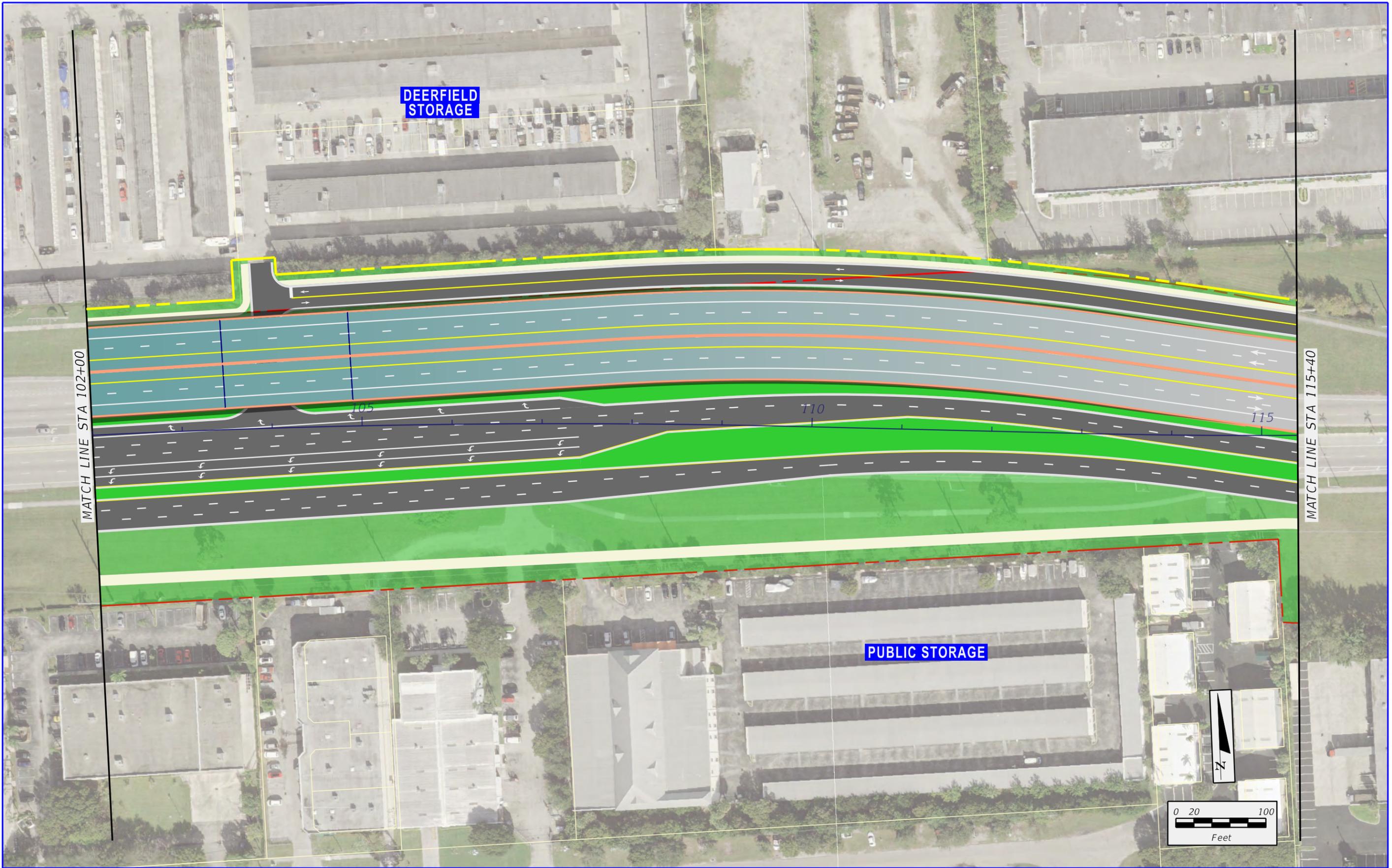
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND			
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
	PROPOSED MANAGED LANES		TEMPORARY EASEMENT
	PROPOSED LOCAL SW 10TH ST		PROPOSED SIDEWALK
	PROPOSED 2ND LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL
	PROPOSED 3RD LEVEL BRIDGE		

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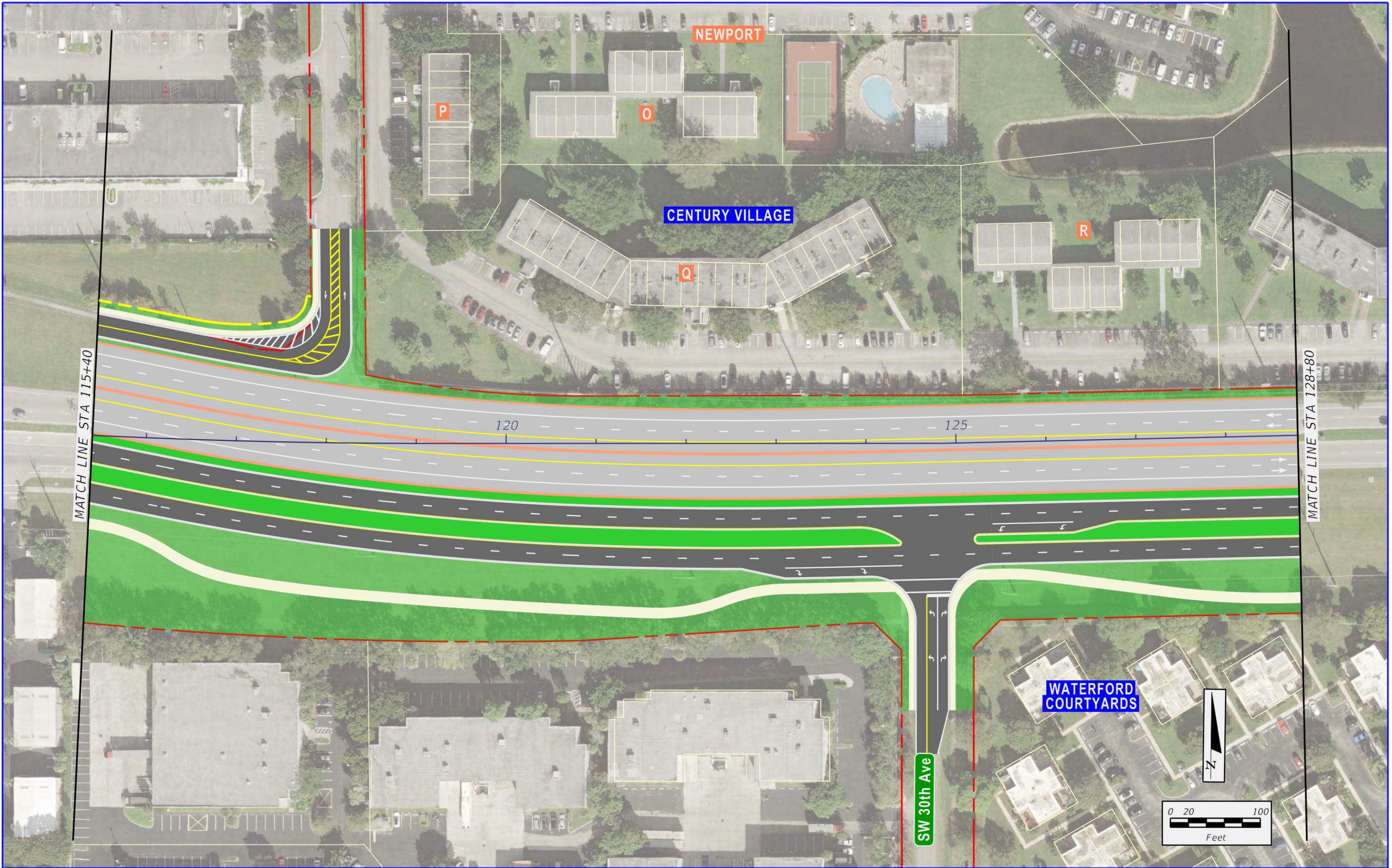
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND					
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST		TEMPORARY EASEMENT
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL

PREFERRED ALTERNATIVE

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D-6

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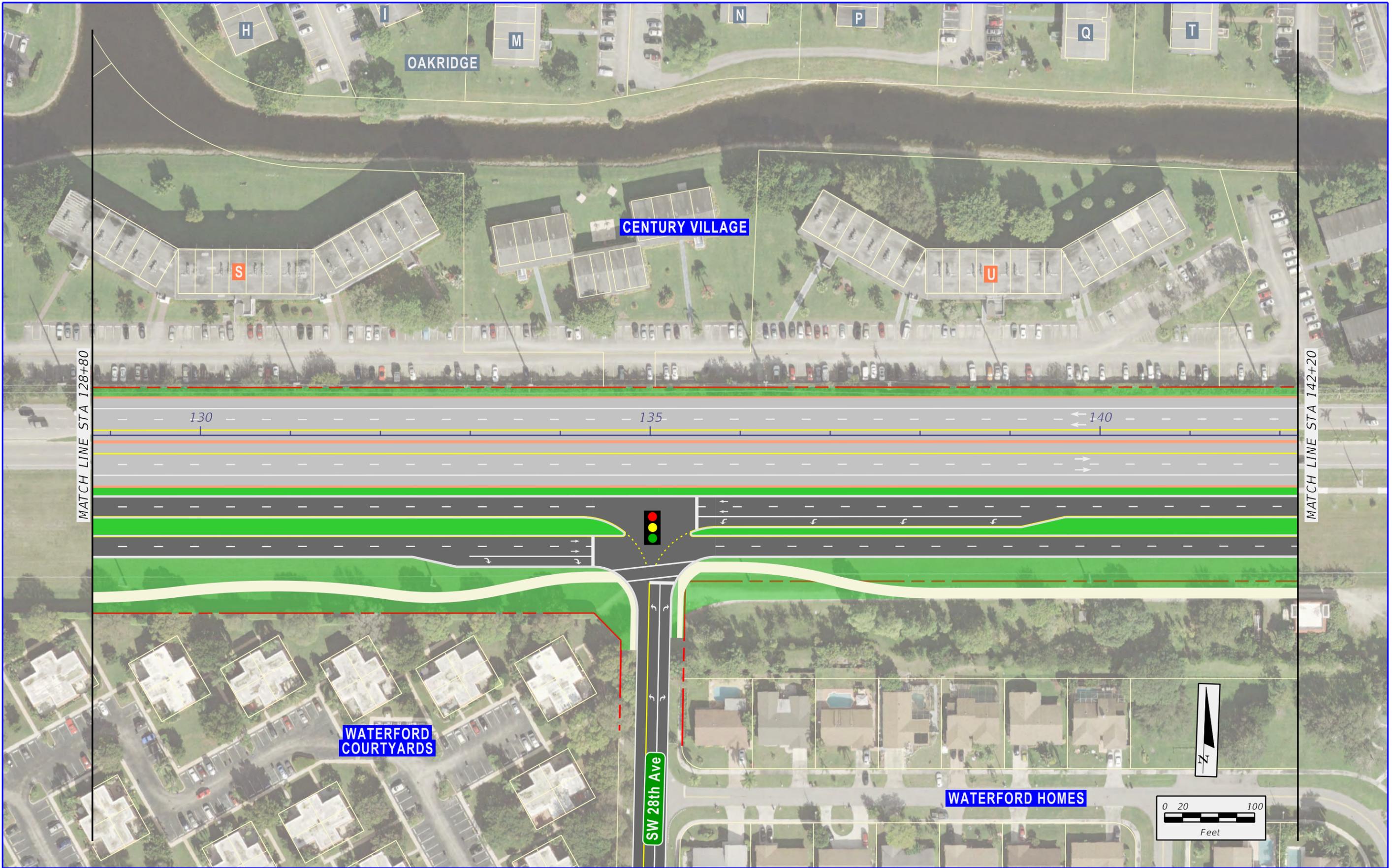
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST		TEMPORARY EASEMENT
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL

PREFERRED ALTERNATIVE

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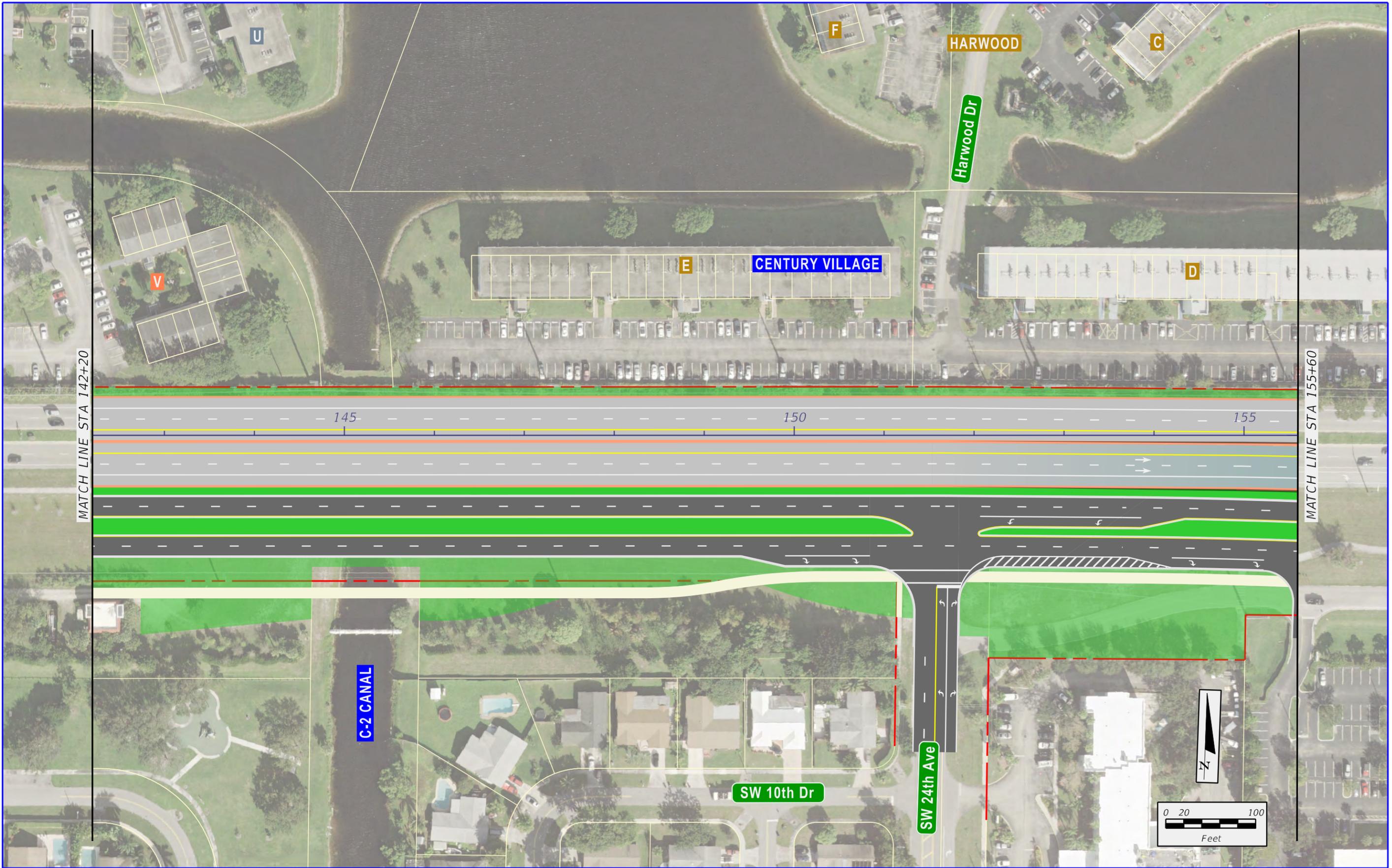
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND			
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
			TEMPORARY EASEMENT
			PROPOSED SIDEWALK
			PROPOSED TRAFFIC SIGNAL

PREFERRED ALTERNATIVE

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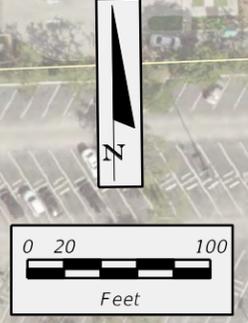
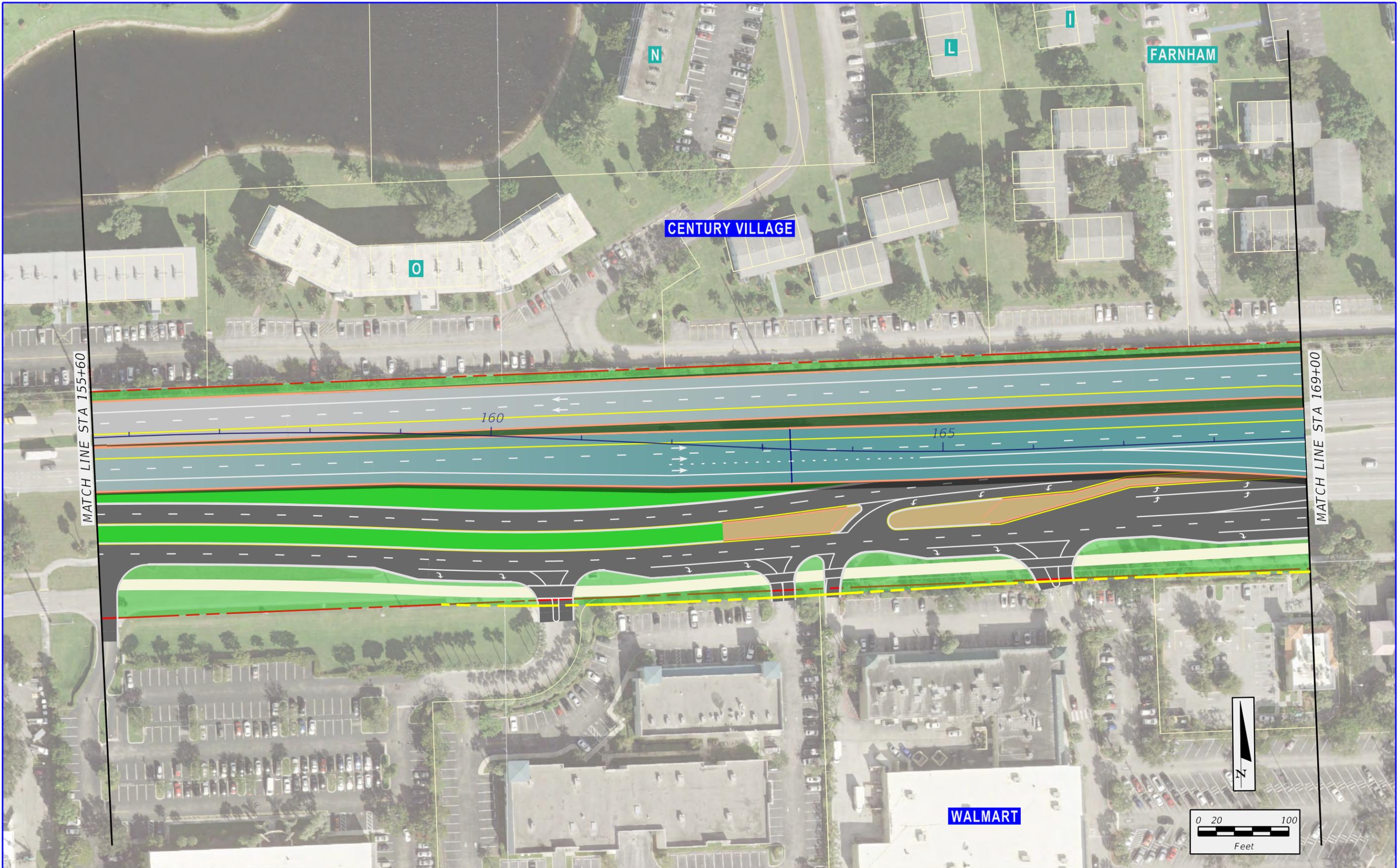
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND					
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST		TEMPORARY EASEMENT
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL

PREFERRED ALTERNATIVE

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D-9

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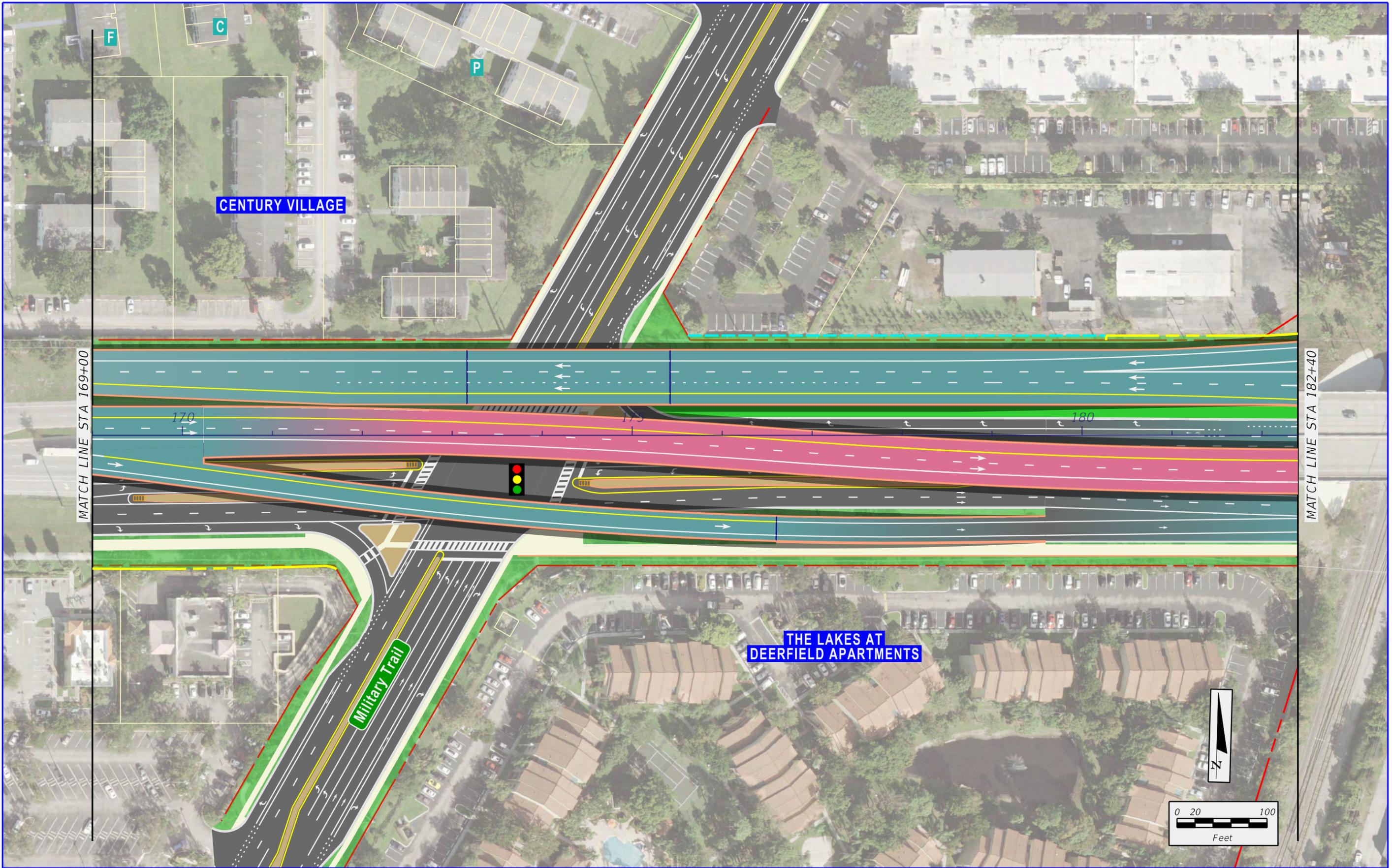
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND					
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST		TEMPORARY EASEMENT
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL

PREFERRED ALTERNATIVE

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D-10

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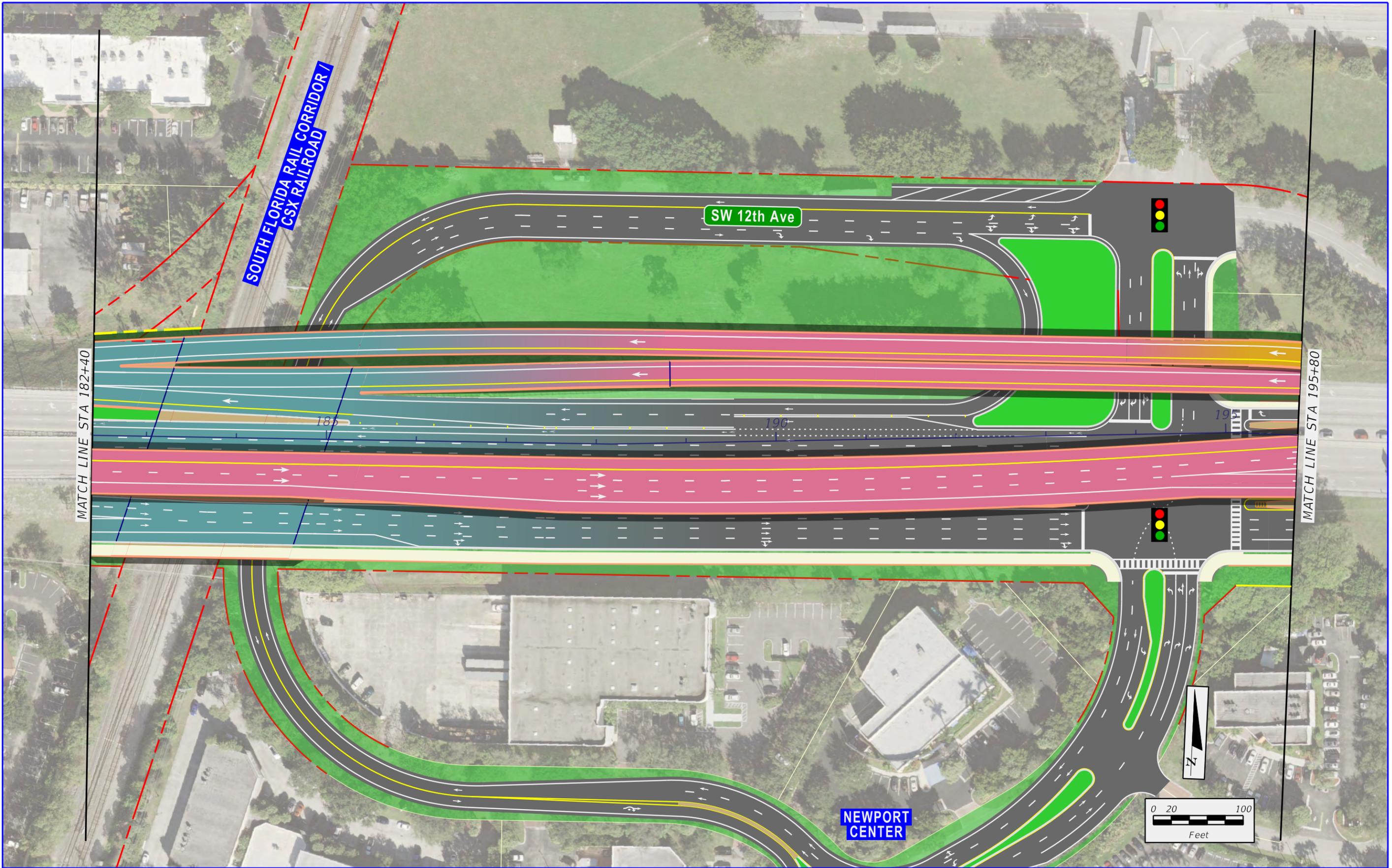
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
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LEGEND					
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST		TEMPORARY EASEMENT
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL

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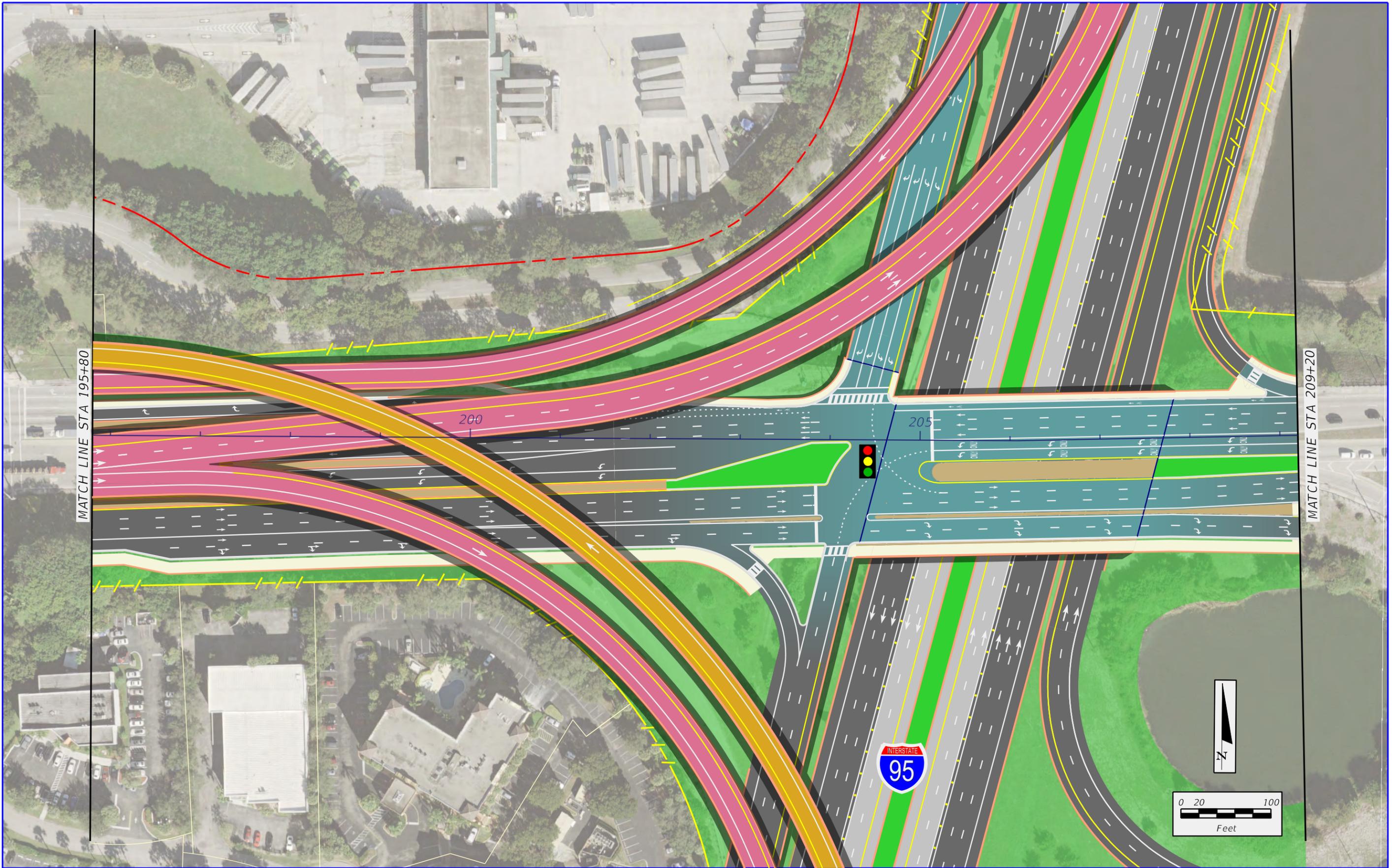
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
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LEGEND			
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
	PROPOSED MANAGED LANES		TEMPORARY EASEMENT
	PROPOSED LOCAL SW 10TH ST		PROPOSED SIDEWALK
	PROPOSED 2ND LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL
	PROPOSED 3RD LEVEL BRIDGE		

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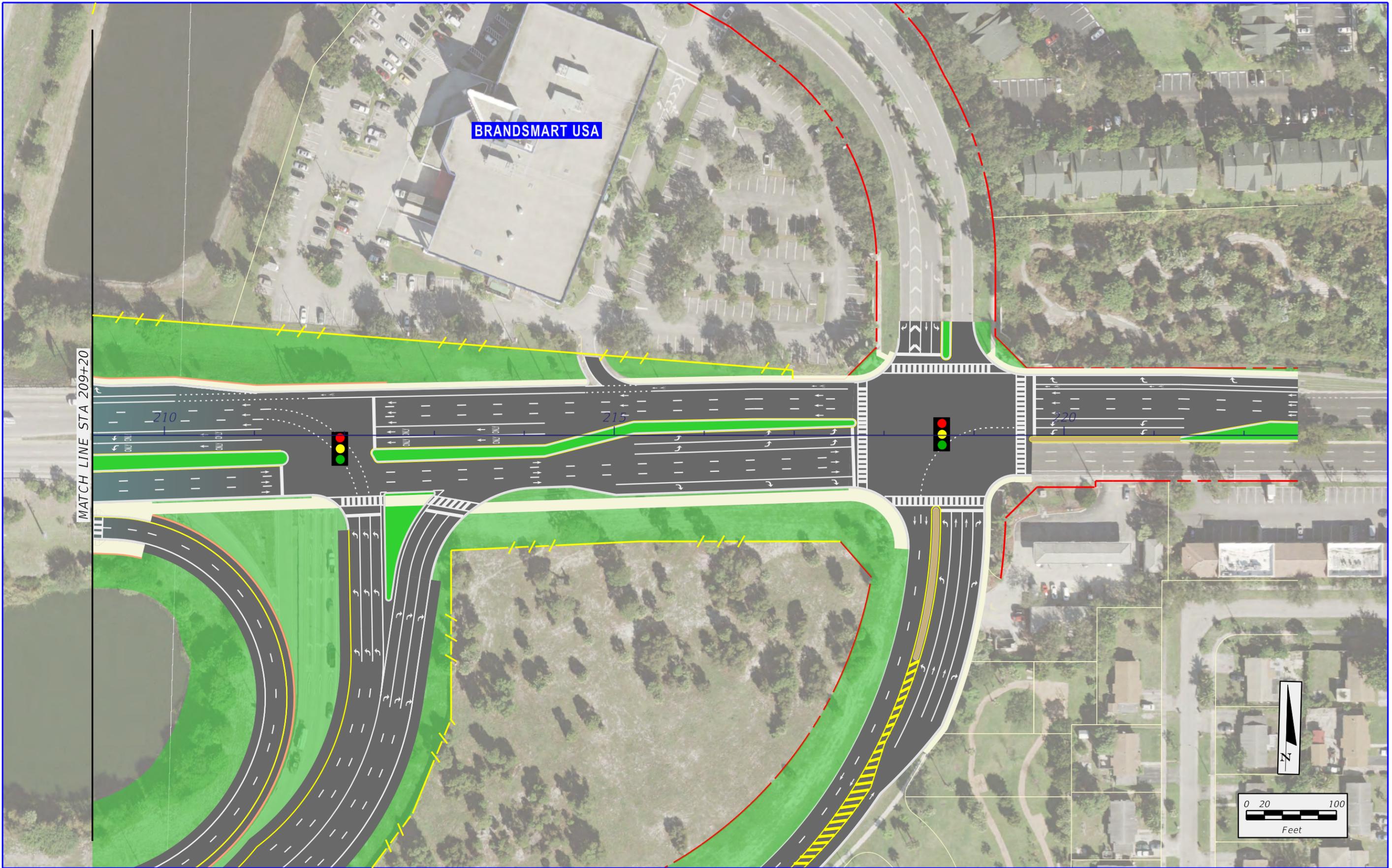
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
			TEMPORARY EASEMENT
			PROPOSED SIDEWALK
			PROPOSED TRAFFIC SIGNAL

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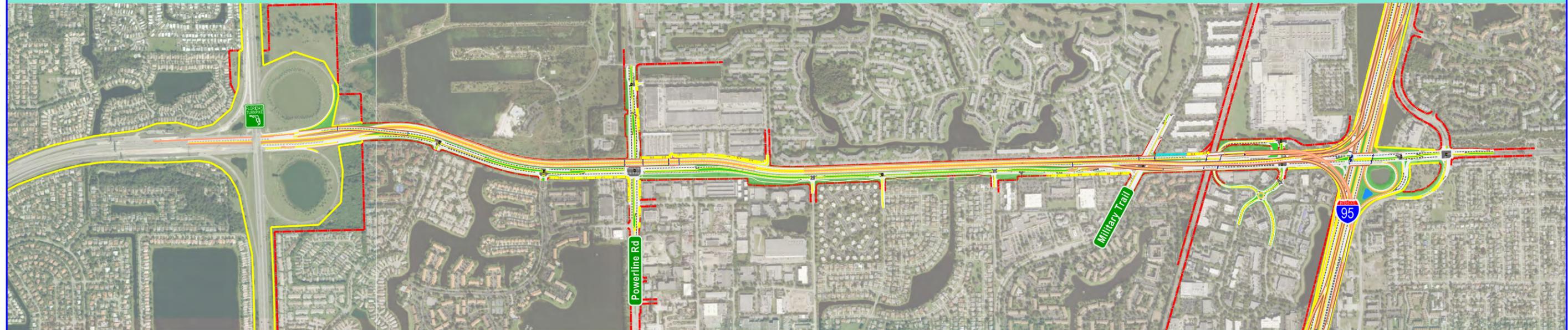
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

LEGEND			
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE
	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
			TEMPORARY EASEMENT
			PROPOSED SIDEWALK
			PROPOSED TRAFFIC SIGNAL

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PREFERRED ALTERNATIVE PROFILE SHEETS



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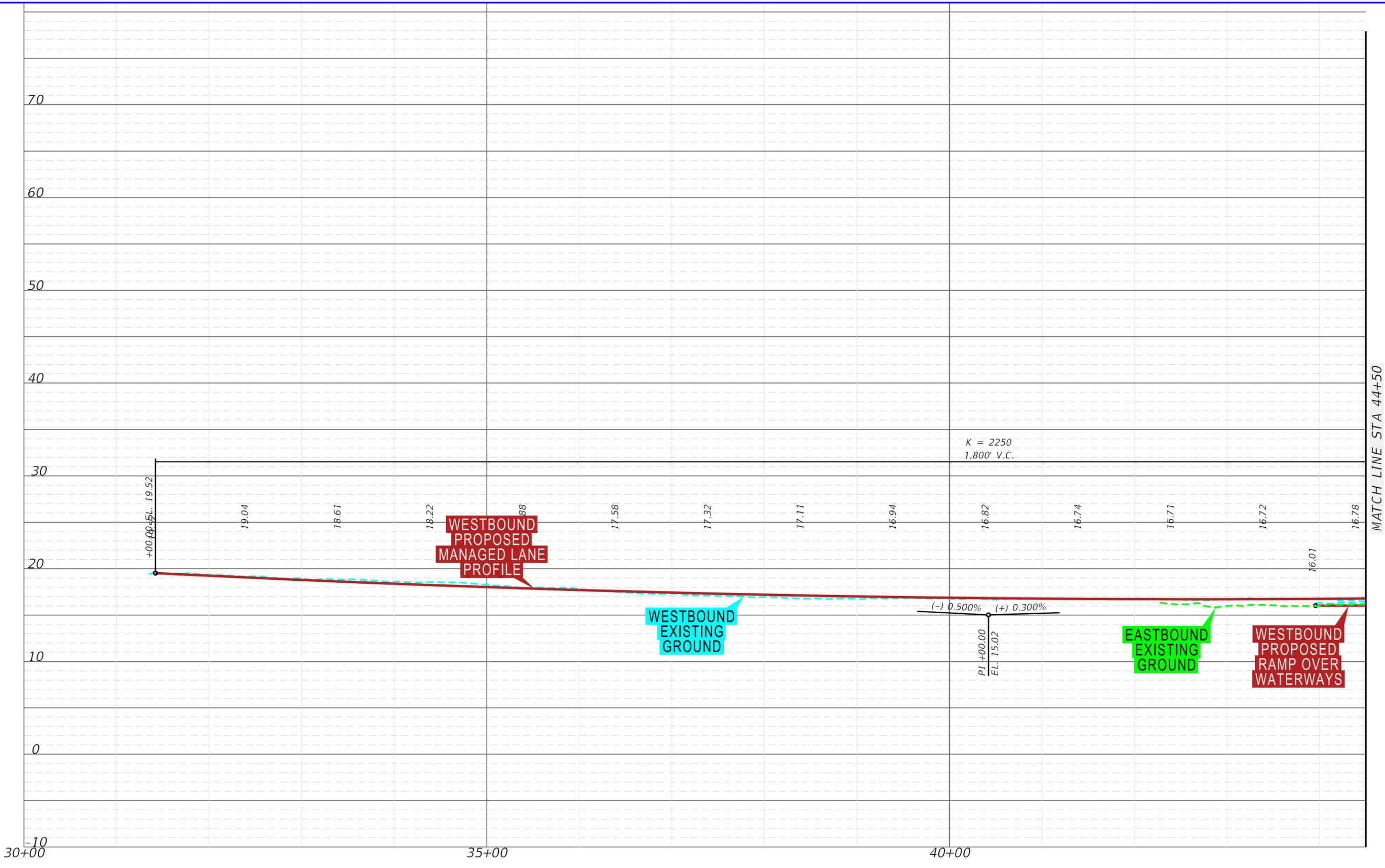


SR 869 / SW 10th Street Connector PD&E Study from
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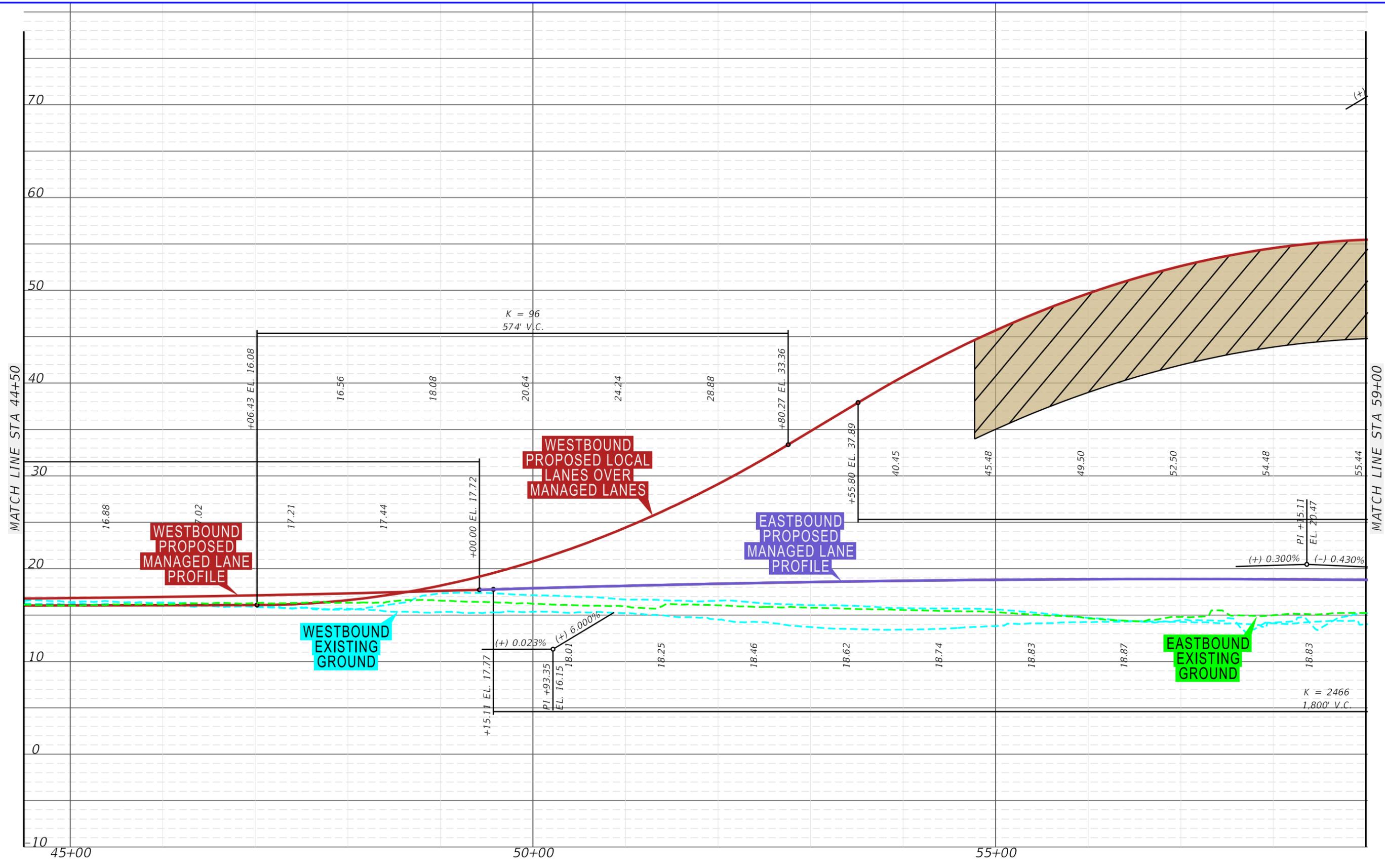
SR 869 / SW 10th Street Connector PD&E Study from
 Florida's Turnpike / Sawgrass Expressway to west of I-95
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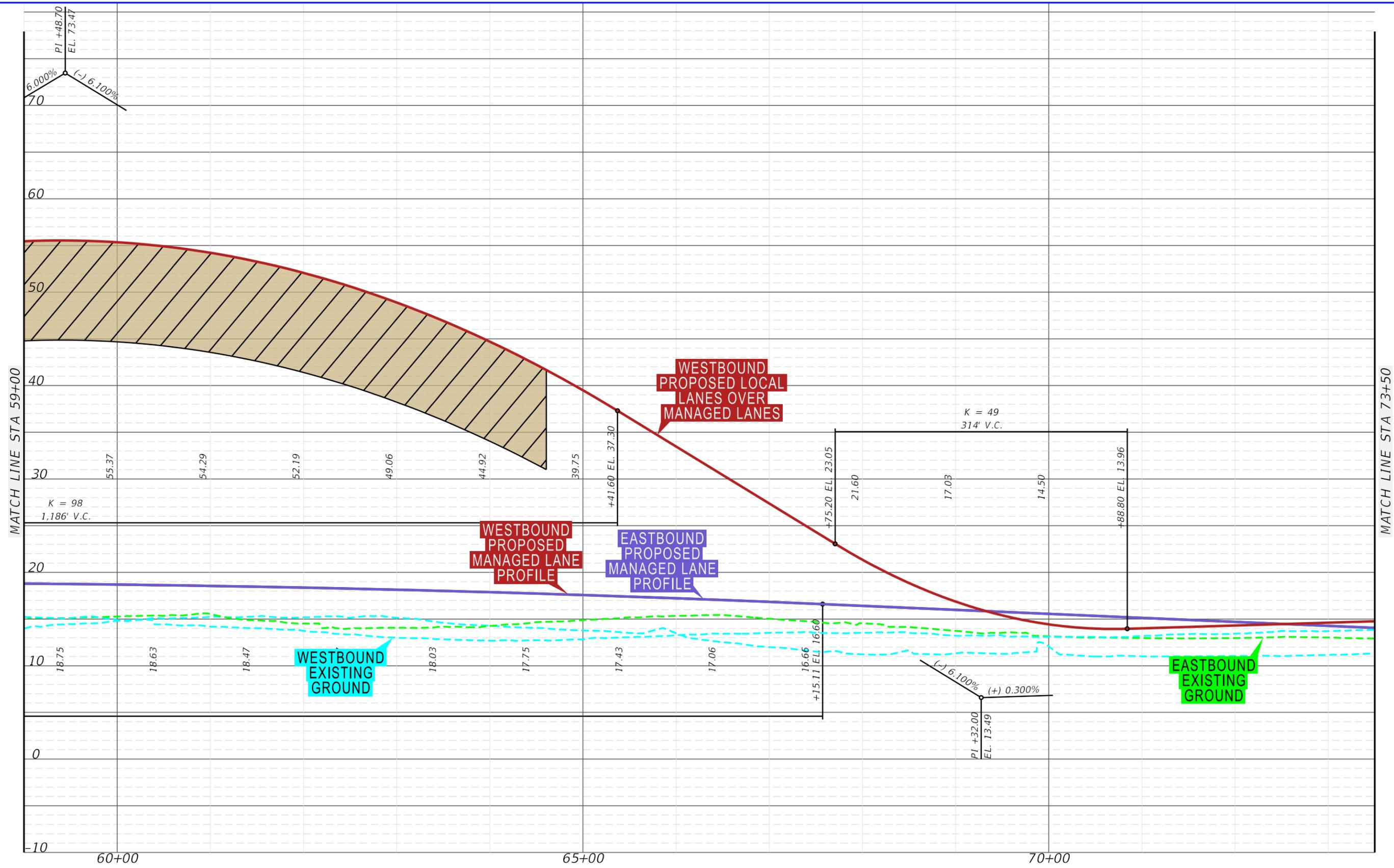


SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
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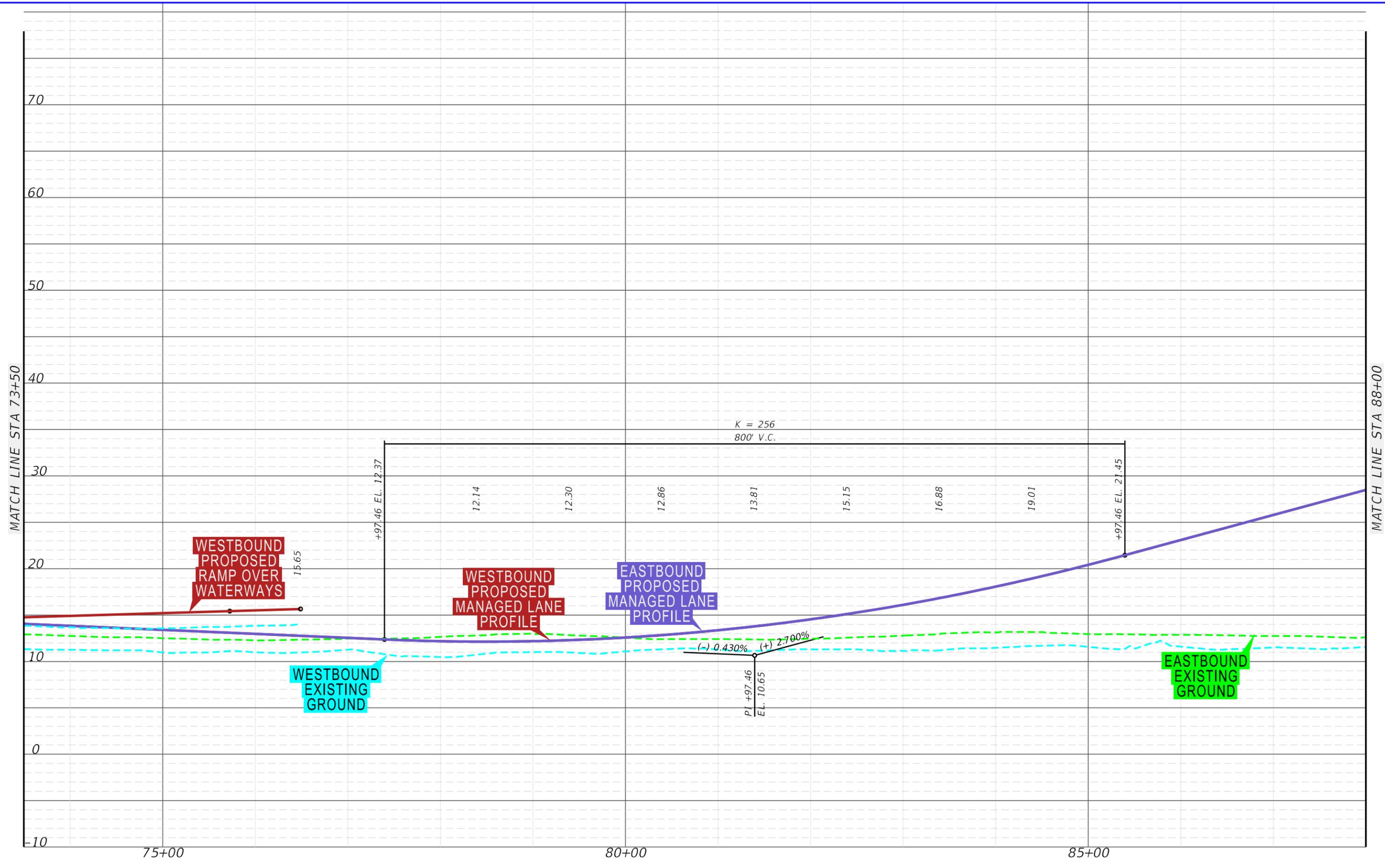


SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
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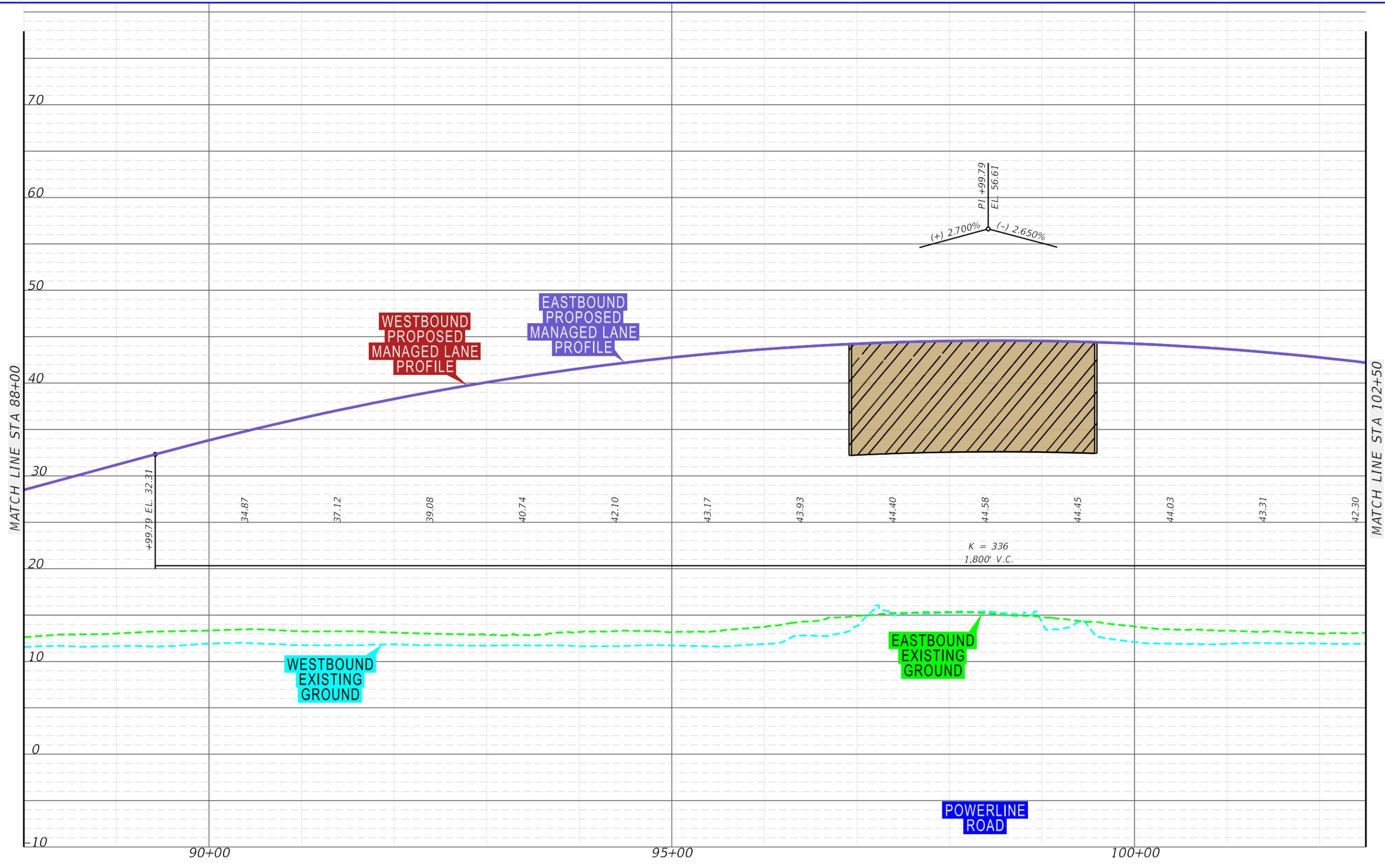
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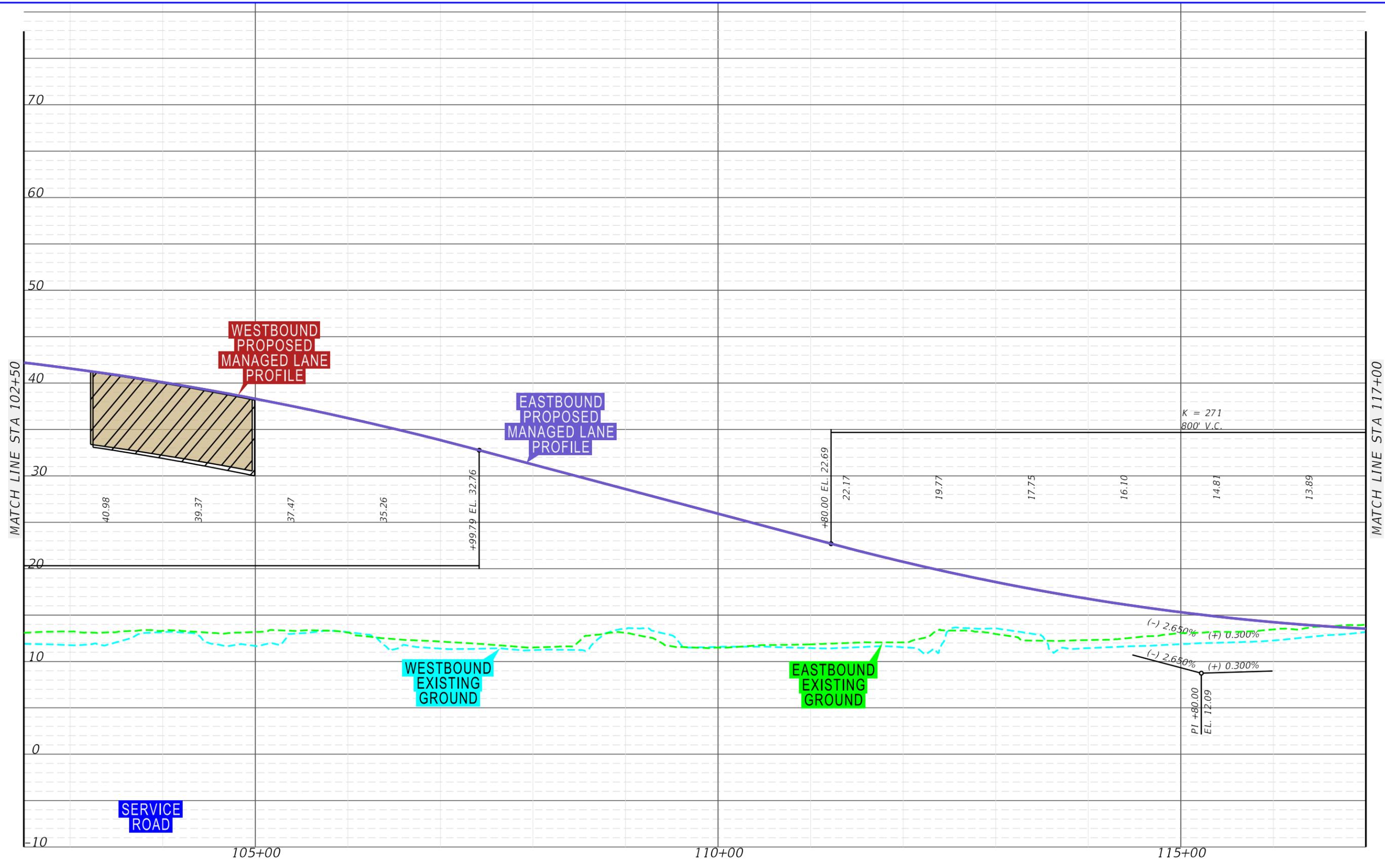
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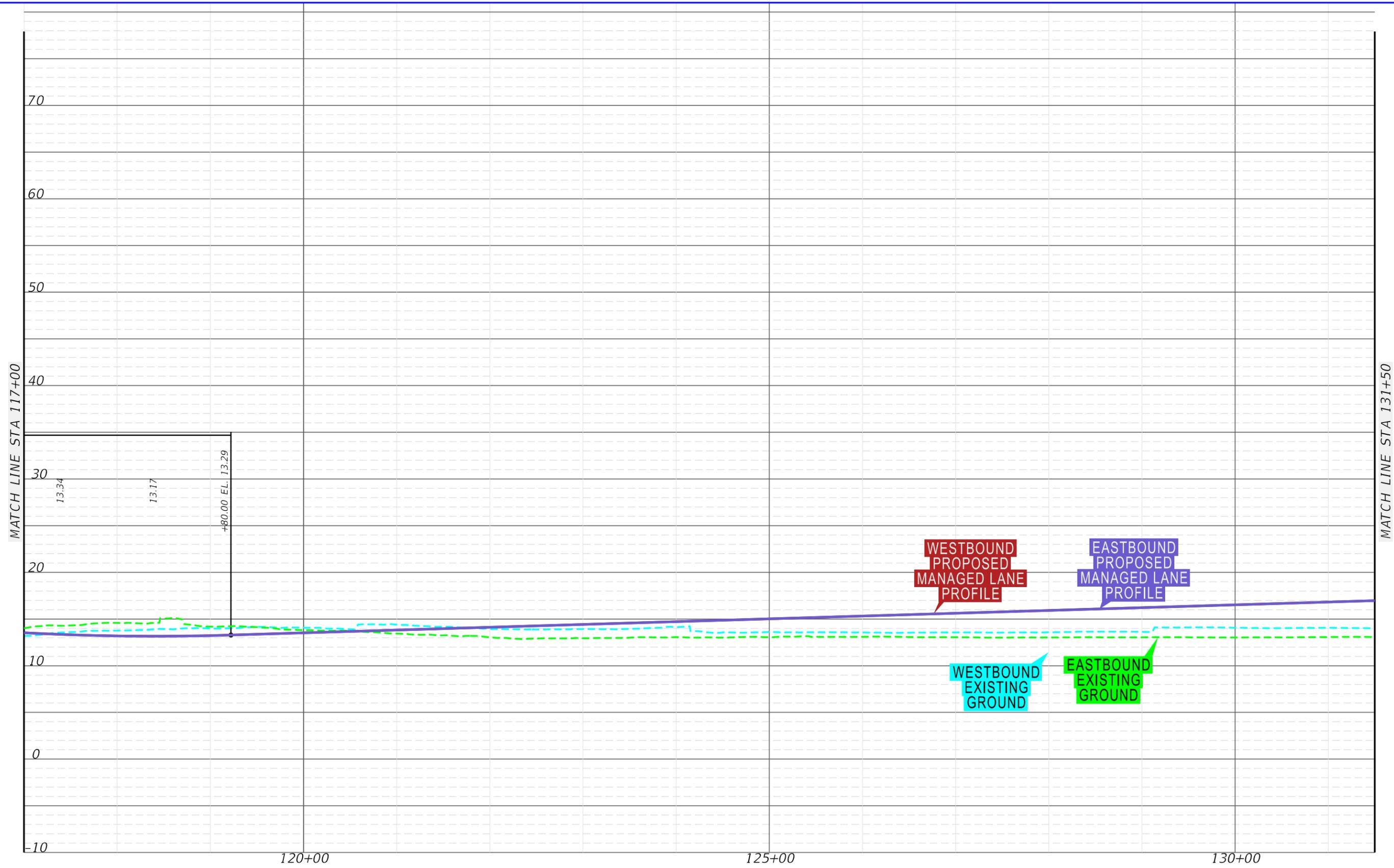
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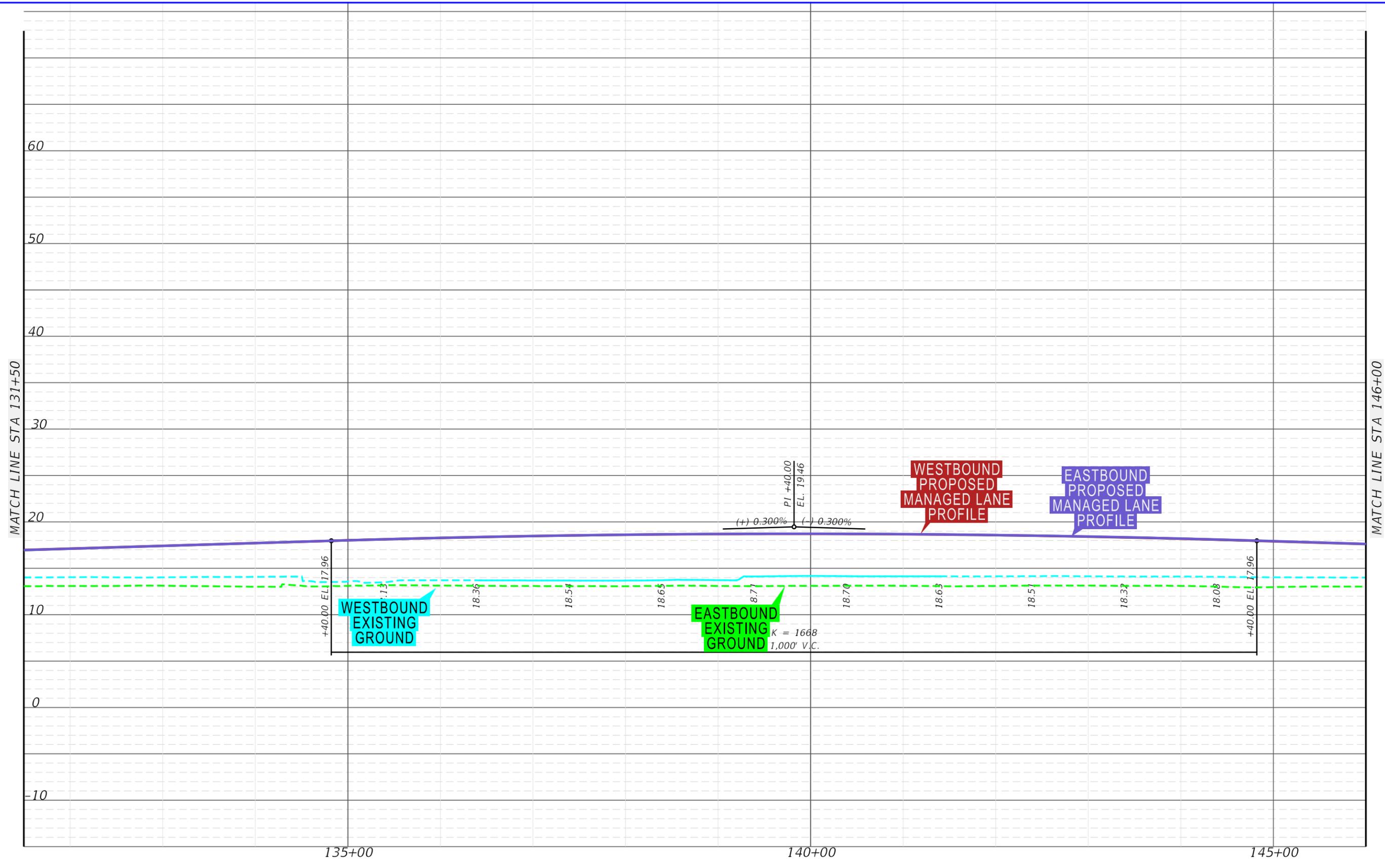


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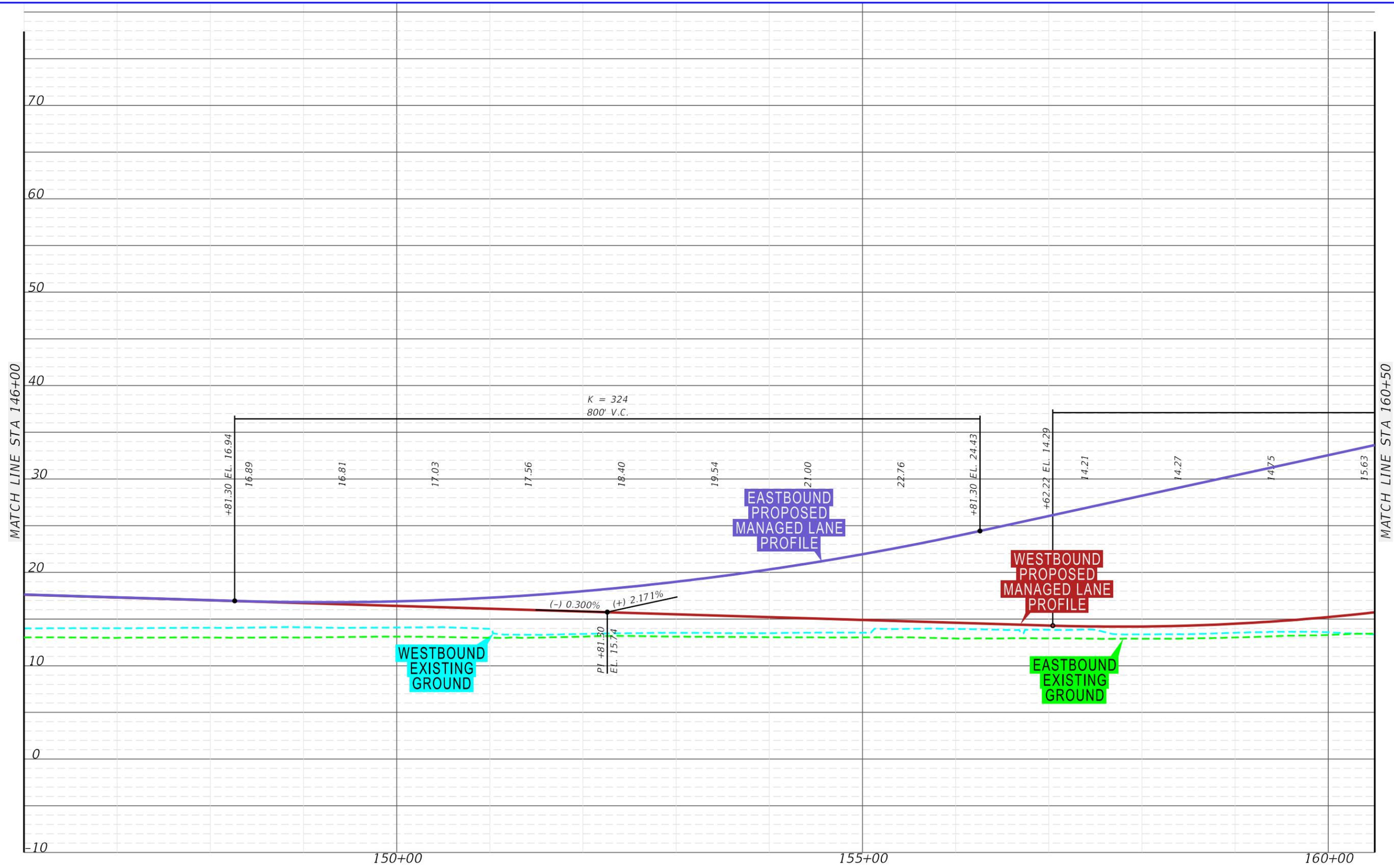
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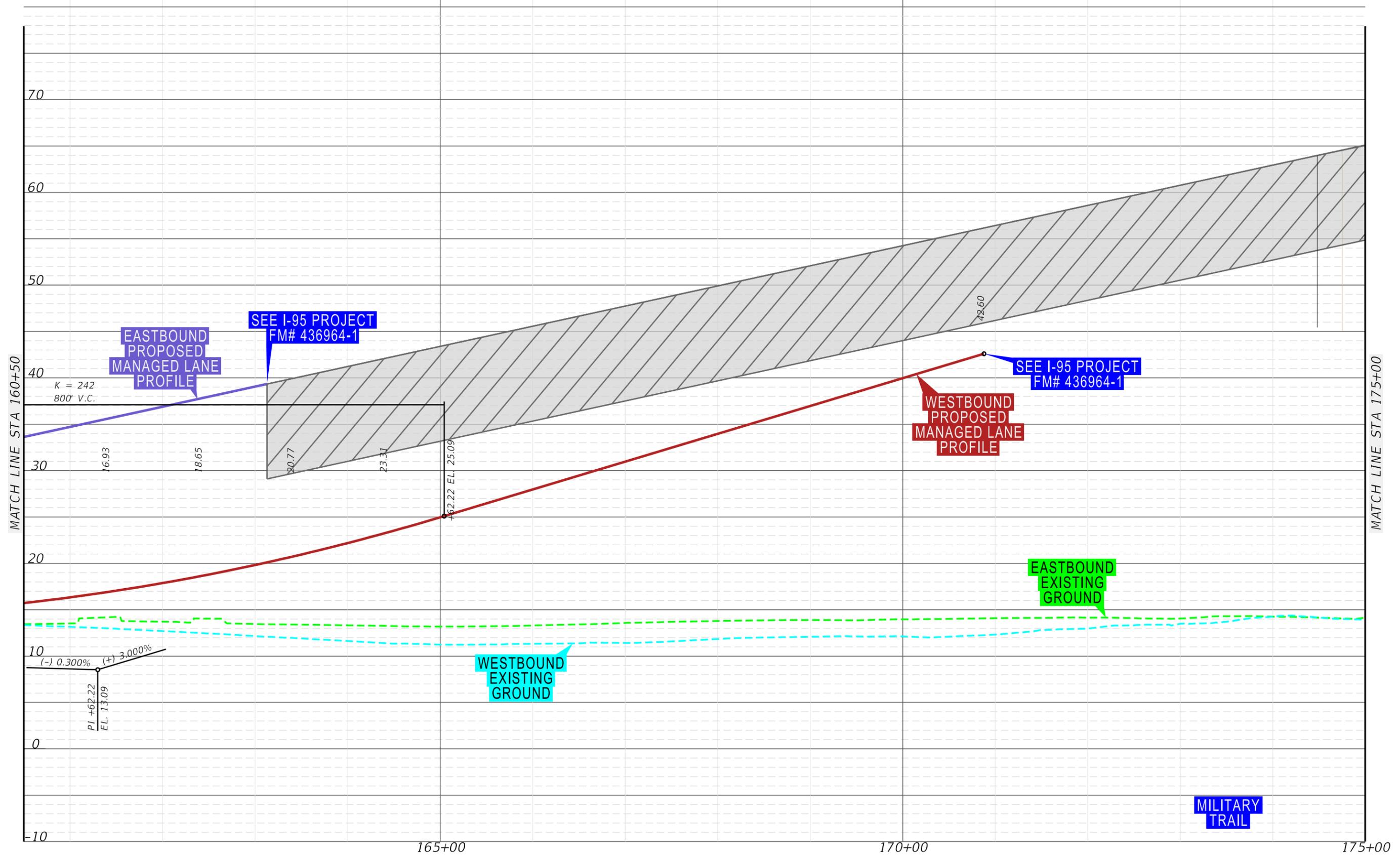
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
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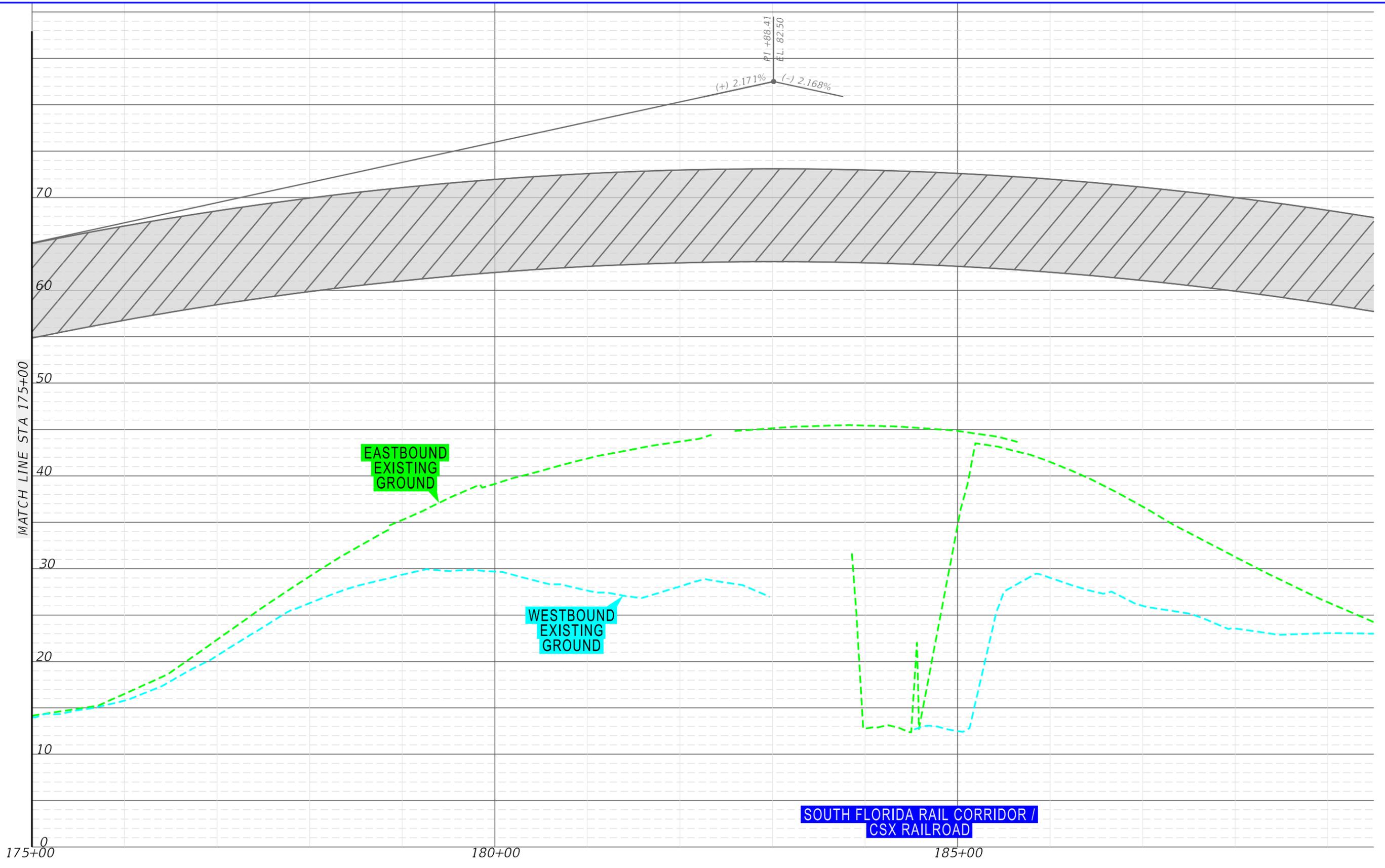
SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
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SR 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to west of I-95
 Financial Project ID: 439891-1-22-02,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



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Appendix B – Sociocultural Data Report

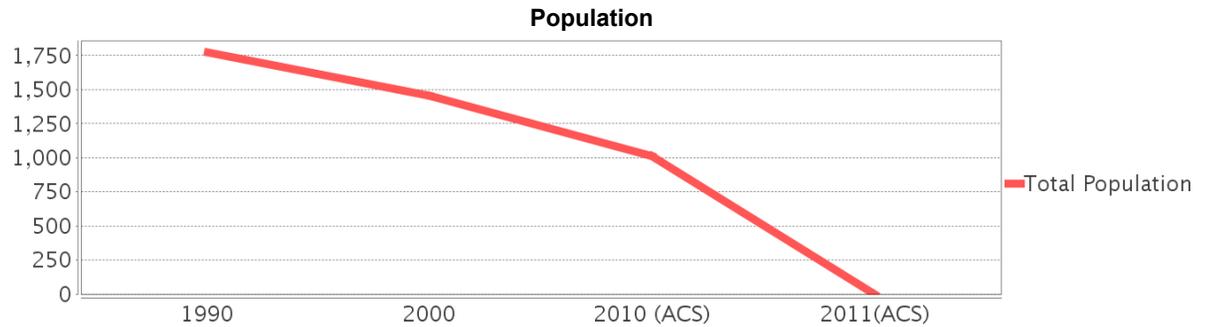
Sociocultural Data Report

ETDM #14291 - Alternative #1

Area: 0.292 square miles
Jurisdiction(s): **Cities:** Deerfield Beach
Counties: Broward

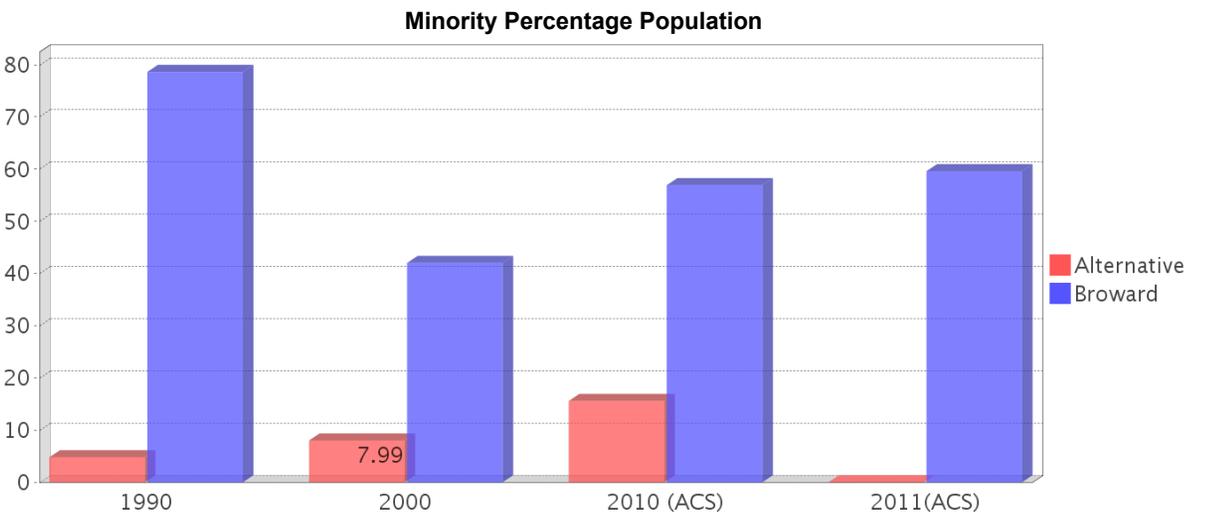
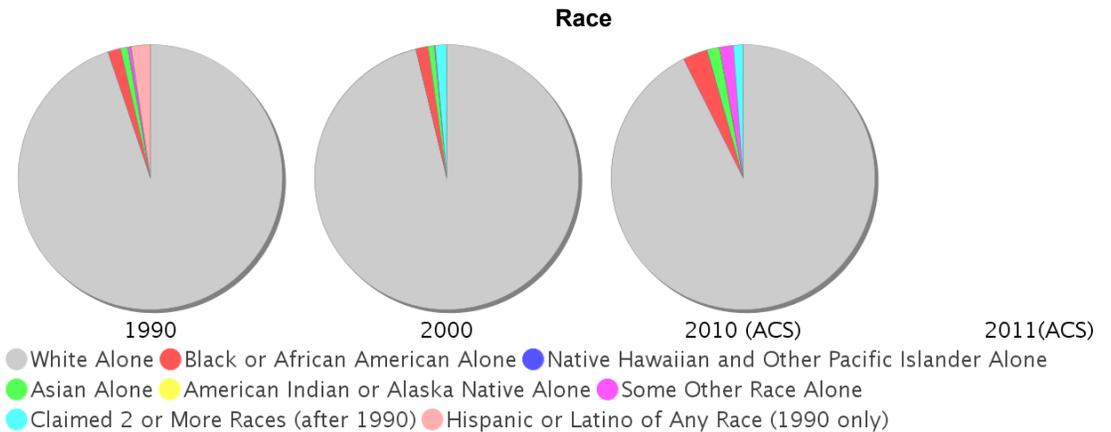
General Population Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total Population	1,770	1,451	1,008	NA
Total Households	1,045	902	636	NA
Average Persons per Acre	6.88	9.79	8.94	NA
Average Persons per Household	1.89	1.57	1.50	NA
Average Persons per Family	2.42	2.28	2.50	NA
Males	736	578	435	NA
Females	1,034	873	573	NA



Race and Ethnicity Trends

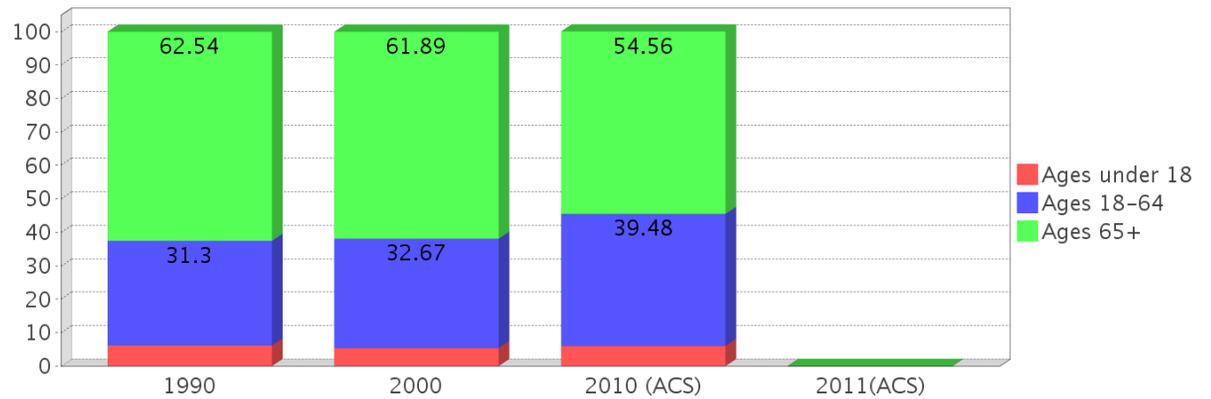
Description	1990	2000	2010 (ACS)	2011(ACS)
White Alone	1,718 (97.06%)	1,395 (96.14%)	933 (92.56%)	NA (NA)
Black or African American Alone	28 (1.58%)	22 (1.52%)	31 (3.08%)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	NA (NA)
Asian Alone	16 (0.90%)	11 (0.76%)	15 (1.49%)	NA (NA)
American Indian or Alaska Native Alone	1 (0.06%)	0 (0.00%)	1 (0.10%)	NA (NA)
Some Other Race Alone	7 (0.40%)	2 (0.14%)	16 (1.59%)	NA (NA)
Claimed 2 or More Races	NA (NA)	20 (1.38%)	12 (1.19%)	NA (NA)
Hispanic or Latino of Any Race	42 (2.37%)	67 (4.62%)	98 (9.72%)	NA (NA)
Not Hispanic or Latino	1,728 (97.63%)	1,384 (95.38%)	910 (90.28%)	NA (NA)
Minority	85 (4.80%)	116 (7.99%)	157 (15.58%)	NA (NA)



Age Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Under Age 5	2.66%	1.79%	1.79%	NA
Ages 5-17	3.50%	3.65%	4.27%	NA
Ages 18-21	1.41%	1.59%	1.19%	NA
Ages 22-29	6.95%	3.10%	3.87%	NA
Ages 30-39	8.93%	7.31%	5.65%	NA
Ages 40-49	5.54%	8.61%	7.94%	NA
Ages 50-64	8.47%	12.06%	20.83%	NA
Age 65 and Over	62.54%	61.89%	54.56%	NA
-Ages 65-74	23.62%	17.71%	20.63%	NA
-Ages 75-84	33.84%	25.91%	20.24%	NA
-Age 85 and Over	5.08%	18.19%	13.59%	NA
Median Age	NA	78	60	NA

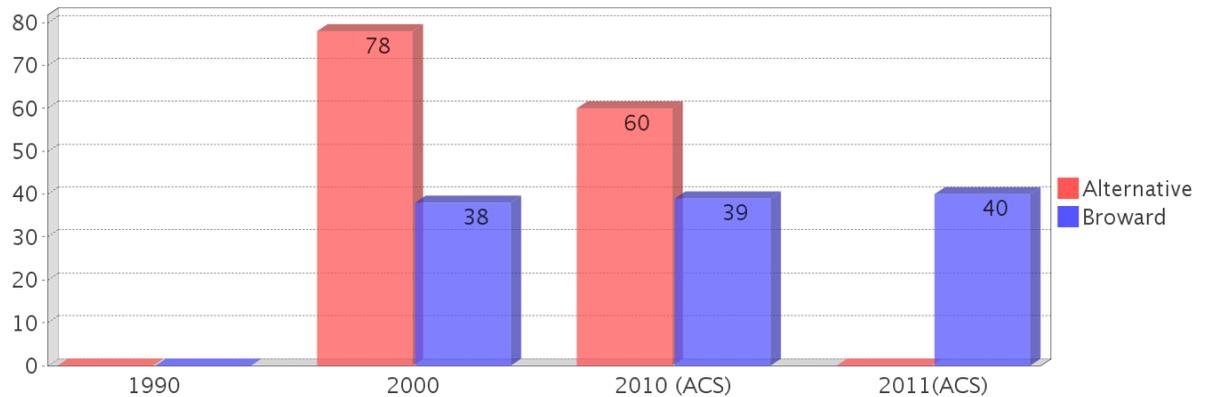
Population by Age Group



Income Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Median Household Income	\$28,824	\$22,578	\$37,754	NA
Median Family Income	\$36,681	\$40,625	\$58,301	NA
Population below Poverty Level	7.40%	9.99%	14.98%	NA
Households below Poverty Level	9.19%	11.31%	16.19%	NA
Households with Public Assistance Income	2.20%	1.77%	0.47%	NA

Median Age Comparison

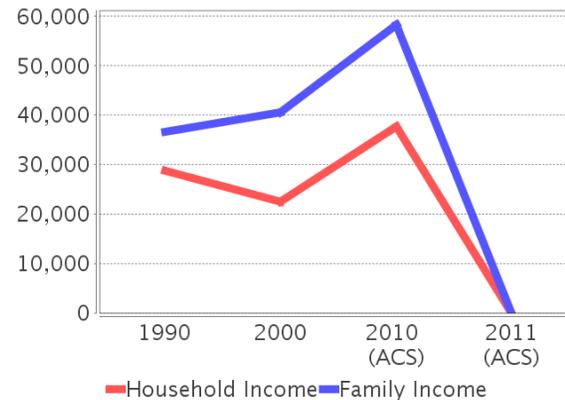


Disability Trends

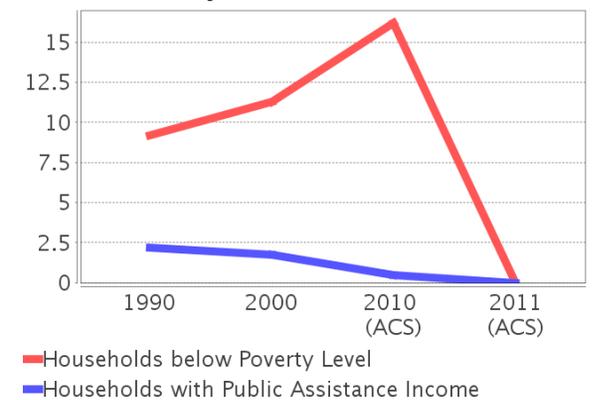
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011(ACS)
Population 16 To 64 Years with a disability	43 (2.58%)	86 (6.04%)	(NA)	(NA)
Population 20 To 64 Years with a disability				

Income Trends



Poverty and Public Assistance



Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Less than 9th Grade	129 (8.07%)	89 (6.66%)	29 (3.20%)	NA (NA)
9th to 12th Grade, No Diploma	284 (17.76%)	171 (12.79%)	67 (7.40%)	NA (NA)
High School Graduate or Higher	1,186 (74.17%)	1,077 (80.55%)	810 (89.40%)	NA (NA)
Bachelor's Degree or Higher	218 (13.63%)	251 (18.77%)	210 (23.18%)	NA (NA)

Language Trends

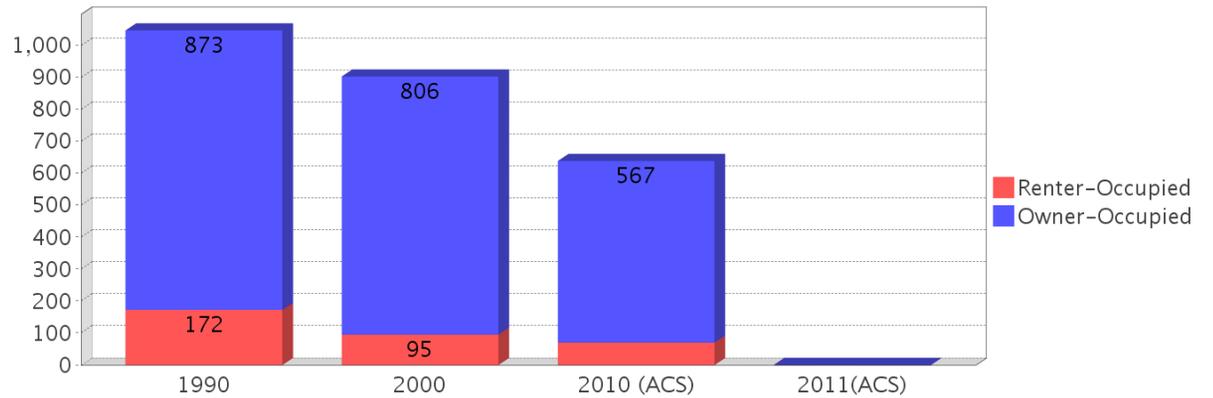
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Speaks English Well	67 (3.90%)	60 (4.21%)	65 (6.70%)	NA (NA)
Speaks English Not Well	NA (NA)	28 (1.96%)	29 (2.99%)	NA (NA)
Speaks English Not at All	NA (NA)	5 (0.35%)	7 (0.72%)	NA (NA)
Speaks English Not Well or Not at All	13 (0.76%)	33 (2.32%)	36 (3.71%)	0 (NA)

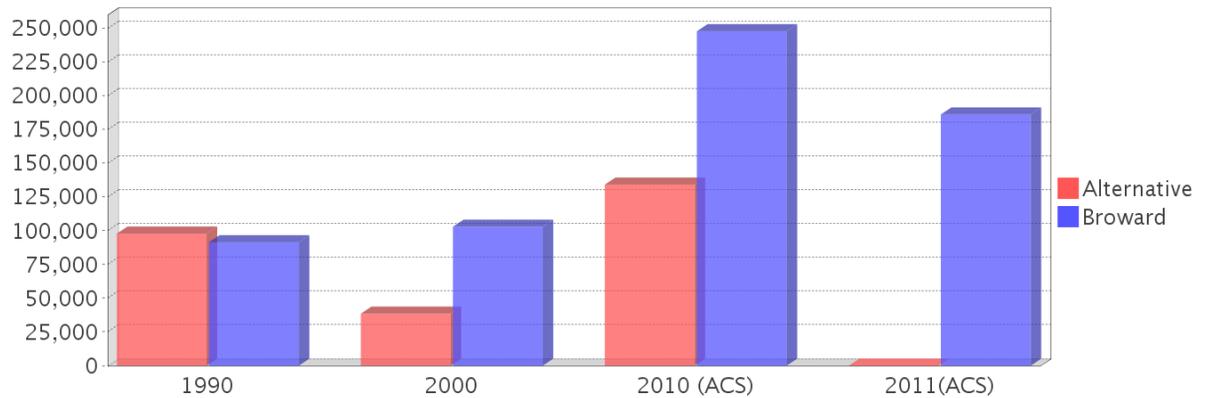
Housing Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total	1,302	1,128	994	NA
Units per Acre	5.37	4.67	4.04	NA
Single-Family Units	194	201	131	NA
Multi-Family Units	830	925	807	NA
Mobile Home Units	0	0	3	NA
Owner-Occupied Units	873	806	567	NA
Renter-Occupied Units	172	95	70	NA
Vacant Units	257	227	357	NA
Median Housing Value	\$97,750	\$38,500	\$134,000	NA
Occupied Housing Units w/No Vehicle	243 (23.25%)	245 (27.19%)	126 (19.78%)	NA (NA)

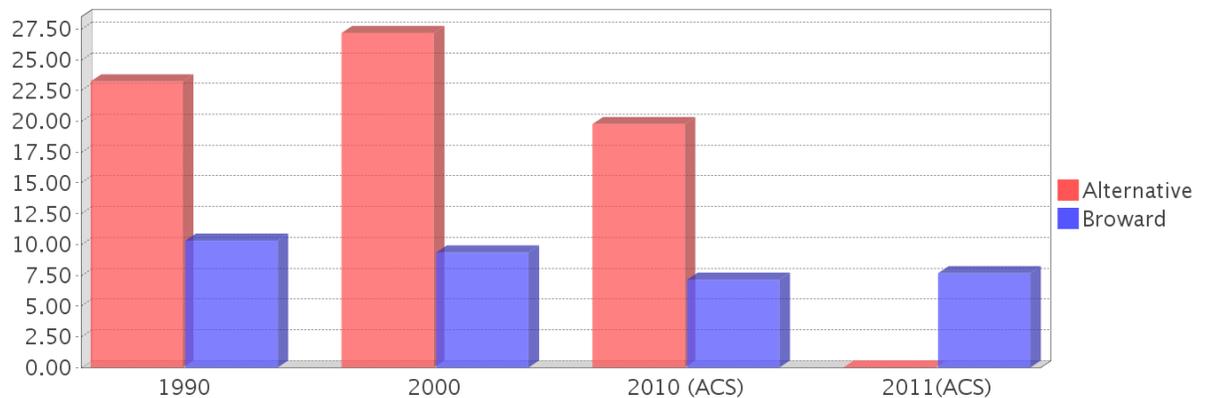
Housing Tenure



Median Housing Value Comparison

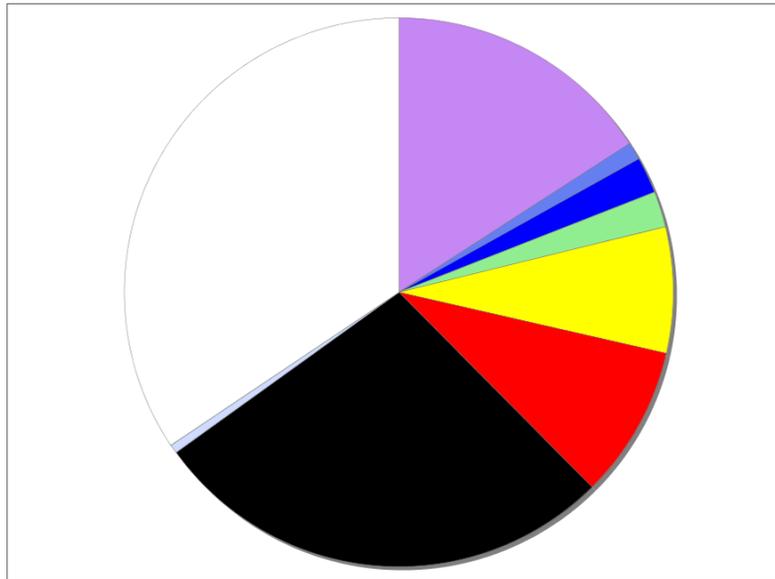


Occupied Units With No Vehicles Available



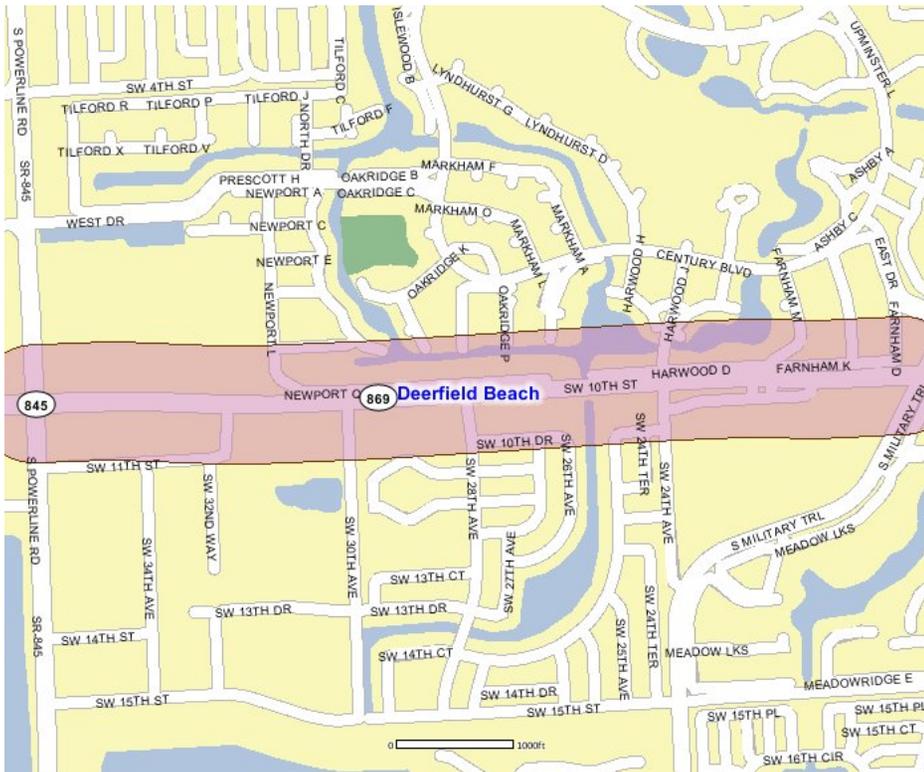
Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	30	16.03%
Institutional	2	1.07%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	4	2.14%
Recreation	4	2.14%
Residential	14	7.48%
Retail/Office	17	9.08%
Row	52	27.78%
Vacant Residential	0	0.00%
Vacant Nonresidential	0	0.00%
Water	1	0.53%
Parcels With No Values	65	34.73%



- Acreage Not Zoned For Agriculture
- Agricultural
- Centrally Assessed
- Industrial
- Institutional
- Mining
- Other
- Public/Semi-Public
- Recreation
- Residential
- Retail/Office
- Row
- Vacant Residential
- Vacant Nonresidential
- Water
- Parcels With No Values

Location Maps



Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Florida Parks and Recreational Facilities (Points)

Facility Name	Address	Zip Code
CRYSTAL HEIGHTS PARK - NORTH	2601 SW 10 DR	33442

US Census Places

Facility Name
DeLand Southwest

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120110104001, 120110104009

2000 Census Block Groups

120110104033, 120110104041, 120110104021

2010 Census Block Groups

120110104071, 120110104072, 120110104031, 120110104021

2015 Census Block Groups

120110104072, 120110104021, 120110104031, 120110104071

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: <http://mcdc.missouri.edu/pub/data/acs/Readme.shtml>)The U.S.

Census Bureau provides help with this process:

http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses.

(Source: <http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf>;

<http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf>)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.

Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.

Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

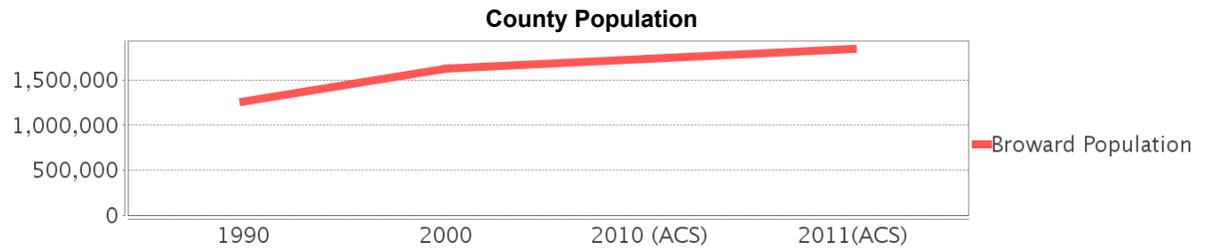
- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.

- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

Broward County Demographic Profile

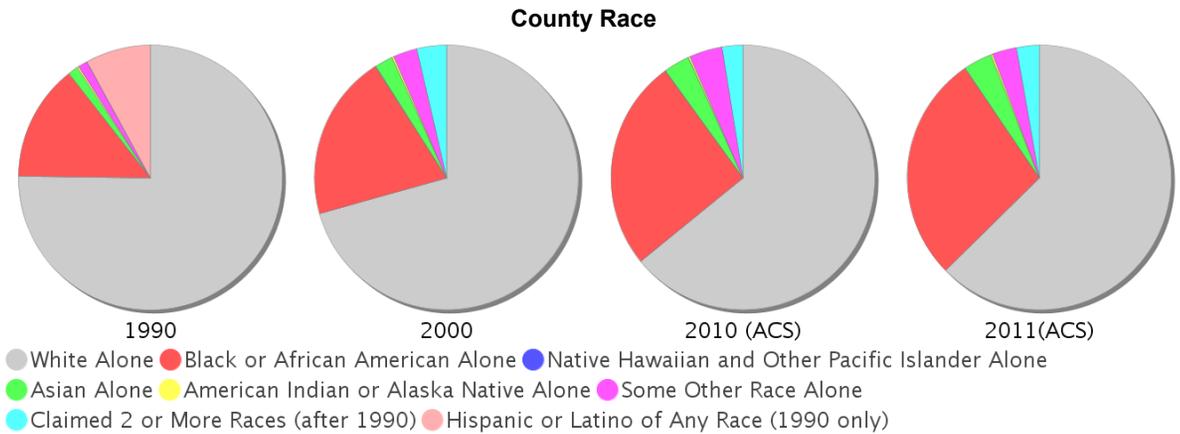
General Population Trends - Broward

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,255,488	1,623,018	1,734,139	1,843,152
Total Households	528,442	654,445	668,898	670,284
Average Persons per Acre	1.606	2.08	2.217	2.356
Average Persons per Household	2.376	2.448	3.00	2.73
Average Persons per Family	2.987	3.153	3.325	3.542
Males	601,177	782,611	840,414	894,820
Females	654,311	840,407	893,725	948,332



Race and Ethnicity Trends - Broward

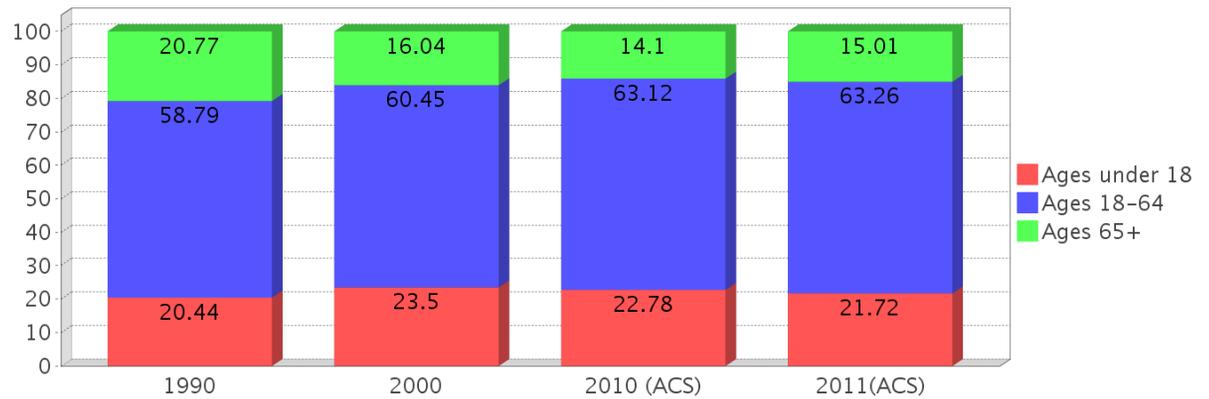
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,025,583 (81.69%)	1,145,656 (70.59%)	1,111,680 (64.11%)	1,154,135 (62.62%)
Black or African American Alone	193,447 (15.41%)	329,749 (20.32%)	448,777 (25.88%)	513,087 (27.84%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	645 (0.04%)	574 (0.03%)	868 (0.05%)
Asian Alone	16,757 (1.33%)	36,505 (2.25%)	55,794 (3.22%)	64,492 (3.50%)
American Indian or Alaska Native Alone	2,634 (0.21%)	3,962 (0.24%)	3,235 (0.19%)	4,446 (0.24%)
Some Other Race Alone	16,694 (1.33%)	47,617 (2.93%)	70,324 (4.06%)	55,033 (2.99%)
Claimed 2 or More Races	(NA)	58,884 (3.63%)	43,755 (2.52%)	51,091 (2.77%)
Hispanic or Latino of Any Race	108,439 (8.64%)	271,523 (16.73%)	415,627 (23.97%)	496,991 (26.96%)
Not Hispanic or Latino	1,147,049 (91.36%)	1,351,495 (83.27%)	1,318,512 (76.03%)	1,346,161 (73.04%)
Minority	987,249 (78.63%)	682,326 (42.04%)	987,249 (56.93%)	1,098,898 (59.62%)



Age Trends - Broward

Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	6.29%	6.30%	6.06%	5.85%
Ages 5-17	14.15%	17.21%	16.73%	15.87%
Ages 18-21	4.37%	4.01%	4.80%	4.78%
Ages 22-29	12.16%	9.58%	10.00%	10.34%
Ages 30-39	16.60%	16.74%	13.60%	13.18%
Ages 40-49	12.52%	15.73%	16.16%	14.67%
Ages 50-64	13.14%	14.39%	18.57%	20.28%
Age 65 and Over	20.77%	16.04%	14.10%	15.01%
-Ages 65-74	10.63%	7.19%	6.80%	8.02%
-Ages 75-84	8.15%	6.24%	4.87%	4.67%
-Age 85 and Over	1.99%	2.62%	2.43%	2.32%
Median Age	NA	38	39	40

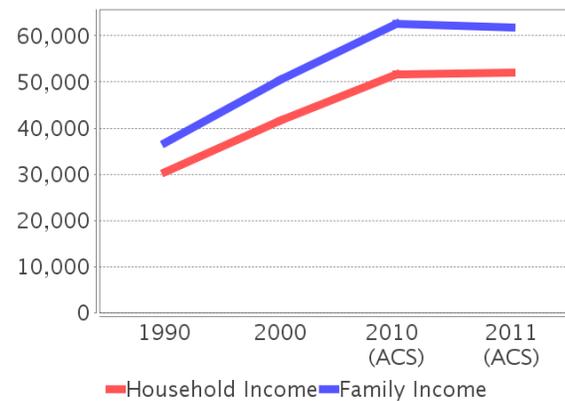
Percentage Population by Age Group



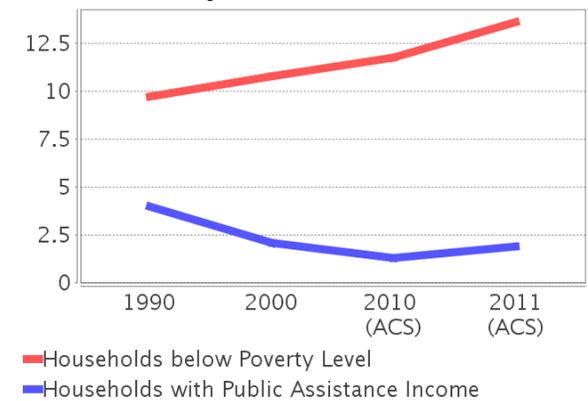
Income Trends - Broward

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	\$30,571	\$41,691	\$51,694	\$51,968
Median Family Income	\$36,801	\$50,531	\$62,619	\$61,809
Population below Poverty Level	10.19%	11.51%	12.28%	14.55%
Households below Poverty Level	9.72%	10.80%	11.77%	13.61%
Households with Public Assistance Income	3.97%	2.07%	1.28%	1.90%

Income Trends



Poverty and Public Assistance



Disability Trends - Broward

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	54,712 (5.40%)	194,881 (12.94%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	92,578 (8.28%)

Educational Attainment Trends - Broward

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	66,349	61,183	59,492	66,265
9th to 12th Grade, No Diploma	141,784	142,051	94,852	85,308
High School Graduate or Higher	690,696	923,268	1,040,419	1,134,689
Bachelor's Degree or Higher	168,799	276,527	353,884	396,428

Language Trends - Broward

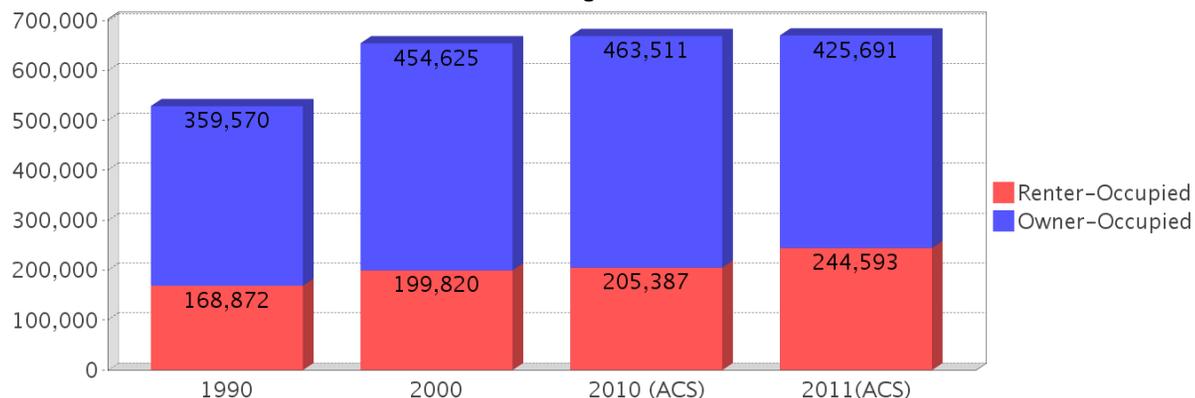
Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	47,912	95,561	123,453	138,280
Speaks English Not Well	NA	59,953	83,745	91,109
Speaks English Not at All	NA	17,811	34,170	35,937
Speaks English Not Well or Not at All	32,782	77,764	117,915	127,046

Housing Trends - Broward

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	628,660	741,043	806,858	814,454
Units per Acre	0.804	0.95	1.031	1.041
Single-Family Units	257,272	360,764	392,858	404,279
Multi-Family Units	246,239	352,349	390,365	388,159
Mobile Home Units	19,992	26,834	23,136	21,521
Owner-Occupied Units	359,570	454,625	463,511	425,691
Renter-Occupied Units	168,872	199,820	205,387	244,593
Vacant Units	100,218	86,598	137,960	144,170
Median Housing Value	\$91,300	\$102,800	\$247,500	\$185,900
Occupied Housing Units w/No Vehicle	54,467 (10.31%)	61,191 (9.35%)	47,710 (7.13%)	51,348 (7.66%)

Housing Tenure



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: <http://mcdc.missouri.edu/pub/data/acs/Readme.shtml>) The U.S. Census Bureau provides help with this process:

http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

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The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.

Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.

Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:

<https://www.census.gov/people/disability/methodology/acs.html>

<https://www.census.gov/population/www/cen2000/90vs00/index.html>

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.florida-et.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.florida-et.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.florida-et.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.florida-et.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.florida-et.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.florida-et.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.florida-et.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.florida-et.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.florida-et.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.florida-et.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.florida-et.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.florida-et.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.florida-et.org/metadata/gc_assisted_housing.htm
- Group Care Facilities <https://etdmpub.florida-et.org/metadata/groupcare.htm>
- Mobile Home Parks in Florida https://etdmpub.florida-et.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida <https://etdmpub.florida-et.org/metadata/migrant.htm>
- Veteran Organizations and Facilities https://etdmpub.florida-et.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 4 https://etdmpub.florida-et.org/metadata/d4_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.florida-et.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.florida-et.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.florida-et.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.florida-et.org/metadata/e2_cenblkgrp_2010_cci.htm