QUESTION ASKED AS PART OF THE SW 10TH STREET AESTHETICS CHARRETTE HELD ON SEPTEMBER 19, 2022	ANSWERS TO AESTHETICS CHARRETTE QUESTIONS
NOISE / NOISE BARRIER WALLS	
Would the proposed noise barrier walls be installed before or after construction on SW 10th Street begins?	Ground-mounted noise barrier walls would be constructed before roadway work whenever possible. However, in locations where noise barrier walls would be placed on top of new retaining walls, the roadway work – including the retaining wall – must be constructed first.
What must happen for installation of the proposed noise barrier walls to move forward?	A majority of adjacent property owners benefited by the noise barrier walls proposed for their area must support their construction prior to FDOT moving ahead with installation. Benefited properties will receive a survey via mail. A benefited property owner is one who would receive a reduction in traffic noise of 5 decibels (dB(A)) or more as a result of the noise barrier wall.
How often would the proposed noise barrier walls be cleaned?	FDOT will perform maintenance, including the cleaning of the proposed noise barrier walls, on an as-needed basis.
Would noise barrier walls be installed on both sides of SW 10th Street?	Noise barrier walls are proposed for both sides of the SW 10th Street roadway in locations where they have been deemed reasonable and feasible per the state and federal process used to determine their need. They would be installed if approved by adjacent property owners.
How do homeowners vote on whether they are in favor of the proposed noise barrier walls?	Select units and residential single-family homes in communities along the SW 10th Street corridor will receive noise surveys from FDOT in the mail. FDOT is required by law to seek input from only the units and property owners that would be benefited by the installation of a noise barrier wall. Units are considered benefited if they are projected to receive at least 5 decibels (dB(A)) of noise reduction from a proposed noise barrier wall system.
What is the current volume of traffic noise on SW 10th Street?	Existing noise levels along the SW 10th Street corridor for residential and non-residential sites range from approximately 45.9 to 71.5 dB(A).

What is the predicted level of traffic noise on SW 10th Street when the SW 10th Street Connector Project is complete?	Projected noise levels along the SW 10th Street corridor will vary from location to location with the completion of the SW 10th Street Connector Project. The design year (2040) traffic noise levels are predicted to range from 49.5 to 76.2 dB(A) without a noise barrier wall.
How much would the proposed noise barrier wall system reduce noise on SW 10th Street?	Different units along the SW 10th Street corridor would experience different levels of noise reduction from the proposed noise barrier wall system. The proposed noise barrier wall system would provide an average noise reduction ranging from 4.4 to 6.3 dB(A) and a maximum reduction ranging from 9.1 to 14 dB(A). Reductions in traffic noise of 1 to 3 dB(A) are not considered noticeable to most people, while reductions of 5 dB(A) are considered readily noticeable.
How will the noise of traffic on SW 10th Street on the flyovers be reduced?	Noise barrier walls have been proposed at locations wherever possible and where there would be reductions of 5 dB(A) or greater. There are barrier-mounted noise barrier walls at locations that meet this criterion.
How many homeowners will have the opportunity to vote on whether they are in favor of the proposed noise barrier walls?	All properties that would receive 5 dB(A) or more in noise reduction from the proposed noise barrier walls are considered benefited properties and will receive a noise barrier wall survey.
Where would the proposed noise barrier walls be placed in relation to property lines?	Noise barrier walls would be constructed 4 feet from property lines for construction and maintenance purposes.
How high are the proposed noise barrier walls?	The proposed noise barrier wall system contains walls of different heights. Benefited units throughout the proposed noise barrier wall system will receive noise surveys that contain comprehensive information about the walls that would benefit their units. Ground-mounted noise barrier walls are typically 20 to 22 feet tall. Shoulder-mounted noise barrier walls are typically 8 to 14 feet tall.
How much heat would the proposed noise barrier walls produce once built?	The proposed noise barrier walls would not produce heat, as they would be coated with flat paint that does not reflect heat. Noise barrier walls can, however, reduce breeze.
Why are the aesthetics of the proposed noise barrier walls being discussed before a determination about their installation has been made?	The aesthetics components of the SW 10th Street Connector Project extend beyond the aesthetics of the proposed noise barrier walls. For a cohesive design throughout the corridor, proposed noise barrier wall aesthetic features are tied into the

	overall aesthetic design of the corridor, which features other structures such as bridges and retaining walls.
If the proposed noise barrier walls are installed, what design(s) would face the residential areas?	The proposed noise barrier walls will feature aesthetic enhancements that face the SW 10th Street roadway. The side of the walls that face properties along the corridor will have plain concrete color, and in most cases, will be shielded by existing or proposed landscaping.
Would landscaping or vegetation be installed on either side of the proposed noise barrier walls?	Landscaping and vegetation are proposed only where room exists and where agreements on future maintenance are reached with private landowners, or in some cases, the City of Deerfield Beach. In most cases, there is no room to provide landscaping between the roadway and the noise barrier wall.
Would the proposed noise barrier walls have emergency exits?	No. If constructed, most would be continuous and provide no exits. The walls are not proposed over existing entrances and would not disrupt any emergency response operations.
NEIGHBORHOOD-SPECIFIC	
How will Century Village residents who don't live in the area full-time receive a survey?	The noise barrier wall surveys will be mailed via certified mail to the identified physical properties and mailing addresses registered to the units identified as benefitted receptors.
When will Century Village residents receive a noise survey from FDOT?	FDOT is currently preparing the Century Village East noise survey, which will be mailed after the Thanksgiving holiday, to maximize the number of residents in south Florida during the winter season.
How many Century Village residents will receive the noise survey?	Eighty-seven (87) Century Village East units that have been identified as benefited receptors of the proposed noise barrier wall system will receive a noise survey from FDOT.
Would the proposed noise barrier walls be installed inside or outside the cement power poles at Century Village?	The proposed noise barrier walls would be located south of the utility posts, within the FDOT right of way. The existing and proposed power poles along Century Village are inside Century Village right of way, north of the FDOT right of way.
How high are the proposed noise barrier walls along Century Village?	There are two segments of noise barrier walls being proposed along Century Village East. The first segment is a 22-foot tall, 4,755-foot long, ground-mounted noise barrier wall within the FDOT right-of-way from Quiet Waters Business Park to west of Military Trail. The second segment is an 8-foot tall, 958-foot long, shoulder-mounted

	noise barrier wall along the proposed outside shoulder of the westbound SW 10th Street connector lanes that will be elevated in the vicinity of Military Trail connecting from I-95. However, these are pending final noise analysis.
What will happen to the existing wall in front of Century Village East?	The existing 8-foot privacy wall along Military Trail constructed by Century Village would remain in place.
On which side of the water at Independence Bay would the proposed noise barrier walls be installed?	If approved via property owner survey by the benefited receptors, noise barrier walls would be installed north of the water that flows throughout Independence Bay, within FDOT right of way.
ROADWAY IMPACT	
How many lanes will Local SW 10th Street be?	Local SW 10th Street will be a four-lane divided roadway. Two of the lanes will flow west-to-east, and two of the lanes will flow east-to-west.
Where and how are pedestrians supposed to cross SW 10th Street to get to businesses on the south side of the roadway?	All existing pedestrian crosswalks along the SW 10th Street corridor will remain, including at Powerline Road, Military Trail, and Newport Center Drive.
Will the SW 10th Street connector lanes be below or above ground level?	The SW 10th Street connector lanes and local SW 10th Street will run parallel to each other at ground level, except at Military Trail and Powerline Road, where the connector lanes will be elevated. A median and concrete traffic railing will divide the connector lanes from the local lanes.
How will the SW 10th Street Connector Project impact bicycle-riders along the corridor?	As part of this project, bicycle and pedestrian facilities will be incorporated into Local SW 10th Street with a 12-foot-wide shared-use path, which will provide connectivity to all existing local properties and the local roadway network, along the south side of the existing right of way.
Will the SW 10th Street Connector Project improve safety along the corridor?	Yes. The two roadways provided as part of the SW 10th Street Connector Project will work together to alleviate traffic congestion in the area, improve operations and safety, and improve emergency evacuation operations.
Will any of the current SW 10th Street roadway's rules/laws (i.e., no U-turning at the traffic signal in front of Independence Bay) be changed? If so, will there be prominent, easily visible signage reflecting those changes?	All signing and pavement markings will be updated and clearly defined as part of the SW 10th Street Connector Project. Traffic movements along the SW 10th Street corridor will remain similar to how they are today.

How will this project impact access to business and residential areas along the SW 10th Street corridor?	The SW 10th Street Connector Project team is required to keep all local side streets and driveways open throughout construction, with the exception of short-term closures for specific work directly at the crossing points. Access to and from businesses along the SW 10th Street corridor will remain when construction is complete, and any short-term impacts to access will be communicated to businesses and the public in advance.
Would Local SW 10th Street users have to pay tolls twice to go north or south on Florida's Turnpike?	No new tolling will be implemented as part of the SW 10th Street Connector Project, and it does not include ramps with the Florida Turnpike mainline. Florida's Turnpike Enterprise (FTE), which is part of FDOT, is currently conducting a Project Development and Environment (PD&E) Study for the Sawgrass Expressway (SR 869) from south of US 441 (SR 7) to Powerline Road (SR 845). This separate FDOT project is evaluating potential new ramp connections with the Florida Turnpike mainline and the SW 10th Street connector and local lanes, as well as the Sawgrass Expressway. For further information on this study, please visit the following website: www.floridasturnpike.com/turnpike-projects/featured-projects/sawgrass-expressway/.
Will the SW 10th Street connector lanes allow direct access to I-95?	Yes, motorists on the SW 10th Street connector lanes will be able to directly access the northbound and southbound I-95 general purpose and express lanes.
Would that loop going eastbound to exit into local traffic be cutting into the plaza located on the southwest corner of SW 10th Street and Military Trail?	The proposed ramp over Military Trail connecting eastbound SW 10th Street connector lanes to the eastbound SW 10th Street local lanes will not impact the Palm Trails Plaza.
How will the SW 10th Street Connector Project affect traffic on Hillsboro Boulevard?	Motorists should anticipate congestion and traffic delays during the construction of the SW 10th Street Connector Project. Short-term closures and detours are also anticipated and will be communicated in advance. Prior to the construction, FDOT will install technology along the following arterial roadways around the SW 10th Street Corridor: - Sample Road - US Highway 441 - US Highway 1 - Powerline Road

	- Dixie Highway - West Hillsboro Boulevard This technology, known as the "Smart Work Zone" Project, will support safety, mobility, and congestion relief while the SW 10th Street Connector Project is under construction. While traveling on these "Smart Roads," motorists will be alerted to potential congestion and major construction activities along SW 10th Street and I-95 in advance. The technology will also notify motorists of recommended alternate routes for their trip. FDOT's Road Rangers will be available 24/7 to help stranded motorists and remove disabled vehicles from travel lanes. These inconveniences will be temporary, and will result in a safer, less congested corridor and improve the quality of life for the residents of the region.
How will the SW 10th Street Connector Project impact traffic on Powerline Road?	The volume of traffic on Powerline Road is not expected to change as a result of the SW 10th Street Connector Project, and the project will create an improved driving experience along Powerline Road near SW 10th Street. The addition of the connector lanes will alleviate traffic on local SW 10th Street because regional motorists would be given an option to avoid local SW 10th Street. This will shorten the amount of time motorists on Powerline Road will have to wait to cross the intersection of Powerline Road and local SW 10th Street. The connector lanes will also be elevated at Powerline Road, which will allow traffic on the connector lanes to bypass Powerline Road and vice versa.
What will prevent motorists on the SW 10th Street connector lanes from deviating to Local SW 10th Street in the event of a wreck on the connector lanes?	The SW 10th Street connector lanes and local SW 10th Street will be separated by a concrete-barriered median that will prevent motorists from connecting between the two.
Will traffic on SW 10th Street increase as a result of the SW 10th Street Connector Project?	The SW 10th Street Connector Project will provide two roadways: First, the SW 10th Street connector lanes, which will improve regional connectivity by connecting the Sawgrass Expressway with I-95. Second, local SW 10th Street will become a "Complete Street" that will incorporate a shared-use path and provide connectivity to all existing local properties and the local roadway network. The two roadways will work together to alleviate

	traffic congestion along the SW 10th Street corridor, improve operations and safety, and improve emergency evacuation operations. Traffic volumes are projected to be reduced significantly on local SW 10th Street since there is such a high volume of traffic using SW 10th Street today as a regional major highway connector. Providing the connector lanes will allow FDOT to serve both the regional long-distance traffic that use the facility today and continue to separately serve local traffic that is seeking access to/from the local businesses and residential properties within the corridor.
Will the SW 10th Street connector lanes have HOV lanes?	No. All motorists will be permitted access to the SW 10th Street connector lanes.
CONSTRUCTION	
Is the SW 10th Street Connector Project conceptual, or is it being built?	The SW 10th Street Connector Project is currently in the design phase and will move to the construction phase in late 2024, early 2025.
Are the components of the SW 10th Street Connector Project up for public approval?	FDOT will use public feedback gathered as part of the September 19, 2022, aesthetics charrette to improve the aesthetics of the SW 10th Street corridor in ways that represent the diverse and unique communities it serves. FDOT is also hosting a public meeting on November 14, 2022 (in-person), so the community and stakeholders throughout the region may learn more about the project. The virtual public meeting scheduled on November 9, 2022 on the GoTo Webinar Platform for the SW 10th Street Connector Project has been postponed due to Tropical Storm Nicole, and notification of the rescheduled date will be posted in due course.
What structures will be added to SW 10th Street?	In addition to a completely redesigned roadway, bridges and retaining walls will be built as part of the SW 10th Street Connector Project. Noise barrier walls would also be constructed pending feedback from those who would benefit from the walls.
How will FDOT handle noise, dirt, and fumes during construction of the project?	FDOT has practices in place to mitigate impacts to surrounding areas during construction. Dust impacts are reduced by wetting construction work zones to avoid dust from leaving the work area. Whenever possible and if approved by adjacent benefited properties, noise barrier walls would be constructed prior to roadway construction in order to reduce construction noise levels.
What is the construction timeline for the SW 10th Street Connector Project?	The project will be built in two separate phases, which supports competitive contractor

	procurement and provides the best value to the state of Florida. Construction will take multiple years, with numerous individual segments of work being phased strategically to maximize safety and user experience and minimize impact to traffic during construction. Construction on this project is scheduled to begin in late 2024, with utility relocations and ramp connections to I-95 estimated to be completed by 2030. The project is currently in the preliminary design phase, with procurement for a final designer and contractor to commence by early 2023.
How will the SW 10th Street Connector Project address flooding concerns?	A stormwater drainage plan is included as part of the project to accommodate the roadway facility. All areas of existing flooding will be addressed with the proposed stormwater management system plans included with the reconstruction of local SW 10th Street and the SW 10th Street connector lanes.
OTHER QUESTIONS	
What is the total cost of the SW 10th Street Connector Project?	The estimated construction cost of the SW 10th Street Connector Project is $780 million.
Has all funding for the SW 10th Street Connector Project been secured? If not, how much more is needed?	All funding has been secured.
Will Deerfield Beach residents be assessed additional taxes to help pay for the SW 10th Street Connector Project?	No.
Instead of potentially building noise barrier walls, is there any chance FDOT will provide homeowners along SW 10th Street money for insulated windows?	The state and federal process for mitigating for traffic noise on highway projects is to evaluate and install noise barrier walls when feasible and reasonable, and when supported by the local property owners that would be benefited by the noise barrier walls. State and federal highway projects do not consider insulated windows as an option for traffic noise mitigation.
When was the traffic study for the SW 10th Street Connector Project conducted?	Traffic volume, origin-destination, and speed data was collected for the SW 10th Street Connector Project in 2014, 2015, and 2016. Following that, the traffic analysis was performed between 2017 and 2020, when the overall Project Development Study was performed.
Are people able to attend the November 14 public meeting about the SW 10th Street Connector Project virtually?	The virtual public meeting scheduled on November 9, 2022 on the GoTo Webinar Platform for the SW 10th Street Connector Project has been postponed due to Tropical Storm Nicole, and the

	notification of the rescheduled date will be posted in due course. The in-person public meeting scheduled for November 14, 2022 at 6:00 p.m. at the DoubleTree Hotel (100 Fairway Drive Deerfield Beach, FL 33441) will be held as planned.
Is the aesthetics charrette presentation available to watch online?	Yes. The aesthetics charrette presentation can be found at www.sw10street.com.