

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 I-95 (SR 869/Sawgrass Expressway MP 21.077
to MP 21.835 and SW 10th Street MP 0.00 to 1.427)

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

September 2019

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

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**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 SR 869 (SW 10th Street) from Sawgrass Expressway / Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The project is in Broward County, Florida and is contained within the municipality of Deerfield Beach. *Figure 1.1.1* shows the limits of the SW 10th Street Connector PD&E Study.

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

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

The proposed improvements are intended to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the area by utilizing the managed lane facility. The ability to provide relief for local traffic is a component of the improved connectivity between the three limited access facilities by providing dual systems (Local Access and Limited Access) within the SW 10th Street right-of-way (R/W). Because SW 10th Street is impacted

by three major limited access facilities, local traffic relief is necessary before future improvements to the three limited access facilities are implemented. Improvements are planned for the interchange at the Sawgrass Expressway / Florida's Turnpike to the west and I-95 at SW 10th Street interchange to the east.

Public involvement is essential in this PD&E Study due to the residential developments and local businesses along SW 10th Street, as well as in the surrounding areas, as this segment is a missing link in the south Florida managed lanes network.

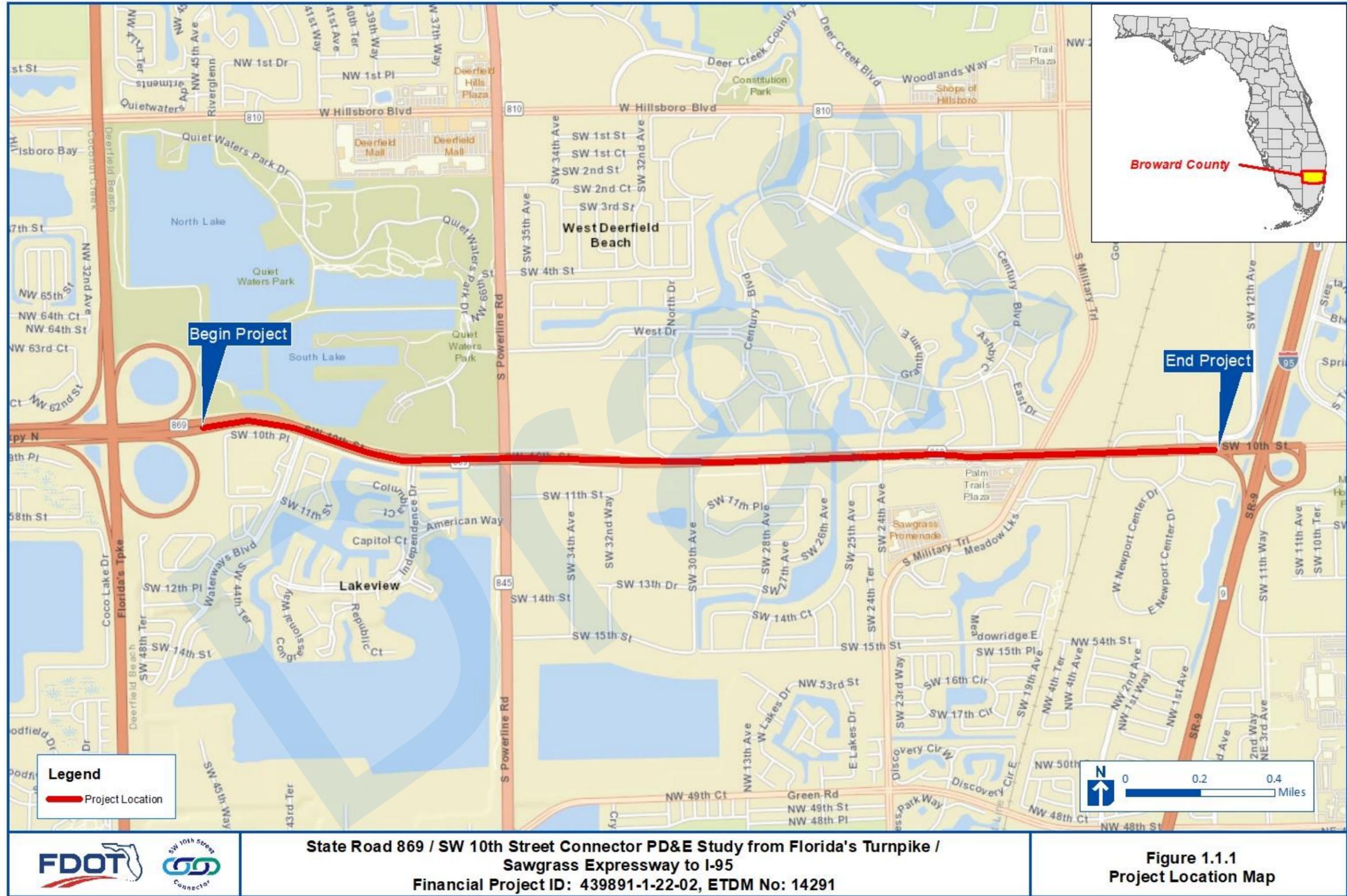
A Community Oversight Advisory Team (COAT) was formed by the Broward Metropolitan Planning Organization (MPO) and has been working towards consensus on the future of the SW 10th Street corridor. Public involvement efforts are ongoing with the Broward MPO as a partner, continuing their efforts that began with the establishment of the COAT. Public involvement initiatives, including working directly with the COAT, the City of Deerfield, City of Parkland, City of Coral Springs, the City of Coconut Creek, the Broward MPO, the FDOT and members of the public, is a major part of the PD&E Study.

1.2 Purpose and Objectives

The purpose of this project is to improve local traffic flow by implementing a separate limited access connection between the Sawgrass Expressway and the I-95 managed lanes, increase capacity, and eliminate various existing operational and safety deficiencies along SW 10th Street between the Sawgrass Expressway, Florida's Turnpike and I-95 while also providing improved connectivity of the regional transportation network.

1.3 Need for the Project

The primary need for this project is based on capacity and operational deficiencies for local traffic and regional connector traffic, system linkage and safety issues, with secondary considerations for the needs of modal interrelationships, transportation demand, social demands and economic development, and emergency response / evacuation for local traffic and the adjacent communities, as well as regional traffic. The primary and secondary needs for the project are discussed in further detail below.



1.3.1 Project Status

The SW 10th Street Connector project is in the Broward MPO jurisdiction. The Broward MPO Transportation Improvement Program (TIP) Fiscal Year 2020 – 2024 includes funding for the SW 10th Street Connector from Powerline Road to west of Military Trail Project for Preliminary Engineering, Right-of-Way, and Construction. The FDOT State Transportation Improvement Program (STIP) 2018 includes funding for Preliminary Engineering and Right-of-Way in years 2019 to 2021. Funding for a Design-Build method of delivery is included in 2022. The FDOT SIS Adopted Five Year Plan includes funding for the SW 10th Street Connector from Powerline Road to West of Military Trail Project for Preliminary Engineering, Right-of-Way, and Construction.

The TIP, STIP, and Long-Range Transportation Plan (LRTP) are consistent in respect to total funding and time frame. However, the TIP, STIP, and LRTP have different physical project limits than the proposed PD&E Study. The planning documents include SW 10th Street from Powerline Road to Military Trail whereas, this PD&E Study extends the limits along SW 10th Street from the Sawgrass Expressway / Florida's Turnpike to 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.

1.3.2 System Linkage

SW 10th Street is part of the state's SIS and the NHS. The SIS is an intermodal network of transportation facilities that seamlessly flows from one mode to the next with the goal of providing 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. Thus, SW 10th Street is an important facility in the transportation network.

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 ability to provide relief for local traffic is a component of the proposed connectivity improvements between the three limited access facilities by providing dual systems (Local Access and Limited Access) within the SW 10th Street R/W. Because SW 10th Street is impacted by three major limited access facilities, local traffic relief is necessary before future improvements to the three limited access facilities are implemented. These facilities 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 at the SW 10th Street Interchange. I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard.

SW 10th Street from Florida's Turnpike to I-95 is a Principal Arterial facility serving local residential communities, commercial properties and commuters alike. This section of roadway is considered the missing link in the existing and planned regional express lane network. This project seeks to improve this linkage by reducing congestion and completing the express lane network while reducing operational and safety deficiencies for the local users. The project will consider implementing limited access and express lanes along SW 10th Street in the project area.

1.3.3 Capacity

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 and are expected to continue to grow over the next 20 years. 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 has 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 current 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 during either the AM or PM peak during the existing conditions:

- SW 10th Street at Powerline Road operates at LOS F in both the AM and PM peak;
- SW 10th Street at SW 20th Avenue operates at LOS F in both the AM and PM peak;
- SW 10th Street at SW 24th Avenue operates at LOS F in both the AM and PM peak;
- SW 10th Street at Military Trail operates at LOS F in both the AM and PM peak; and
- SW 10th Street at the I-95 Northbound Ramps operate at LOS D in the AM peak and LOS F in the PM 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 operations are not anticipated to operate at an acceptable LOS (LOS D or better).

1.3.4 Transportation Demand

The SW 10th Street Connector PD&E Study is currently included in the Broward MPO TIP. 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 Hillsboro Boulevard PD&E Study (FM# 436964-1) to the east as well as the Sawgrass Expressway widening and interchange PD&E Study (FM# 435763-1) to the west. Additionally, the 2045 SIS Multi-Modal Unfunded Needs Plan listed adding capacity to this segment of SW 10th Street as a needed improvement.

1.3.5 Legislation

At this time, there is no legislation mandating the implementation of this project.

1.3.6 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 will consider livability issues as well as vehicular movement. Capacity improvements to SW 10th Street have previously not advanced to design and construction. However, 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, a group of concerned individuals, known as 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 the improvements in a PD&E Study.

1.3.7 Modal Interrelationships

Sidewalks are located along SW 10th Street's eastbound and westbound lanes from Military Trail to I-95; however, from Waterways Boulevard to Military Trail, sidewalks are only present in the eastbound direction. No Broward County Transit (BCT) services are present 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 is a community bus service. Express I and II Bus Routes are available Monday through Friday from 8 AM to 4 PM. 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. Bicycle facilities are not designated along SW 10th Street; however, existing five-foot paved shoulders, which serve as undesignated bicycle lanes, are present in both directions. 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.

1.3.8 Traffic Safety

A need exists to resolve safety issues within the project limits along the existing SW 10th Street corridor. SW 10th Street experienced 896 crashes from 2012 to 2016 in this corridor. There were 342 injury crashes and one fatal crash during the study period. A majority of crashes were rear end collisions accounting for 490 crashes, followed by angle collisions accounting for 102 crashes, and 97 sideswipe 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, thus mitigating existing crash patterns, and to enhance safety through the addition of improved bicycle / pedestrian features along the local system.

The project is anticipated to improve emergency evacuation and response capabilities by enhancing capacity and connectivity to major arterials designated on the state evacuation route. SW 10th Street, Florida's Turnpike, Sawgrass Expressway, and I-95 serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) and by Broward County. SW 10th Street moves traffic from the east to I-95, Florida's Turnpike, and the Sawgrass Expressway. 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 S. Powerline Road, approximately 0.3 miles to the north of the study area.

1.3.9 Roadway Deficiencies

Currently, SW 10th Street provides FDOT standard width travel and turn lanes. However, as previously mentioned, sidewalk is limited to the south side of SW 10th Street from Waterway's Boulevard to Military Trail. Sidewalk is present along SW 10th Street eastbound and

westbound from Military Trail to I-95. Bicycle facilities are not designated along SW 10th Street, although existing five-foot paved shoulders, which serve as undesignated bicycle lanes, are present in both directions. No other known roadway deficiencies along the corridor.

1.4 Project History

1.4.1 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, and
- Construct grade separation of the freeway over the CSX railroad and between Florida's Turnpike and Powerline Road to provide access.
- 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 SW 10th and I-95 PD&E Study and the SW 10th and Florida's Turnpike PD&E Studies 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 Community Oversight Advisory Team (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.

More information on the results of the COAT are contained in Section 1.4.2. The study was completed in 2016 and in 2017, the Broward MPO prioritized the SW 10th Street Connector which led to the start of this current PD&E Study. The timeline for the SW 10th Street project is shown in *Figure 1.4.1*.

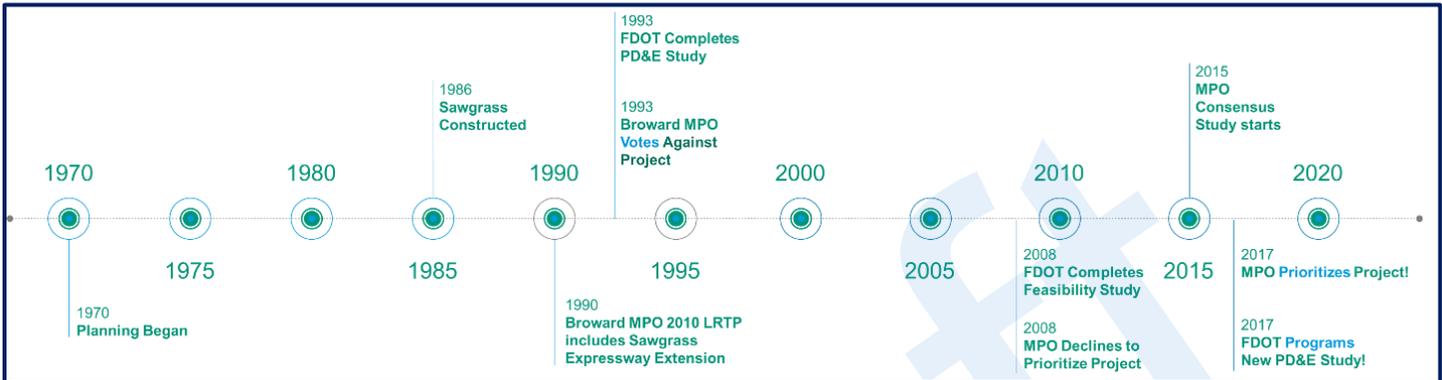


Figure 1.4.1 Timeline for SW 10th Street Project

1.4.2 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, 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 1.4.2* below. 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 1.4.2*.

Table 1.4.2: 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

COAT Recommendation Number	Recommendation
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
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 bike connectivity north and south across 10 th Street
9	Prepare noise study and identify mitigation needs required

COAT Recommendation Number	Recommendation
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 1.4.2: Conceptual Depressed Section from Broward MPO Study (2015)



As described in the PER for this study, Tier 1 Alternatives were considered which focused on a managed lane alternative that features a managed lane profile that is one “level” below the existing ground (i.e., a “depressed” section) in conjunction with an adjacent local road system. This depressed section is commensurate with the COAT recommendations in *Table 1.4.2*, specifically:

- No. 4 – Include a below-grade expressway with at-grade local access roads;
- No. 4.1 – Include extending below-grade expressway west of westerly residential roadway connection to SW 10th Street;
- No. 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);
- No. 5 – Minimize and attempt to eliminate the use of above-grade overpasses where adjacent to residential areas;
- No. 8 – Include generous table-top intersections for local roads to improve pedestrian and bicycle connectivity north and south across SW 10th Street; and

- No. 11.1 – Explore use of revenue generated by tolls for maintenance of landscaping and table-top parks.

The COAT also requested that the local lanes be lower speed with pedestrian and bicycle features, aesthetic treatments, and generous landscaping. The proposed design speed of the local and managed lanes are 35 mph and 60 mph, respectively. Prior to the Public Kickoff meeting, a Center and North Alternative alignment was developed. The Center alignment included the managed lanes in the center with the local roads on either side and the North Alternative included the managed lanes on the northern half of the existing R/W and the local roads on the southern half.

Based on feedback received at numerous community meetings and Alternative Public Workshop #1 in April of 2018, the Northern Alignment Alternative was carried through to the next level of analysis. Also, based on feedback, additional alternatives with a shorter depressed section and hybrid alternatives were developed and evaluated in Tier 2. However, each new alternative was based on the North Alignment concept with the managed lanes facility placed in the northern part of the R/W and the local SW 10th Street lanes located in the southern portion of the corridor. Tier 2 Alternatives were evaluated within a similar R/W footprint but have differing profiles for the managed lanes facility. The local SW 10th Street profile would remain at-grade. Additional detail and exhibits showing these alternatives are included in the PER (Sections 4.3 and 4.4) and discussion of the additional alternatives evaluated in the Tier 2 Analysis are included in the PER Section 6.

After considering the various social, cultural, environmental and engineering issues with all the alternatives, the **Partial Depressed - Depressed Westbound Exit Ramp Alternative** appears to be the most reasonable choice for the currently Preferred Alternative for the following reasons:

- Provides ingress / egress to and from SW 10th Street and managed lanes, thereby improving local intersection LOS and providing better use of managed lanes while offering the community direct managed lane access (consistent with COAT recommendations);

- Reduces project complexity and construction difficulty by placing westbound exit ramp braid beneath the eastbound managed lanes, thereby minimizing elevated structures along the corridor (consistent with COAT recommendations);
- Utilizes left-hand exit ramp configuration, thereby requiring a ramp braid beneath only the eastbound managed lane (as opposed to the east- and westbound managed lanes); and

However, all alternatives remain under consideration (including the No Action Alternative), and a final decision will be made after the Public Hearing and evaluation of public comments.

1.5 Preferred Alternative

The Preferred Alternative is the Depressed Westbound Exit Ramp Alternative. This alternative balances the need to provide an expressway connection and retain a local road system, all while minimizing elevated roadway sections near residential areas, and is consistent with the COAT recommendations. This configuration requires also placing the local westbound entrance ramp (east of Military Trail) on the left-hand side. While not conventional, a left-hand exit movement reduces the distance of the ramp braid across the managed lanes, since the ramp must braid beneath only the eastbound lanes as opposed to both the eastbound and westbound managed lanes. *Figure 1.5.1* displays the depressed westbound exit ramp and shows the left-hand exit movement from the managed lanes coupled with the right-hand entrance on the local westbound lanes.

Figure 1.5.1: Depressed Westbound Exit Ramp



To provide space for the left-hand exit ramp, the eastbound managed lane departs from the westbound lanes and shifts southward via a normal-crown reverse curve before curving northward again to follow the westbound auxiliary lane.

The design speed of the exit ramp is 35 mph; however, the K values for the crest and sag vertical curves exceed the FDOT minimum values due to the length of curve governing. The westbound exit ramp transitions via a reverse curve with radii of 3,967 and 2,300 feet to be adjacent to the westbound local lanes and forms an outer third lane approaching Powerline Road. In order to eliminate direct impacts to Century Village, the outside of the westbound concrete barrier wall is set 10 feet from the existing R/W line. To accommodate the ramp braid by depressing the ramp, the alignment shift of the eastbound managed lanes requires the acquisition of additional R/W along the south side of local SW 10th Street. A swath of additional R/W up to 15 feet wide is required from Waterford Courtyards, while a swath of approximately 20 feet is required from the City-owned property east of SW 28th Avenue.

A noteworthy point is that the existing pump station for the City of Deerfield Beach wells would be located a couple of feet behind the proposed curb line and may require the use of concrete barrier and curb-to-barrier transitions. The proposed sidewalk along the south side of local SW 10th Street is six feet in the vicinity of Waterford Courtyards and 10 feet along the City-owned property. This additional sidewalk width between SW 28th Avenue and SW 30th Avenue is proposed to facilitate pedestrian activity but can be adjusted in the next phase as the engineering is refined. The distance behind the proposed sidewalk is 10 feet in order to accommodate potential noise walls and relocated utilities.

Figures 1.5.2, 1.5.3, 1.5.4 and 1.5.5 below, show renderings of this alternative from different views and concept plan and profile sheets for this alternative are provided in Appendix A.

Figure 1.5.2: Depressed Westbound Exit Ramp Looking West



Figure 1.5.3: Depressed Westbound Exit Ramp Looking West



Figure 1.5.4: Depressed Westbound Exit Ra Looking East



Figure 1.5.5: Depressed Westbound Exit Ramp Looking East



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 is downloaded from the Florida Geographic Data Library (FGDL) and other sources as listed in this document. 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.flas-estat.org/est/>). The project from West of the Florida's Turnpike to Powerline Road was screened through ETDM EST and the programming screen was published March 25, 2017 (ETDM #14280).

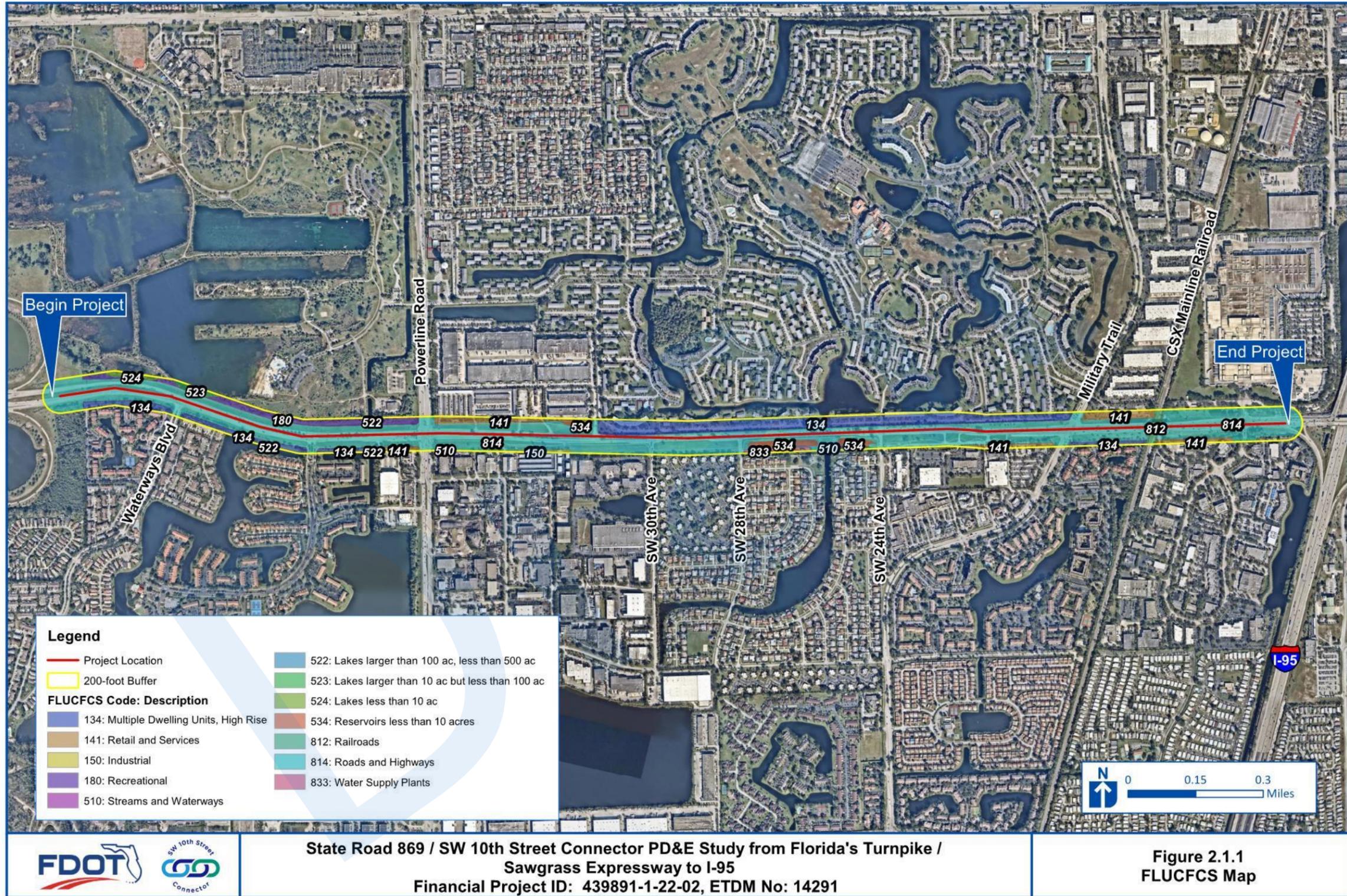
This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, dated January 14, 2019.

2.1 SCE Evaluation Study Area

The study area for the sociocultural effects evaluation is SW 10th Street and a 1,320-foot buffer around the existing roadway for most resources evaluated. The study area may be expanded when evaluating certain resources like census data, travel patterns, etc. The expanded study areas are described, where applicable, in each social resource evaluated.

The project corridor is highly urbanized and mostly built-out. The existing land use is generally characterized by existing roadways, open land adjacent to roadways within R/W, retail and services, and multiple high-density units. In addition, Quiet Waters Park is located at the northwest corner of SW 10th Street and Powerline Road.

Existing land use within the study area was determined through the interpretation of 1" = 100' scale aerial photography, review of land cover GIS data obtained from the South Florida Water Management District (SFWMD) and based on field reconnaissance of the project corridor that was conducted on September 15, 2017 and July 9, 2018. Existing land use was mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT, 1999) for the project area and is depicted in *Figure 2.1.1*.



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

2.2 Community Focal Points

Community focal points are public or private locations, facilities or organizations that are important to local residents and communities. Community facilities mentioned below are shown on *Figure 2.2.1*.

2.2.1 Schools

There are no schools within the 1,320-foot project buffer or directly on the project corridor. There is one day care facility, Leap Ahead Learning Center located at 1100 SW 24th Avenue, which is just within the project buffer. The boundary zone/attendance zone for Quiet Waters Elementary School, located at 4150 W. Hillsboro Boulevard, Deerfield Beach, FL 33442, extends through the study area from the Florida's Turnpike to Military Trail and extends from the Broward / Palm Beach County Line south to Sample Road.

2.2.2 Religious Facilities

There are no religious facilities within the 1,320-foot project buffer.

2.2.3 Community Centers, Parks and Cemeteries

There are no community centers or cemeteries within the 1,320-foot project buffer. The following parks are located within the buffer: 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. There is no existing or planned direct access from SW 10th Street to this park. Primarily access is from Powerline Road. According to Broward County Parks staff, Quiet Waters Park does not get a lot of bike or pedestrian traffic from the south that would require crossing SW 10th Street. There is minimal pedestrian and bicycle traffic from Century Village (east of Powerline Road and north of SW 10th Street).

Crystal Heights Park - North is a 1.37-acre community park associated with the Crystal Heights subdivision and is located south of SW 10th Street. This park is one of seven small community parks scattered throughout this large subdivision. The Crystal Heights Park -

North is the only one adjacent to SW 10th Street. The park includes open grassed areas, a children's playground, covered picnic table with grill and an open-air picnic table, and approximately 100 feet of grassed parking area. 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 documents prepared under separate cover and in the project file.

Crystal Heights Park – 1, Trailhead Park and Independence Bay Linear Park are located within the 1,320-foot buffer but are not directly or indirectly influenced by improvements along SW 10th Street. There is also no direct access to these facilities 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 does not extend to SW 10th Street.

2.2.4 Fire Stations

There are no fire stations within the 1,320-foot project buffer. However, Broward County Fire and Rescue Station 66 is located at 590 S. Powerline Road, approximately 0.3 miles to the north of the study area.

2.2.5 Law Enforcement Facilities and Government Buildings

There are no law enforcement facilities or government buildings within the 1,320-foot project buffer.

2.2.6 Healthcare Facilities

There are no healthcare facilities within the 1,320-foot project buffer. There is one assisted living facility within the buffer: Grand Villa of Deerfield Beach. This facility is located directly on SW 10th Street; however, access to this facility is on SW 24th Avenue and will not be affected by the proposed improvements.

2.2.7 Cultural Facilities and Civic Centers

There are no cultural facilities and/or civic centers within the 1,320-foot project buffer.

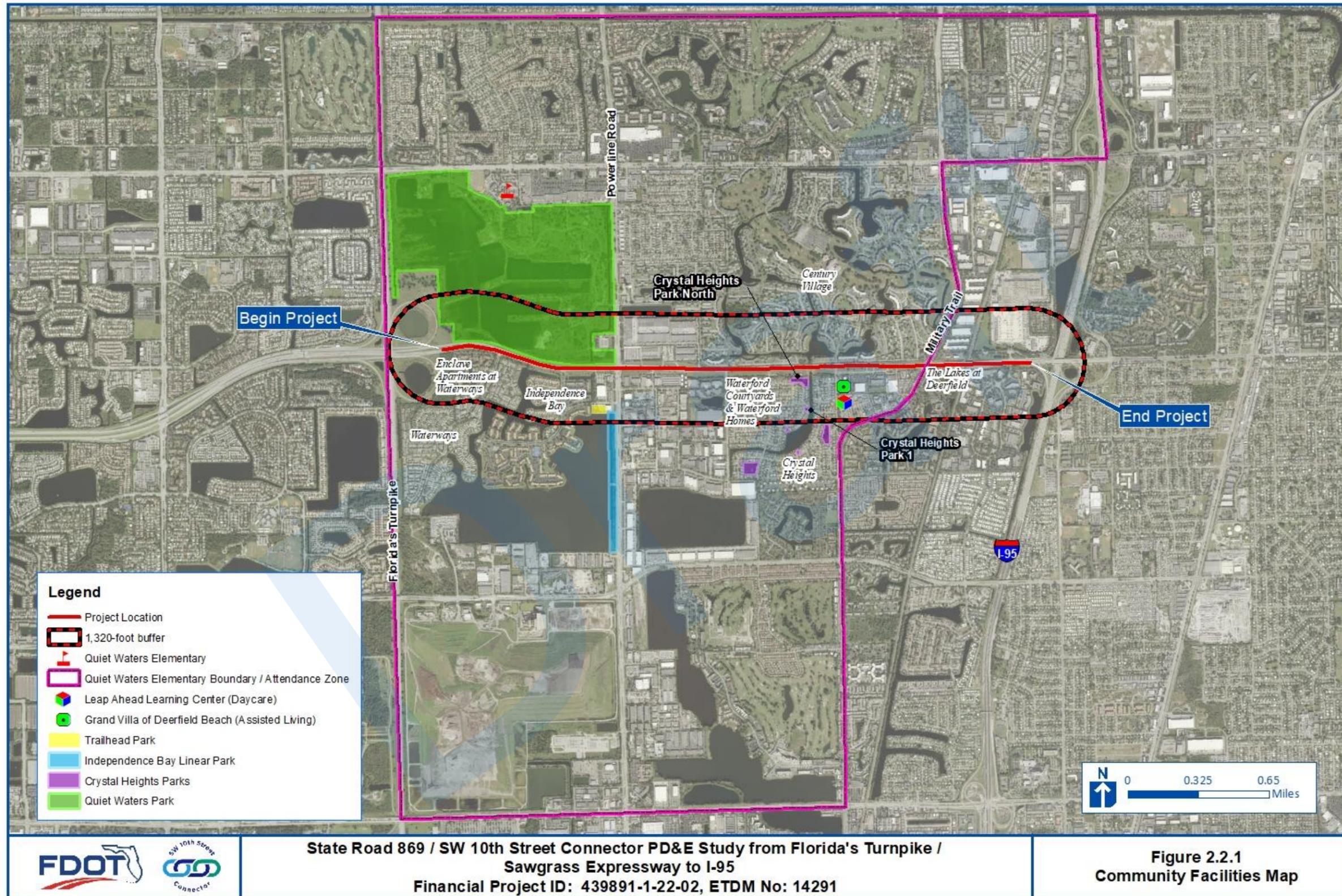
2.2.8 Social Service Facilities

There are no social service facilities within the 1,320-foot project buffer.

2.2.9 Historic Places

A Cultural Resource Assessment Survey (CRAS) dated September 2018, 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. The historic resource APE consists of the footprint of the proposed improvements and adjacent parcels up to a distance of 150 feet from the footprint.

A search of the Florida Master Site File (FMSF) identified no previously recorded cemeteries, historic districts, or historic structures, within or adjacent to the historic resources APE. One newly recorded historic resource was identified and evaluated within the APE. This structure, located at 3165-3175 SW 10th Street, Deerfield Beach, Florida is of Masonry Vernacular style construction, however due to lacking historical associations, it is considered National Register – ineligible. No additional architectural survey was recommended. The State Historic Preservation Officer (SHPO) provided concurrence with the CRAS in a letter dated October 2, 2018 (Appendix B).



2.3 Demographic Profile

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Additionally, the project has been developed in accordance with Executive Order 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994).

An analysis of minority and low-income populations (EJ or Potential EJ populations) was conducted through a review of census data, field reconnaissance and public meetings. The study area for reviewing the demographics included those census tracks/blocks that overlap the project (*Figure 2.3.1*) and field review of those populations living immediately adjacent to the project improvements. Per 2017 Census data (*Table 2.3.1*), the residential population in the study area is approximately 44% minorities (see *Figure 2.3.2*).

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	38.15	60.63
Percent of the population that is Black	27.42	15.39
Percent of the population that is Hispanic	28.35	19.51
Percent of the population that is Asian	3.51	1.62
Percent of the population that is Other ¹	2.57	2.85
Percent of the population that is considered 'Minority'	61.34	43.91
Median population age	40.1	51.53
Percent of the population that is above 65 years old	15.60	18.54

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. ACS estimates indicate that the median household income of the study area is approximately \$40,299, with approximately 15.6% of households having incomes below the federal poverty level.

Table 2.3.2: Project Area Household Income Characteristics, 2017

Geography	Census Block Group	Median Household Income (Dollars)	Percentage of Households with Incomes Below Poverty Level
SW 10 th Street Project Study Area		40,299	15.60%
Census Tract 103.05	Block Group 1	37,188	34.15%
Census Tract 104.02	Block Group 1	23,718	19.47%
Census Tract 104.02	Block Group 2	50,156	14.75%
Census Tract 104.03	Block Group 1	25,733	25.11%
Census Tract 104.03	Block Group 3	31,531	14.78%
Census Tract 104.06	Block Group 1	57,285	10.02%
Census Tract 104.07	Block Group 1	33,728	11.40%
Census Tract 104.07	Block Group 2	68,601	4.15%
Census Tract 107.01	Block Group 2	34,755	19.84%

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 51.02% and ranges from 0 – 91.77 % within each of the 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 (91.77%). The least percentage of elderly population occurs near I-95, north of SW 10th Street in Census Tract 103.05, Block Group 1 (0%).

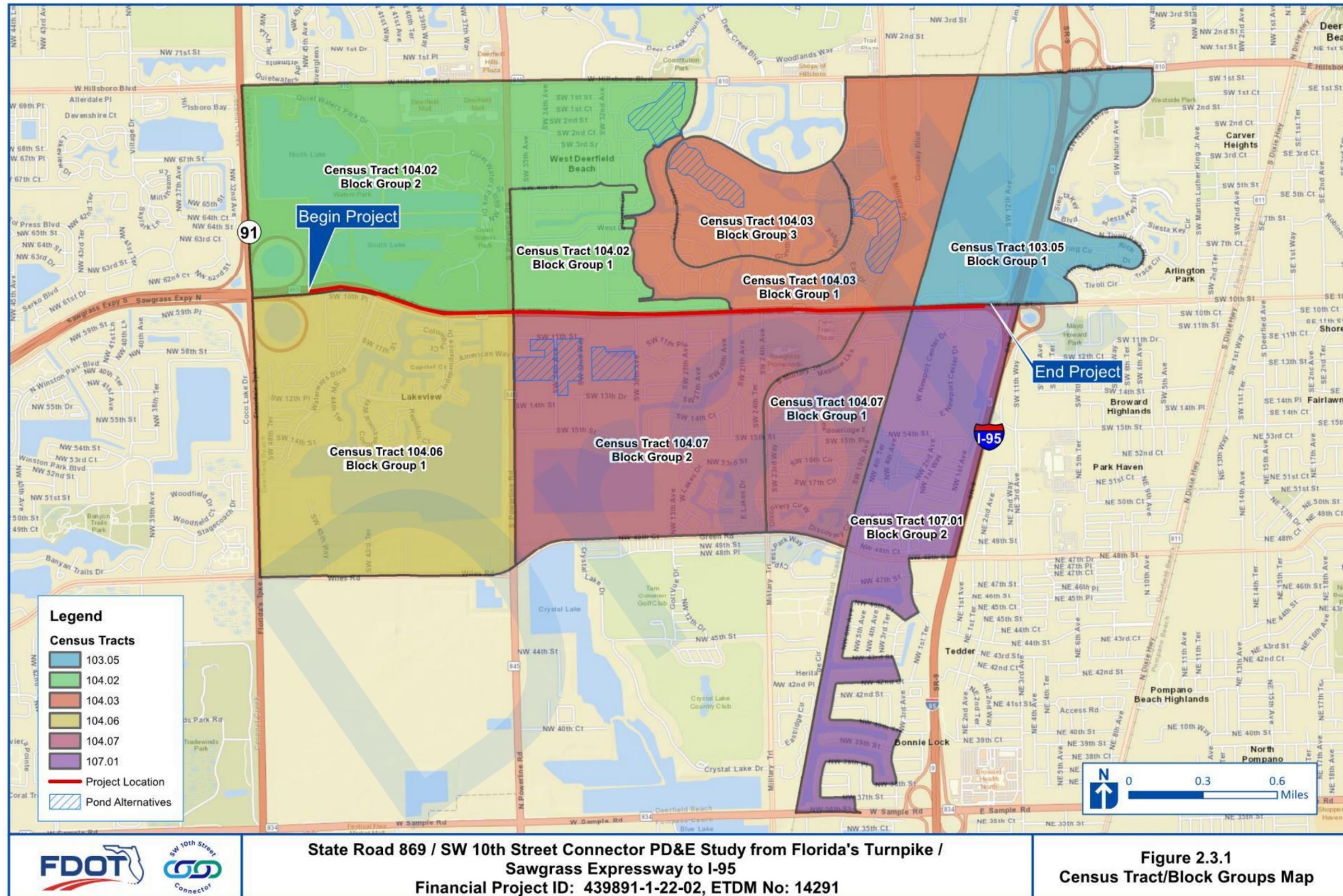
The percentage of persons with limited English proficiency for the entire study area is 9.53% and ranges from 3.00 – 22.57 % within each of the Block Groups in the study area. The lowest percentage of persons with limited English proficiency is in Census Tract 104.07, Block Group 1 (3.00%), which is south of SW 10th Street. The highest percentage of persons with limited English proficiency is in Census Tract 103.05, Block Group 1 (22.57%), which is east of I-95 and north of SW 10th Street.

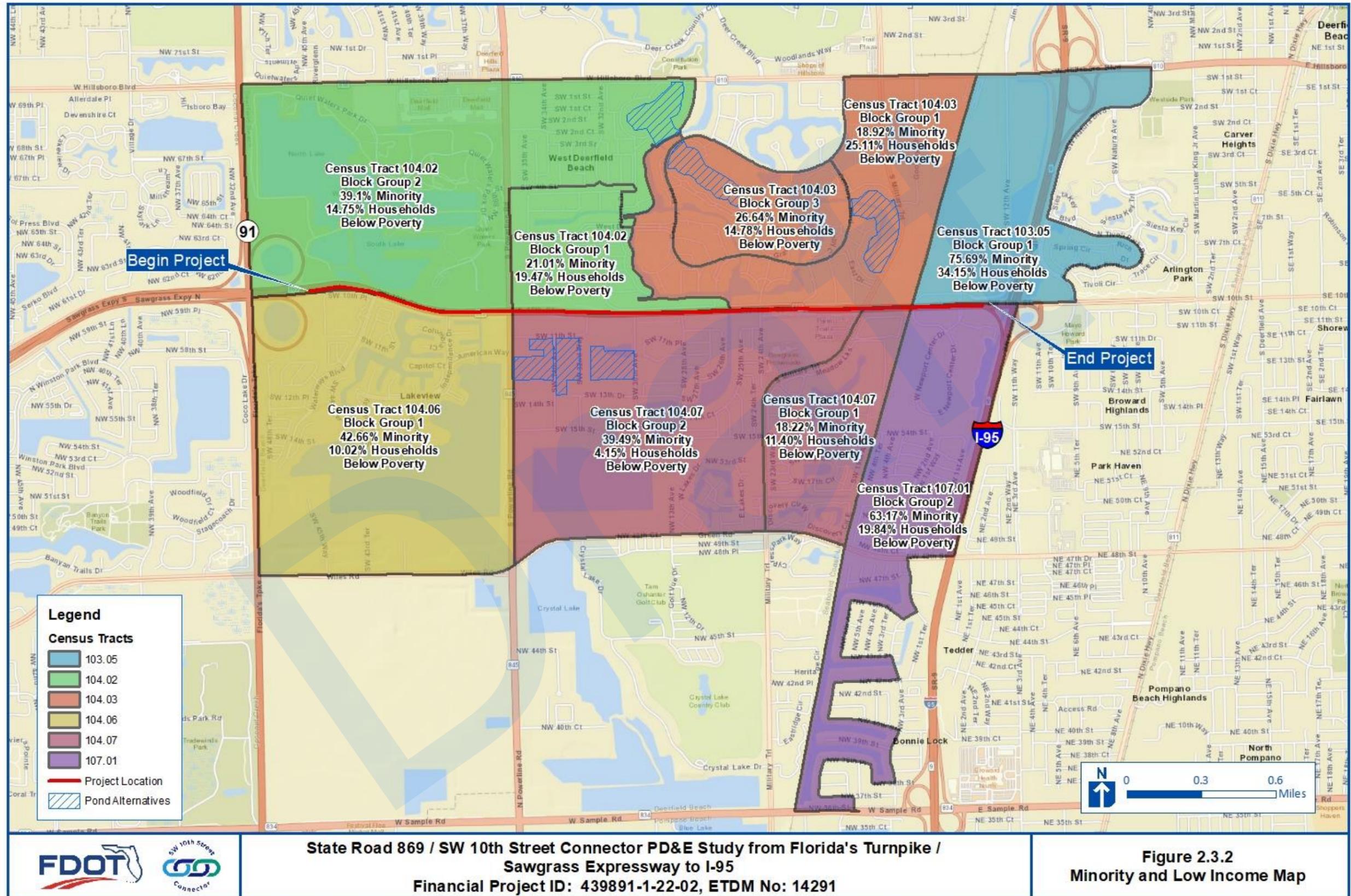
The proposed improvements will not result in adverse impacts to minority, low-income households, elderly or limited English proficiency populations. Because this is a roadway

project, there will be temporary construction impacts from noise, access, and travel along the road, but the impacts would 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 there will be reduced congestion within the corridor and improved sidewalks and bicycle facilities.

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

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Figure 2.3.2
 Minority and Low Income Map

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 and 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 (R/W) acquisition along SW 10th Street (R/W 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. A depressed section was evaluated as well to minimize visual obstructions and preserve community cohesion.

The purpose of the project is to provide regional connectivity and improve mobility. Thus, it is anticipated that the project would enhance the movement of people and goods to community or neighborhood activity centers.

In addition to the proposed managed lanes, this project would also include local lanes adjacent to the managed lanes. This would continue to provide connectivity between both the north and south sides of SW 10th Street. The local lanes would provide continued access to the businesses located along SW 10th Street. The proposed improvements will also provide better accommodations for bicyclist and pedestrians, further enhancing connectivity among transportation disadvantaged residents in the SW 10th Street study area.

There will be temporary traffic disruptions during construction, but those impacts will be minimized as much as possible. With the local and managed facilities separated, widening occurring on existing alignment and bicycle and pedestrian facilities to enhance connectivity, substantial impacts to community cohesion are unlikely.

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 SW 10th Street 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. Per the Transportation Systems Management and Operations (TSM&O) Incident Management Program Manager, 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 congestion along SW 10th Street has resulted in an increase in crashes. SW 10th Street experienced 896 crashes from 2012 to 2016 in this corridor. There were 342 injury crashes and one fatal crash during the study period. Most of crashes were rear end collisions accounting for 490 crashes, followed by angle collisions accounting for 102 crashes, and 97 sideswipe crashes. The total number of crashes has increased over the five-year period, with an average of 179 crashes per year.

It is anticipated that the project would improve emergency response time and evacuation times for the local community. The addition of managed lanes will reduce congestion and is anticipated to reduce vehicular crashes on the local lanes and therefore improve safety of all users of this roadway. The addition of continuous sidewalks and buffered bicycle lanes would enhance safety for pedestrians and bicyclists.

3.1.3 Community Goals / Quality of Life

The City of Deerfield Beach created the Complete Streets Implementation Final Plan (April 2015) to provide guidelines for creating safer travel choices for its residences. A majority of the SW 10th Street project limits are included on the Deerfield Beach Complete Streets Network Vision Map. The proposed project will include 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 facilities, but also activity centers throughout Deerfield Beach. Increased capacity will reduce travel times and decrease idling of automobiles and trucks. This will enhance 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

There are numerous businesses, both commercial and industrial, along SW 10th Street. There are two large industrial parks at the intersection of SW 10th Street and Powerline Road (Quiet

Waters Business Park and Powerline Industrial Park/Designers Commerce Center), a commercial business park (Colonnade Business Park), several other commercial businesses along SW 10th Street, and the Publix Distribution Center at the east end of the study area. Some of the industrial businesses and the Publix Distribution Center are freight distributors and therefore have a need for suitable roadways around their businesses. The businesses would benefit from the proposed project due to improved access to I-95, Florida's Turnpike, and the Sawgrass Expressway. Meetings were held with several business owners whose access may be affected or changed to understand circulation within their facilities, and ingress/egress opportunities and constraints with the proposed alternatives. The alternative concepts were evaluated to minimize impacts on local businesses. Additional meetings will be conducted during design. There are several potential access changes and business relocations which are discussed further in Sections 3.2.4 and 3.6, respectively.

3.2.2 Tax Base

The proposed improvements will result in impacts to seventeen commercial parcels and result in eight business relocations. 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).

Though these impacts would affect the overall business environment in Deerfield Beach, and the City and County are 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 and representing 22% of the operating budget. Other tax revenues come from utility, building permit, communication services, state shared revenues and special revenue funds (Senior Services Fund, Community Development Block Grant Fund (CDBG) and Road and Bridge Fund (fuel taxes, State revenue-sharing funds, etc.)). Thus, the business relocations for this project represent only a small percentage of the overall tax base and there is sufficient area for relocating the businesses such that significant adverse effects to the tax base from the preferred alternative are not anticipated.

3.2.3 Traffic Patterns

The traffic patterns along SW 10th Street, between the major roadways of I-95, Florida's Turnpike, and the Sawgrass Expressway, will be altered by the proposed project. Upon exiting the Sawgrass Expressway or Florida's Turnpike heading east, travelers will have the option to drive within the local lanes or within the managed lanes along SW 10th Street. Although traffic patterns will be modified, the proposed project is expected to reduce traffic congestion and allow for increased flow of traffic through the study area.

The proposed access management for local SW 10th Street is Access Management Class 5 as compared to existing Access Management Class 3. Access Management Class 5 allows for directional median openings every 660 feet and full median openings / signals every 1,320 feet for design speeds of 45mph or less. With the proposed access management class, only one full median opening spacing does not meet requirements for all of the alternatives. The substandard full median opening spacing is located between SW 30th Avenue and SW 28th Avenue. These existing median openings and are proposed to remain open to facilitate access to numerous residential neighborhoods. Access management has been closely coordinated with local business and residents to minimize impacts on ingress/egress and operations of existing businesses. The existing median type (signal, full, or directional¹) will remain the same for the preferred alternative at the following median opening/side road locations: Waterways Boulevard (signal), Independence Drive (signal), Powerline Road (signal), SW

¹ Signal references a signalized intersection. Full references a median opening that allows for all turning movements, and directional references a median that does not provide all turning movements.

30th Avenue (full), SW 28th Avenue (signal), SW 24th Avenue (full), Military Trail (signal), and East Newport Center Drive (signal). The median will be closed at Quite Waters Business Park Entrance Road (currently full opening), but access remains along Powerline Road and at Quiet Waters Business Park Access Road along the east side of the business park. The median will also be closed along Frontage Road (Business Park and Walmart) where it is currently a directional median opening, but access will remain at Military Trail which leads to a full signalized intersection.

3.2.4 Business Access

During the public involvement meetings, especially meetings with the Deerfield Beach Commissioners, concern was raised for maintaining businesses and local access to businesses along SW 10th Street. As stated above in Section 3.1.2 Community Cohesion, the improvements to local lanes along SW 10th Street would improve access to local businesses. Traffic congestion among the local lanes would be reduced thereby enhancing access.

There will be some access changes to the driveways to some local businesses, but access will be maintained. **Table 3.2.1** summarizes the changes to business access driveways directly on SW 10th Street and **Figures 3.2.1** and **3.2.2** show the location of the businesses described.

Table 3.2.1 Summary of Business Access Driveways on SW 10th Street

Site/Business	Location	Existing Access Condition	Proposed Access Condition
DS Sports Plex	3650 SW 10 th Street	Right in /out on SW 10 th Street and additional access from SW 11 th Street and American Way from Powerline Road	No change.
Quiet Waters Business Park			
	710-750 Powerline Road	Full unsignalized median opening on SW 10 th . Three right in /out entrances with one directional median opening on Powerline Road.	Full unsignalized median opening on SW 10 th closed. An access road is proposed along the frontage of Quiet Waters Business Park and right in/out on SW 10 th will remain; Signalized full median opening proposed on Powerline south of West Drive. Other two driveways on Powerline Road to remain in current condition.
Deerfield Storage	NW corner SW 10 th Street and Powerline Road	Right in/out on SW 10 th and right in /out on Powerline Road	
Vacant Business	3155 SW 10 th Street	Right in/out on SW 10 th Street	
Unnamed Business	3165 SW 10 th Street	Right in/out on SW 10 th Street	
Designers Commerce Center			
Reliable Power Systems and Reliable Electrical Services	3400 SW 10 th Street	Right in/out on SW 10 th Street; Full access on SW 11 th Street. SW 11 th Street is the main access to the Commerce Center	No change.
Multiple leased units	3443, 3439, 3435 and 3431 SW 11 th Street	Direct access on SW 11 th Street.	No change.
Public Storage	3350 SW 10 th Street SW	Driveway extends from property to the driveway for the adjacent LMB Holdings; No secondary access	New access drive will be added to provide the existing right in/out.
Colonnade Business Center			
Grand Villa Senior Living Community – Assisted Living and Memory Care	1050 SW 24 th Avenue	No direct access on SW 10 th Street. Two primary access driveways on SW 24 th Avenue.	No change.
South FL Bible College & Theological Seminary	2200 SW 10 th Street	Access for business center currently from a frontage road that connects to SW 10 th Street at three access locations. The western most frontage road access includes right in/out and left in. Middle access includes a right in/out and eastern most driveway includes a right in/out and left in.	Frontage road to be removed. The three driveways for the business center will connect directly to SW 10 th Street as right in/right out. Left in will be removed. West bound traffic will have to travel to SW 24 th Avenue and make a U-turn.

Site/Business	Location	Existing Access Condition	Proposed Access Condition
		There are two driveways on the frontage road into this facility.	
VA Primary Care Clinic and Bakery 2000	2100 SW 10 th Street	Access for business center currently from a frontage road that connects to SW 10 th Street at three access locations. Currently there is also a cross access drive to the adjacent Wal-Mart Neighborhood Market.	See above for South FL Bible College & Theological Seminary. A separate access will be provided to this facility. Cross access removed.
Cross Atlantic Solar/The Geneva Group	2150 SW 10 th Street		
Walmart Neighborhood Market, Universal Hair Spa Salon, Nails and Spa, Sal's Restaurant and Pizzeria, Jimmy John's, Wok N Roll, UPS Store, Family Wellness Physicians, and a vacant business	1101-1133 S. Military Trail	Access for business center currently from a frontage road that connects to SW 10 th Street at three access locations. The middle and eastern most driveways as described above access this location. Currently there is also a cross access drive to the adjacent property to the west. There is an additional driveway to this parcel from SW 10 th Street that does not connect to the frontage road that has a right in/out. The primary access is from two access points on Military Trail (one right in/out and one full access on Military Trail).	Both driveways on SW 10 th to remain which includes a right in/out and left in on the western most driveway and a right in/out on the eastern most driveway. No change with primary access points on Military Trail

Figure 3.2.1 – Quiet Waters Business Park and Powerline Industrial Park/Designers Commerce Center Business Access

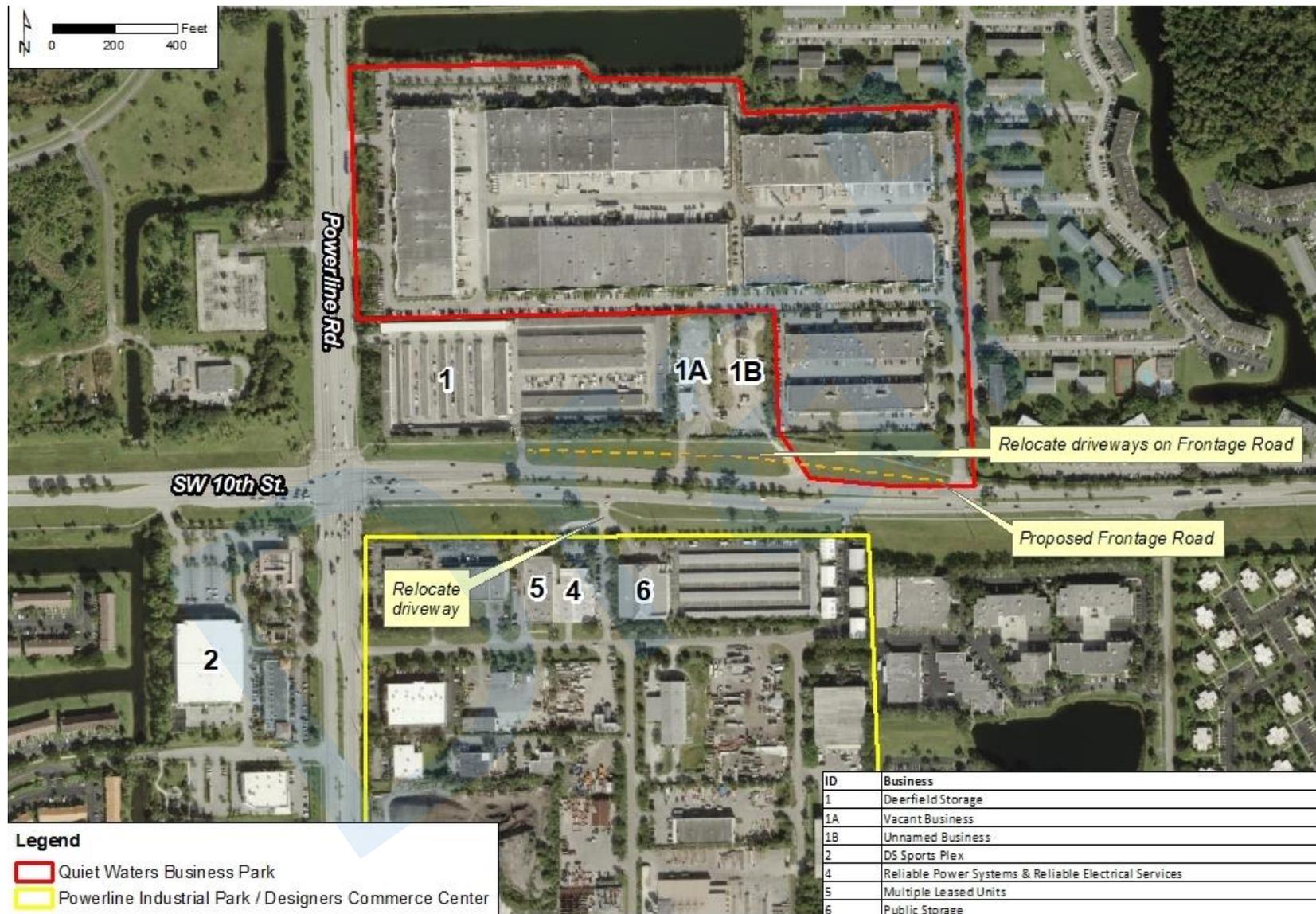


Figure 3.2.2 – Colonnade Business Park Business Access



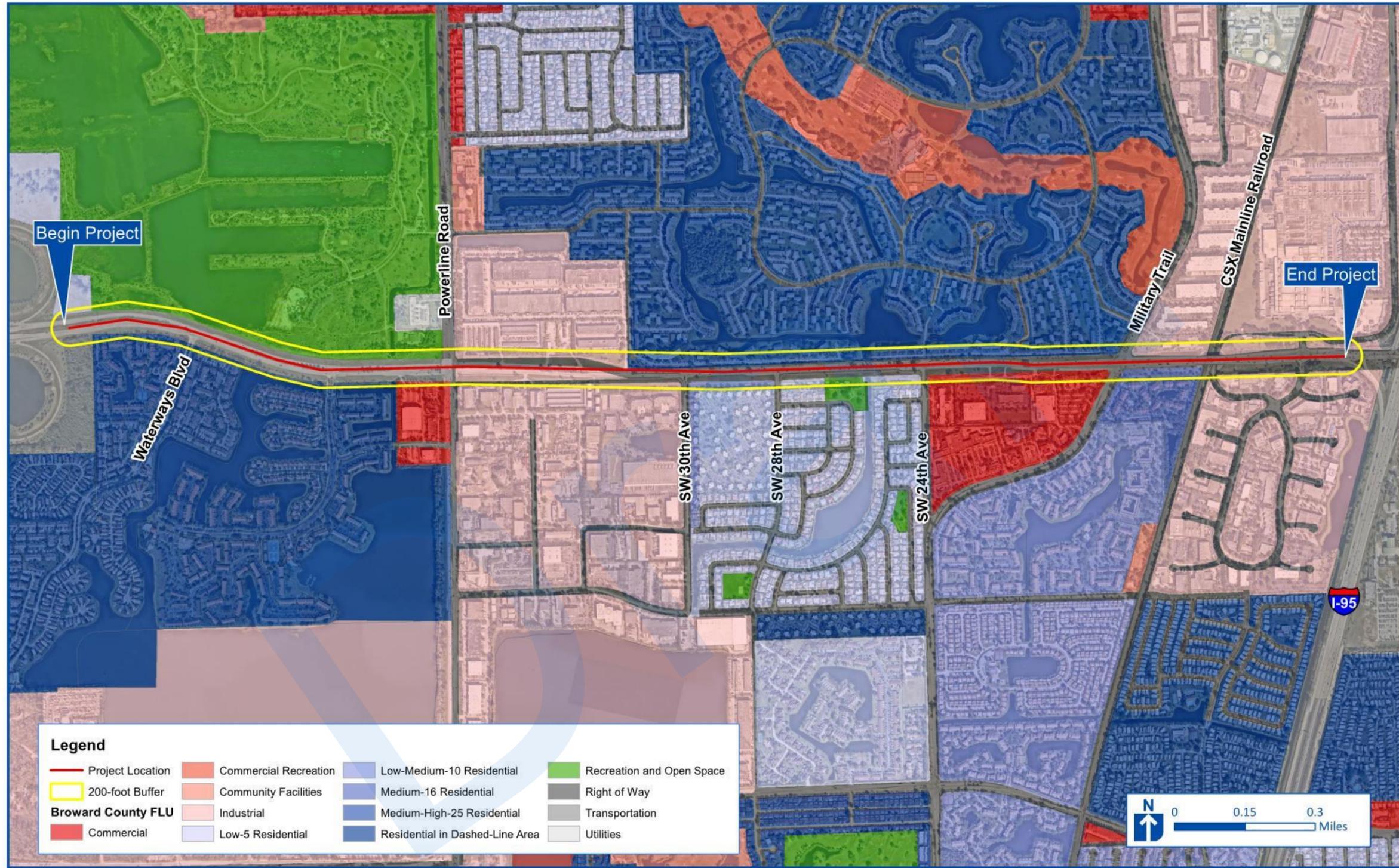
3.3 Land Use Changes

3.3.1 Future Land Use

As described in Section 2.1, the SW 10th Street corridor is built out; thus, the project does not result in induced development. See *Figure 3.3.1* for 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.

3.3.2 Plan Consistency

As stated in Section 1.3.1, the project is included within the following: Broward MPO TIP, Broward MPO 2035 Long Range Transportation Plan (LRTP), FDOT STIP, and the FDOT SIS Adopted Five Year Plan.



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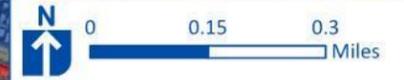


Figure 3.3.1
Future Land Use Map

3.3.3 Growth Trends and Issues

The SW 10th Street study area is already built out and does not provide access to previously undeveloped areas. Furthermore, this project is unlikely to increase growth within the study area. But proposed redevelopment and new residential development both in the project corridor and in south Florida will increase the overall regional growth which also increases traffic and congestion. This project will help alleviate some of the capacity issues and enhance the regional connectivity of south Florida; helping to better accommodate this growth.

3.3.4 Focal Points

The SW 10th Street project has been designed to reduce impacts to the local community, including community focal points. The project is adjacent to the Crystal Heights Park – North and Quiet Waters Park. There will be no impacts to the Crystal Heights Park or the Quiet Waters Park. Maintaining the local road access and better maintaining the flow of traffic will enhance access to these facilities. The other parks within the study area are not within close proximity to the proposed improvements and will not be directly or indirectly adversely impacted by the improvements. The inclusion of continuous sidewalks and bike lanes will enhance connectivity to these other park resources.

3.4 Mobility

3.4.1 Mobility Choices

The different forms of mobility within the study area include: buses, some sidewalks for pedestrians and normal travel lanes for privately owned vehicles. The sidewalks are only located along the south side of SW 10th Street and for only a portion of the study area. There are no designated bike lanes within the study area along SW 10th Street. All build alternatives would include sidewalks and designated buffered bicycle lanes on the local lanes. Furthermore, the signals at Military Trail and Powerline Road would be enhanced to provide safer crosswalks for pedestrians and cyclists. The sidewalks and bicycle lanes will help improve mobility within the study area.

3.4.2 Accessibility

All build alternatives are designed with sidewalks and designated buffered bicycle lanes. This is an improved condition over the existing features within the study area. The enhancement of pedestrian mobility described in Section 3.4.1 will also increase access to businesses, community facilities and local parks within the study area as well as enhancing access for the transportation disadvantaged.

3.4.3 Connectivity

The proposed improvements will not change the connectivity between residential and non-residential areas along the corridor. The traffic congestion along SW 10th Street results in user delays and with the proposed improvements connectivity is expected to be enhanced through the separation of managed lane traffic and local traffic. The proposed project would help alleviate the congestion and promote connectivity. Furthermore, regional traffic travelling along either the Sawgrass Expressway, Florida's Turnpike mainline or I-95 will be able to access all of these SIS systems without having to travel through local "stop and go" traffic. FDOT is in the process of planning, designing and/or constructing managed lanes and express lanes throughout south Florida (Miami-Dade, Broward and Palm Beach Counties). Once completed travelers using managed lanes in these counties will be able to access the system and remain on the system; only exiting and traveling with local traffic when needed. This results in enhancement of the overall SIS system in South Florida and enhances the connectivity for regional traffic movement.

3.5 Aesthetic Effects

3.5.1 Noise / Vibration

Additional noise walls are preliminarily proposed adjacent to each of the residential communities along the corridor based on the results from the noise model. Proposed noise walls will be coordinated with the communities and properties directly affected as well as the local municipality during the design phase of the project. A Noise Study Report (NSR) is being completed for this PD&E study and is available under separate cover.

3.5.2 Viewshed

The topography of the project study area is relatively flat consisting 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. Elevated roadways are required at the intersection of the Turnpike, Powerline Road, Military Trail and I-95 for the managed lane facility. The elevated roadways will alter the existing viewshed of the local community; however, project related aesthetics have been considered during the entire PD&E Study. Incorporating a depressed section in the project was designed to reduce visual impacts on residents living in Century Village, the Waterford Community, and the Crystal Heights neighborhood. The project will include landscaping and lighting to improve the aesthetics of the proposed roadways.

One of the few aesthetic features along the existing SW 10th Street corridor is the landscaping in the median. All build alternatives will reduce the amount of “green space” available for landscaping. However, there is “green space” with each alternative and landscaping will be maximized in the space available.

All build alternatives shown at the Alternatives Workshop #2 included an overpass at Waterways Boulevard. Concerns were expressed by Waterways Village and Independence Bay regarding the impacts on the viewshed from this structure. The residents requested consideration for an at-grade or depressed section. Alternatives were considered, and several homeowner association meetings were held to discuss the concern and develop conceptual aesthetic treatments to minimize the viewshed effects. Through these meetings with the residents in this area, the overpass was shifted to the west to minimize impacts on the viewshed. The Pioneer Grove (Deerfield Beach) Design Standards were referenced to complete an aesthetics approach for the overpass. *Figure 3.5.1* shows the original concept for the overpass at Waterways Boulevard and *Figure 3.5.2* show the current concept with the bridge shifted to the west.

Potential aesthetic enhancements considered are as follows:

- Decorative facades around bridge columns, decks, and beams;
- Colored beams on bridges;
- Florida-friendly landscaping;
- Colored stone pattern on retaining walls and noise walls;
- Benches along the sidewalk; and
- Stamped asphalt crosswalks.

Figure 3.5.1: Waterways Boulevard Original Concept



Figure 3.5.2: Waterways Boulevard Revised Concept



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

3.5.3 Compatibility

The proposed project includes improvements that are compatible with the surrounding landscape. The Sawgrass Expressway ends at SW 10th Street and a logical connection between I-95 and the Sawgrass is missing from this area. Proposing managed lanes within this area will connect several existing highways.

3.6 Right-of-way and Relocation Potential

A summary of the preliminary R/W analysis for each alternative is included in the PER. None of the build alternatives result in residential relocations. For the preferred alternative,

Partial Depressed – Westbound Exit Ramp Alternative, the R/W and relocation impacts include:

- Twenty-four (24) total parcels impacted including,
 - Seventeen (17) Commercial Parcels
 - Four (4) Residential Parcels
 - Three (3) Unimproved Parcels.
- Eight (8) Total Relocations (Commercial Parcels)

To minimize the unavoidable effects of R/W acquisition and displacement of people, the FDOT will carry out a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The FDOT provides advance notification of impending R/W acquisition. Before acquiring R/W, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. “Made available” means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the FDOT has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant relocatees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project.
- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the department.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

The brochures that describe in detail the FDOT's Relocation Assistance Program and Right of Way acquisition program are "Residential Relocation Under the Florida Relocation Assistance Program", "Relocation Assistance Business, Farms and Non-profit Organizations", "Sign Relocation Under the Florida Relocation Assistance Program", "Mobile Home Relocation Assistance", and "Relocation Assistance Program Personal Property Moves".

All of these brochures are distributed at all public hearings and made available upon request to any interested persons. *Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601-3619)* guarantees each person equal opportunity in housing.

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. As described in the analysis presented in document, the project includes business relocations, changes in the viewshed, reduced green space, increases in traffic noise, change in traffic patterns, and changes in business access. There are four general methods for addressing project impacts and compatibility preferences: avoidance, minimization, mitigation, and enhancement.

Avoidance measures are alterations to the project so that an impact does not occur. If it is determined that no feasible or prudent avoidance alternative exists 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 R/W impacts as detailed in the PER.
- A depressed section was evaluated to minimize aesthetic impacts.
- Sidewalks and designated buffered bicycle lanes are proposed within the study area.
- Access is maintained to local businesses, residences, and community facilities.
- Landscaping is proposed to enhance aesthetic effects within the study area.
- Construction staging areas will occur, to the extent practical, to minimize effects on residences and community facilities.

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 semi-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 Waterways Boulevard will not be located directly in front Waterways Boulevard and will instead be located west of this intersection. In addition, FDOT commits to providing a depressed westbound managed lane exit ramp.
- FDOT commits to providing ingress/egress points between local SW 10th Street and the Managed Lanes. In addition, residential access points will be maintained during and after construction.
- 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.
- 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 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 Pioneer Grove adopted standards.
- FDOT commits that the managed lanes will open and remain without tolling until performance and operations fall below acceptable levels. When the introduction of tolling could improve the declining performance levels, at such time the FDOT will notify the public and solicit feedback for any tolling that is proposed in the future.
- FDOT commits that any future tolling of the managed lanes will be electronic tolling that does not require vehicles to stop and pay a toll.

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

This project was developed along with a comprehensive public involvement effort. Public involvement activities were in accordance with the following documents: FDOT PD&E Manual, Part 1, Chapter 11; 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. The program is documented in the Public Involvement Program (PIP), a companion document to this PD&E Study. 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 to 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, and numerous other public involvement meetings have been held for this project. A summary of all public is included separately in the Comments and Coordination Report.

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.

5.2.2 Public Alternatives Meeting

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 provided the need for the project, information on the progress of the study, an overview of the project alternatives (North or Center Alignment or No Build Alternative) and the project schedule. The Q&A sessions gave attendees an opportunity to ask questions or voice their 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.

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 provided the need for the project, information on the progress of the study, an overview of the project alternatives (Non-Depressed, Partially Depressed, Fully Depressed and No Build) and the project schedule. A court reporter was present to take notes of those attending who wished to speak and provide comments.

5.2.3 Stakeholder Meetings

Throughout the duration of the project, meetings were held with staff from organizations that had interest in the project. At all these meetings, staff were updated on project developments and were asked to share information that could assist the project team in the development of alternatives. When the build alternatives were sufficiently developed, additional meetings were held with the Broward MPO to obtain their feedback prior to presenting the concepts to the public. Numerous meetings with HOAs within the study area were also conducted as a part of the public involvement process. A list of the meetings (as of July 1, 2019) is shown below in *Table 5.2.1, Table 5.2.2 and Table 5.2.3*.

Table 5.2.1: Elected & Appointed Official Meetings

Municipality / Stakeholder	Meetings & Dates
Broward County	<ul style="list-style-type: none"> • 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 / Commissioner 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) – Replaced by Fisher • Commissioner Lamar Fisher, District 4 (12/14/18) • Commissioner Steve Geller, District 5 (10/9/17) • Commissioner Tim Ryan, District 7 (11/13/17) • County Administrator Bertha Henry and Richard Tornese (10/3/18)

Municipality / Stakeholder	Meetings & Dates
	<ul style="list-style-type: none"> Broward County EPMG Drainage Meeting (2/21/18)
City of Deerfield Beach	<ul style="list-style-type: none"> Mayor / Commissioner Bill Ganz (9/26/17, 1/30/18, 8/24/18, 2/6/19 & 6/12/19) Vice Mayor / Commissioner Gloria Battle, District 2 (9/26/17, 4/9/18 & 10/1/18) Commissioner Bernie Parness, District 3 (9/26/17 & 3/6/18) Commissioner Todd Drosky, District 4 (10/10/17, 1/31/18, 8/24/18, 1/4/19, 2/11/19 & 4/24/19) 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) Drainage and Utility Meeting (2/9/18 & 6/21/18) Coordination Meeting with City of Deerfield Beach Staff (8/1/18) Florida's Turnpike Enterprise Meeting with the City (1/11/19) – (SW 10th Street Team attended)
City of Coconut Creek	<ul style="list-style-type: none"> City Manager Mary Blasi (11/8/17) Commissioner Mikkie Belvedere, District B (10/15/18) Vice Mayor / Commissioner Sandra Welch, District C (12/12/18) Commissioner Becky Tooley, District A (12/13/18)
City of Coral Springs	<ul style="list-style-type: none"> Commissioner Larry Vignola, Seat 3 (5/7/18, 3/19/19 & 6/18/19)
City of Hollywood	<ul style="list-style-type: none"> Commissioner Richard Blattner, District 4 (11/2/17 & 4/4/19)
City of Parkland	<ul style="list-style-type: none"> Mayor / Commissioner Christine Hunschofsky (11/13/17 & 10/22/18)
City of Pompano	<ul style="list-style-type: none"> Vice Mayor / Commissioner Barry Moss, District 5 (4/12/19)
City of Sunrise	<ul style="list-style-type: none"> Commissioner Lawrence A. Sofield (3/25/19)
City of Tamarac	<ul style="list-style-type: none"> Vice Mayor/Commissioner Debra Placko (3/20/19)
Lighthouse Point	<ul style="list-style-type: none"> Commissioner Sandy Johnson, Seat #5 (5/21/19)
Pembroke Pines	<ul style="list-style-type: none"> Mayor Frank C. Otis (6/4/19)
Town of Davie	<ul style="list-style-type: none"> Councilman Bryan Caletka (4/5/19)
Wilton Manors	<ul style="list-style-type: none"> Vice Mayor Tom Green (5/22/19)

Table 5.2.2: Broward MPO & COAT Meetings

Stakeholder	Meetings & Dates
Broward Metropolitan Planning Organization (MPO)	<ul style="list-style-type: none"> • Broward MPO Logistics for COAT (10/9/17) • MPO Meeting with 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) • MPO Follow-up meeting (7/16/18) • MPO Presentation Review Meeting 10/8/18 • Board Meeting (5/10/18, 10/11/18 & 2/14/19) • Executive Committee (12/7/17 & 5/3/18) • Citizens' Advisory Committee (CAC) (4/25/18 & 10/24/18) • Technical Advisory Committee (TAC) (4/25/18 & 10/24/18) • Broward MPO Engagement Forum (1/10/19) •
Community Oversight Advisory Team (COAT)	<ul style="list-style-type: none"> • Pre-Kick-Off meeting (10/11/17) • Pre-Alternatives Public Workshop #1 (3/29/18) • Project Update (11/19/18) • COAT Workshop Meeting (2/28/19) • COAT Recommendation Review Meeting #1 (4/25/19) • COAT Recommendation Review Meeting #2 (5/16/19) • COAT Recommendation Review Meeting #3 (6/6/19)

Table 5.2.3: Stakeholder Meetings

Stakeholder / Agencies	Date(s)
Banyan Trails Community	10/30/18
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
Century Village East	2/1/18 & 11/8/18

Stakeholder / Agencies	Date(s)
Century Village East Master Management	10/12/18, 11/8/18, 1/10/19, 2/28/19 & 3/28/19
City of Deerfield Beach Parks and Recreation Section 4(f) Meeting for Crystal Heights Park	7/16/18
Cocobay Community	11/14/18
Coconut Creek Senior Expo	6/1/18
Coral Springs / Coconut Creek Chamber of Council Government Affairs Committee Meeting	2/13/19
Crystal Key Pointe Community	5/16/18
Enclave at Waterways	11/13/18
Express Lane Committee Meeting	6/17/19
FPL / AT&T Preliminary Coordination Meeting	3/28/18
FPL Transmission Discussion Meeting	3/28/2018 & 1/18/2019
FSITE Plangineering Conference	10/30/18
Fort Lauderdale 2019 South Florida Business Conference and Expo	6/20/19
FTAC Presentation at Fort Lauderdale Allegiance	8/15/18
Greater Deerfield Beach Chamber of Commerce	9/11/18
Independence Bay Community	3/19/18 & 9/15/18
South Florida Water Management and US Army Corps of Engineers Inter-Agency Meeting	2/15/18
Meadow Lakes Community	4/9/18
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
Parkland Chamber of Commerce	11/14/18
Parkland Farmers' Market	11/4/18
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 Distribution Center	10/17/17 & 2/23/18

Stakeholder / Agencies	Date(s)
The Lakes at Deerfield Apartments Management	3/23/18
The Lakes at Deerfield Apartments Residents	8/21/18
Waterford Community	7/18/18
Waterways Community	3/22/18 & 10/9/18
Western Businesses	3/6/18
Zonta Club of Greater Deerfield Beach	10/16/18

5.2.4 Public Hearing

The Public Hearing is scheduled for October 2019.

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 impact that may result from transportation projects are identified and evaluated. As documented in this evaluation, the addition of managed lanes adjacent to SW 10th Street in the study area 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. Impacts on the six key areas are documented in *Table 5.3.1*. After completing the analysis described in this report, the degree of effect differs from the degree of effects established during ETDM Programming Screen. The FDOT Efficient Transportation Decision Making (ETDM) Screening Summary evaluated the potential effects of the project as of December 2016. The ETDM degree of effect was as follows:

- Social – Moderate;
- Economic – Enhanced;
- Land Use – Minimal;
- Mobility – Minimal;

- Aesthetic Effects – Moderate; and
- Relocation Potential – Minimal.

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. • Enhanced bike and pedestrian facilities provide for improved connection to local community facilities (parks) and commercial facilities along the corridor. • Improved bike and pedestrian facilities and landscaping of green spaces is consistent with the City of Deerfield Beach’s Complete Streets goals. • Depressed section and at grade section reduces visual obstructions. • Enhanced capacity improves emergency evacuation, first responder response time, and safety. • Reduces user delays by separating the managed lanes from the local street traffic. • Results in no disproportionately high or adverse effects on any minority or low-income populations. • Some R/W required from adjacent businesses. 	Moderate
Economic	<ul style="list-style-type: none"> • Results in eight potential business relocations. But there is sufficient vacant land zoned for commercial or industrial development and land available for redevelopment. • No significant effects on the local tax base. • Minor impacts to business access but access will be maintained. • Enhances movement of goods and services in the region. 	Moderate
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 significant land use changes. 	Minimal
Mobility	<ul style="list-style-type: none"> • Enhances mobility through the separation of a managed lane system and local road system. • Enhances regional mobility and the SIS network. 	Enhanced

Issue	Impact	Degree of Effect
	<ul style="list-style-type: none"> Enhances multi-modal facilities by construction of continuous bike and pedestrian facilities where currently multi-modal facilities consist of non-continuous sidewalks. Enhanced signals 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 (Miami-Dade, Broward and Palm Beach Counties). 	
Aesthetic Effects	<ul style="list-style-type: none"> Noise impacts are expected, but noise abatement is considered at each of the residential areas along the corridor. Viewshed obstructions are addressed with the depressed section, shifting the structure at the west end of the project further away from residential areas Greenspace and landscaping area will be reduced but landscaping will be replaced to the extent practical. Aesthetic treatments consistent with the City’s Pioneer Grove style will be considered through design. Benches provided along sidewalk areas. Stamped asphalt considered at crosswalks. 	Moderate
Relocation Potential	<ul style="list-style-type: none"> The project will result in eight business relocations and no residential relocations. 	Moderate

5.4 Findings Regarding Disproportionate Adverse Effects

Based on the above discussion and analysis, the build 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.

6.0 References

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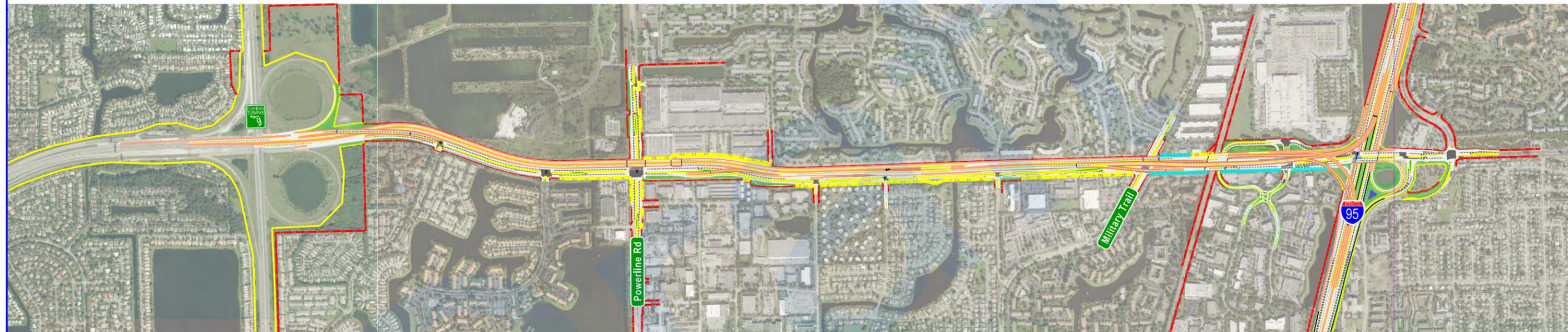
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Appendix A – Conceptual Plan Sheets

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APPENDIX C - PREFERRED ALTERNATIVE: DEPRESSED WESTBOUND EXIT RAMP ALTERNATIVE

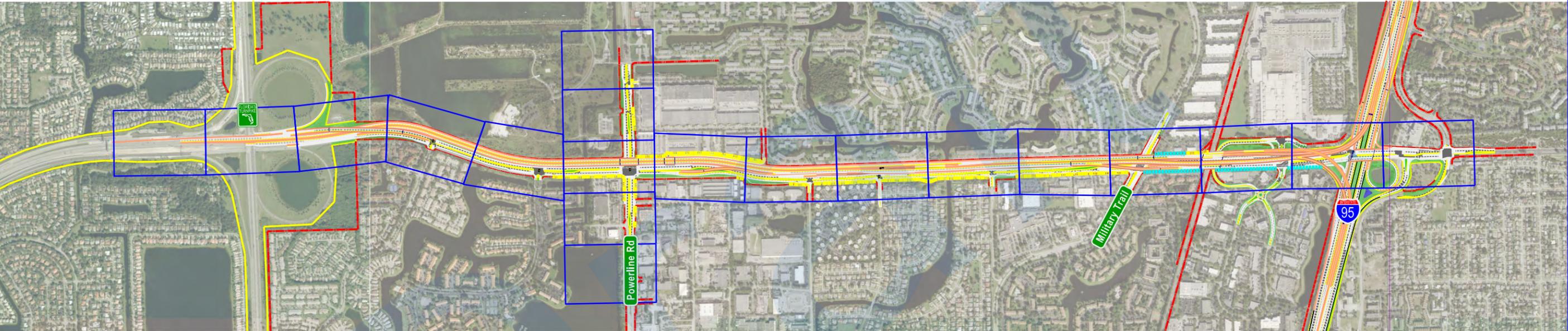


**STATE ROAD 869 / SW 10TH STREET CONNECTOR FROM
FLORIDA'S TURNPIKE / SAWGRASS EXPRESSWAY TO I-95
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY**

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

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APPENDIX C - PREFERRED ALTERNATIVE: DEPRESSED WESTBOUND EXIT RAMP ALTERNATIVE



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SHEET DESCRIPTION

PREFERRED ALTERNATIVE
PREFERRED ALTERNATIVE PROFILE

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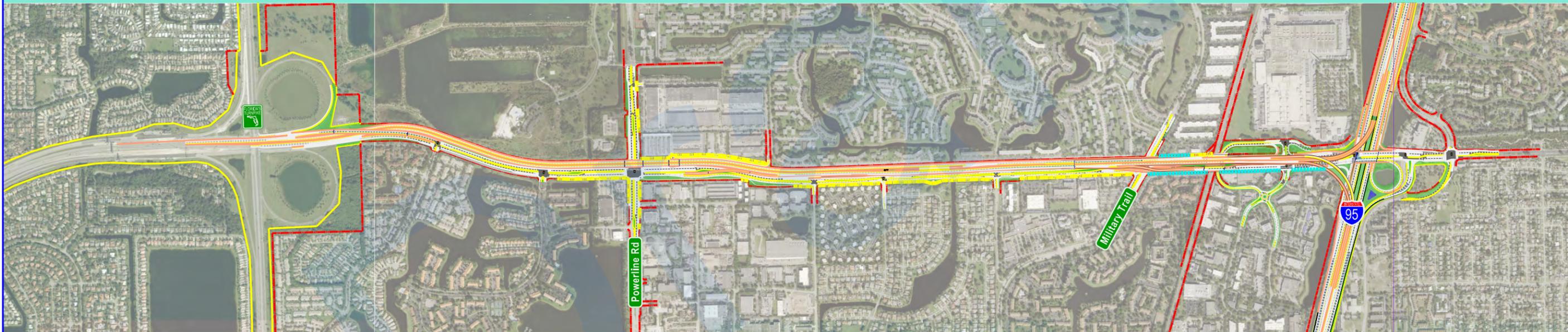
State Road 869 / SW 10th Street Connector PD&E Study
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PREFERRED ALTERNATIVE



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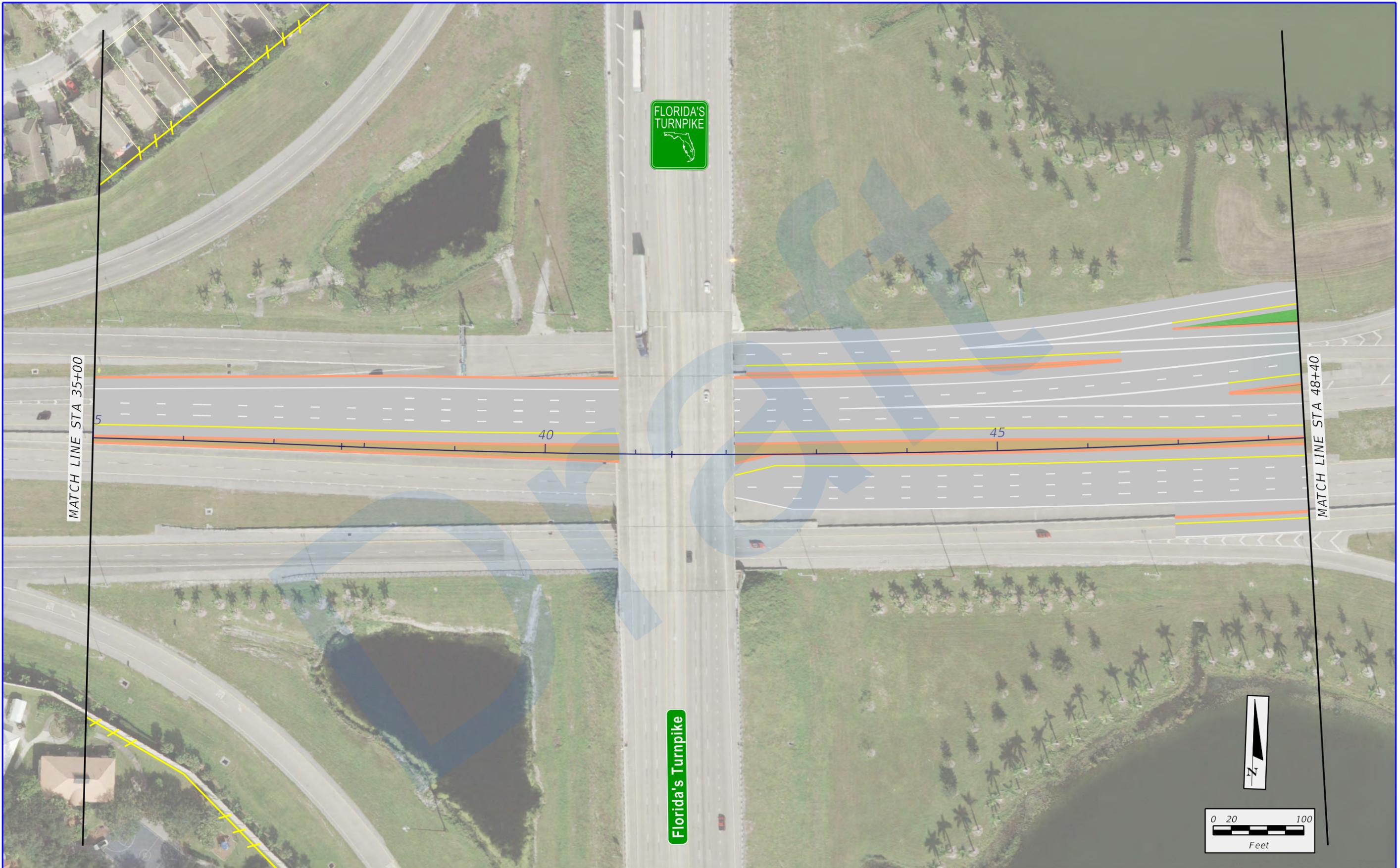
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 from Florida's Turnpike / Sawgrass Expressway to I-95
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

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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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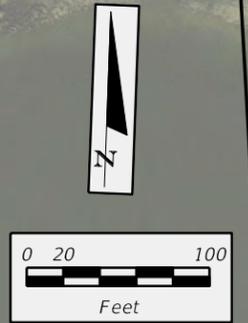
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MATCH LINE STA 35+00

MATCH LINE STA 48+40

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45



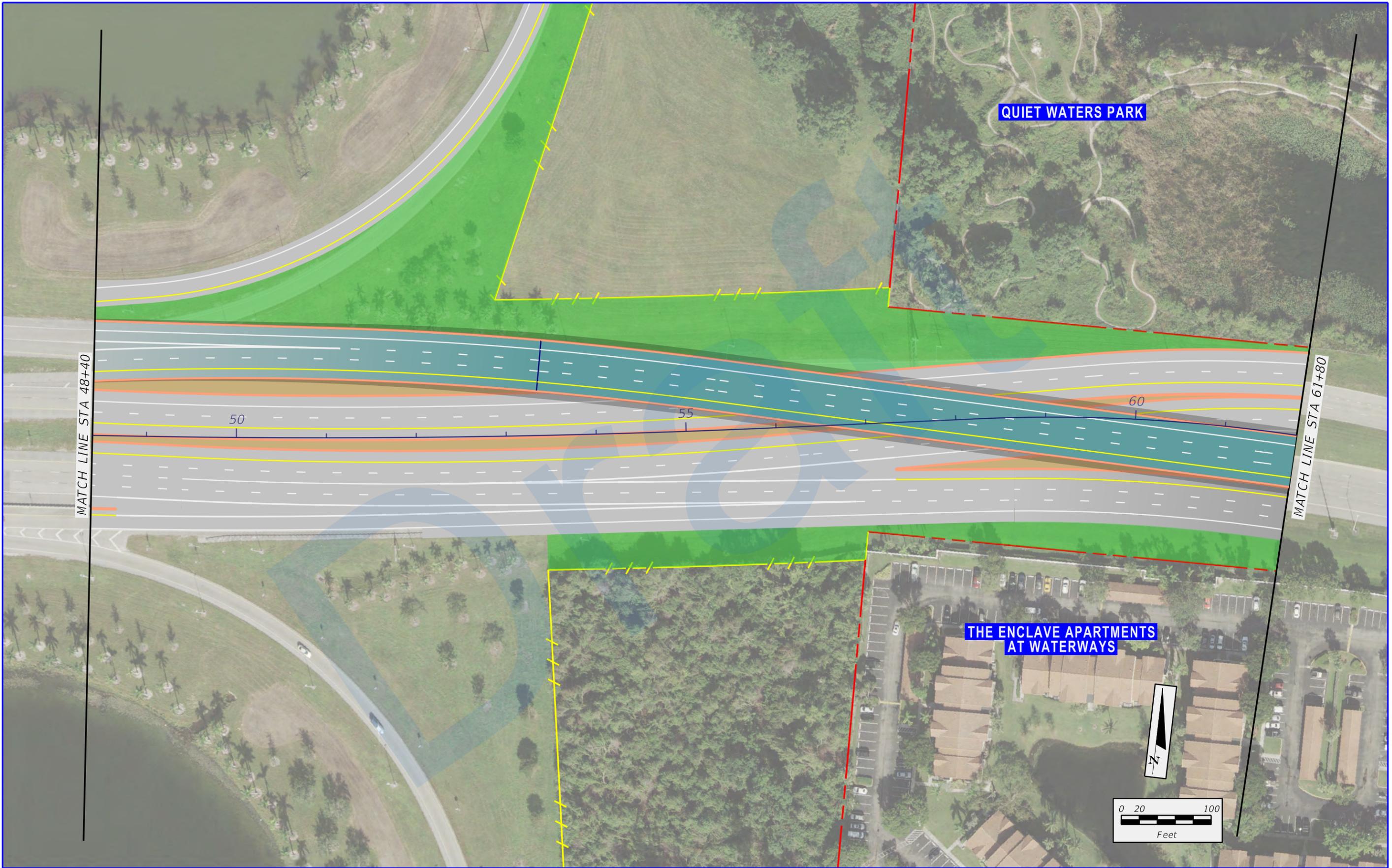
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from Florida's Turnpike / Sawgrass Expressway to I-95
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST		TEMPORARY EASEMENT
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
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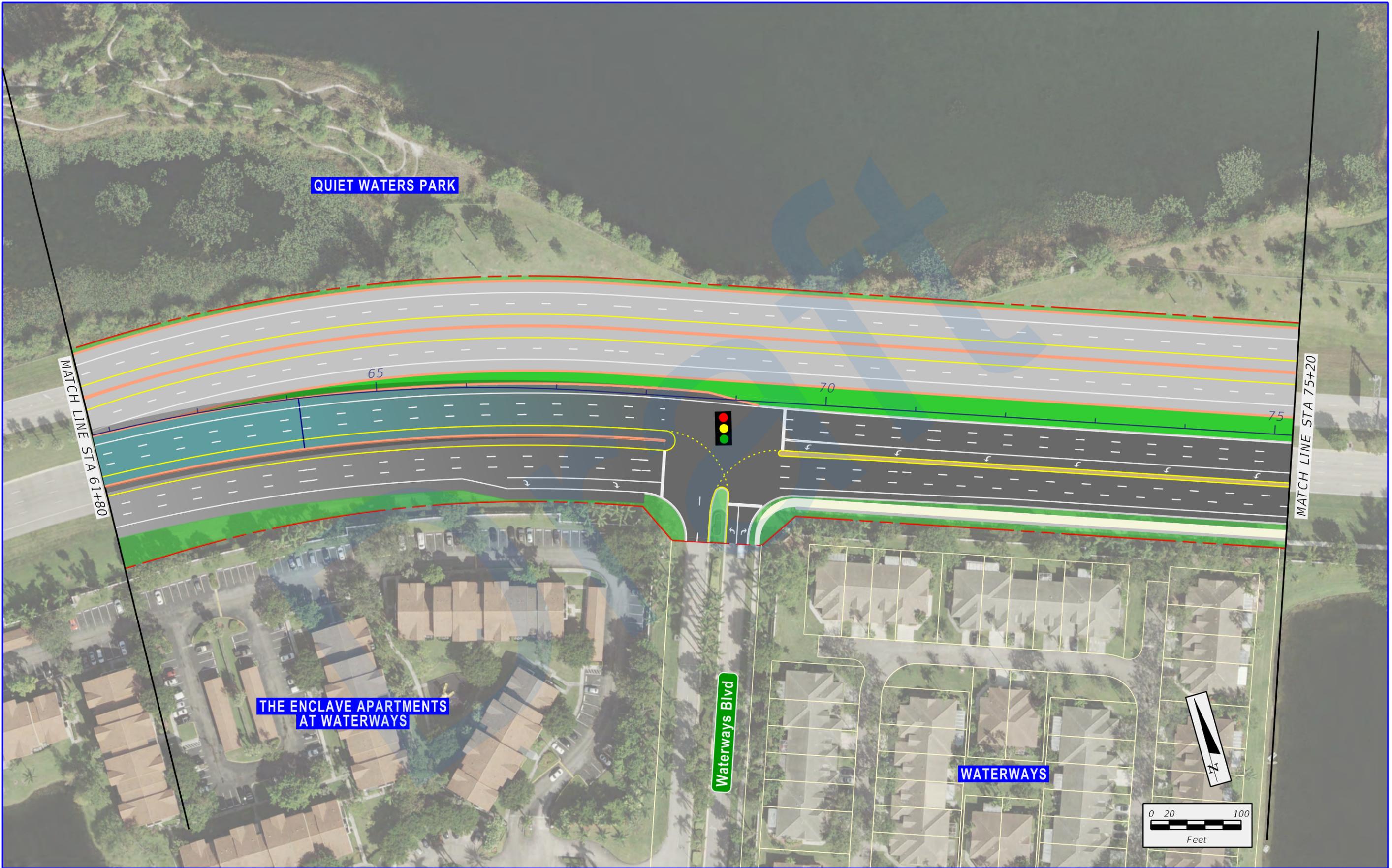
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST		TEMPORARY EASEMENT
	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
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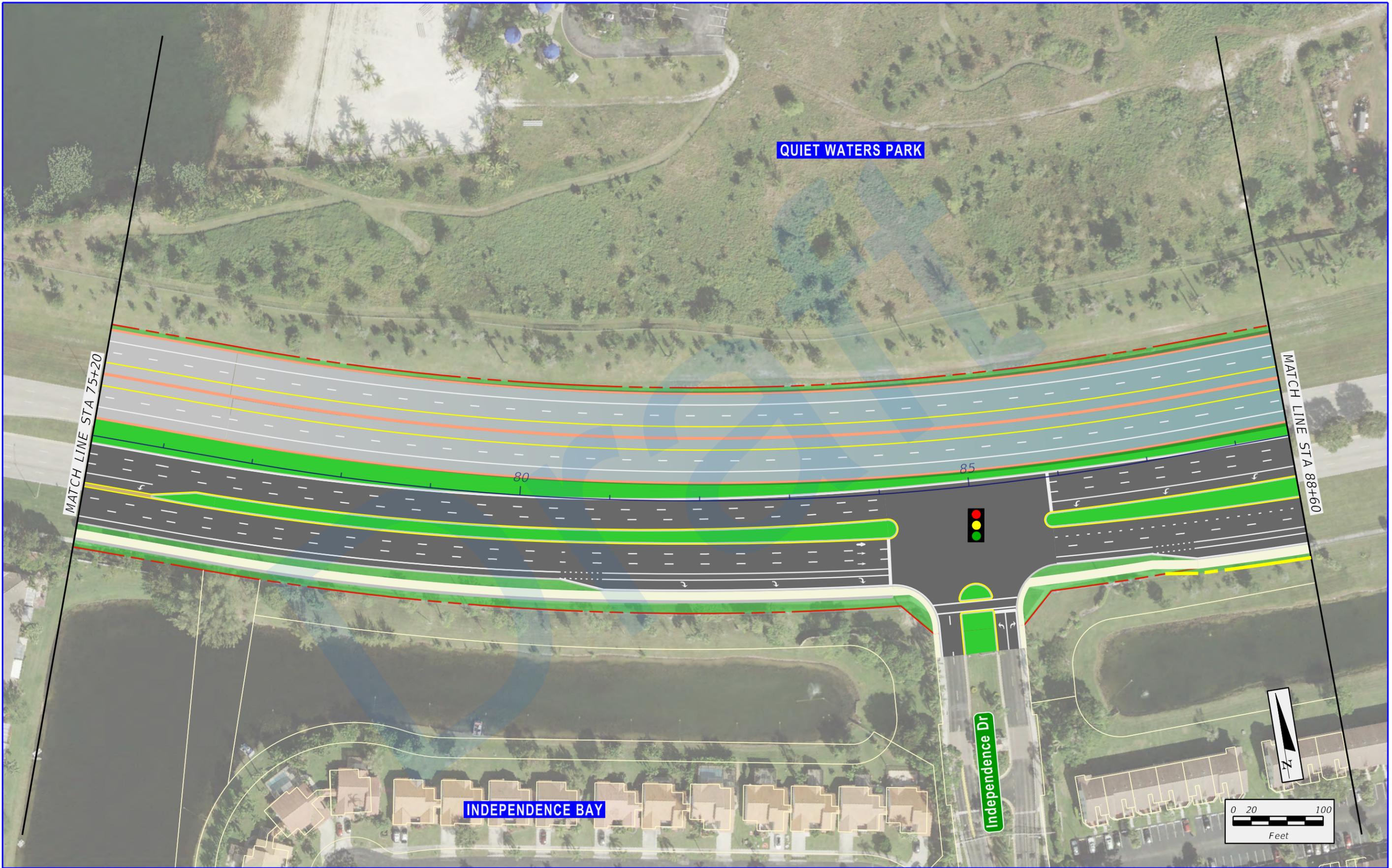
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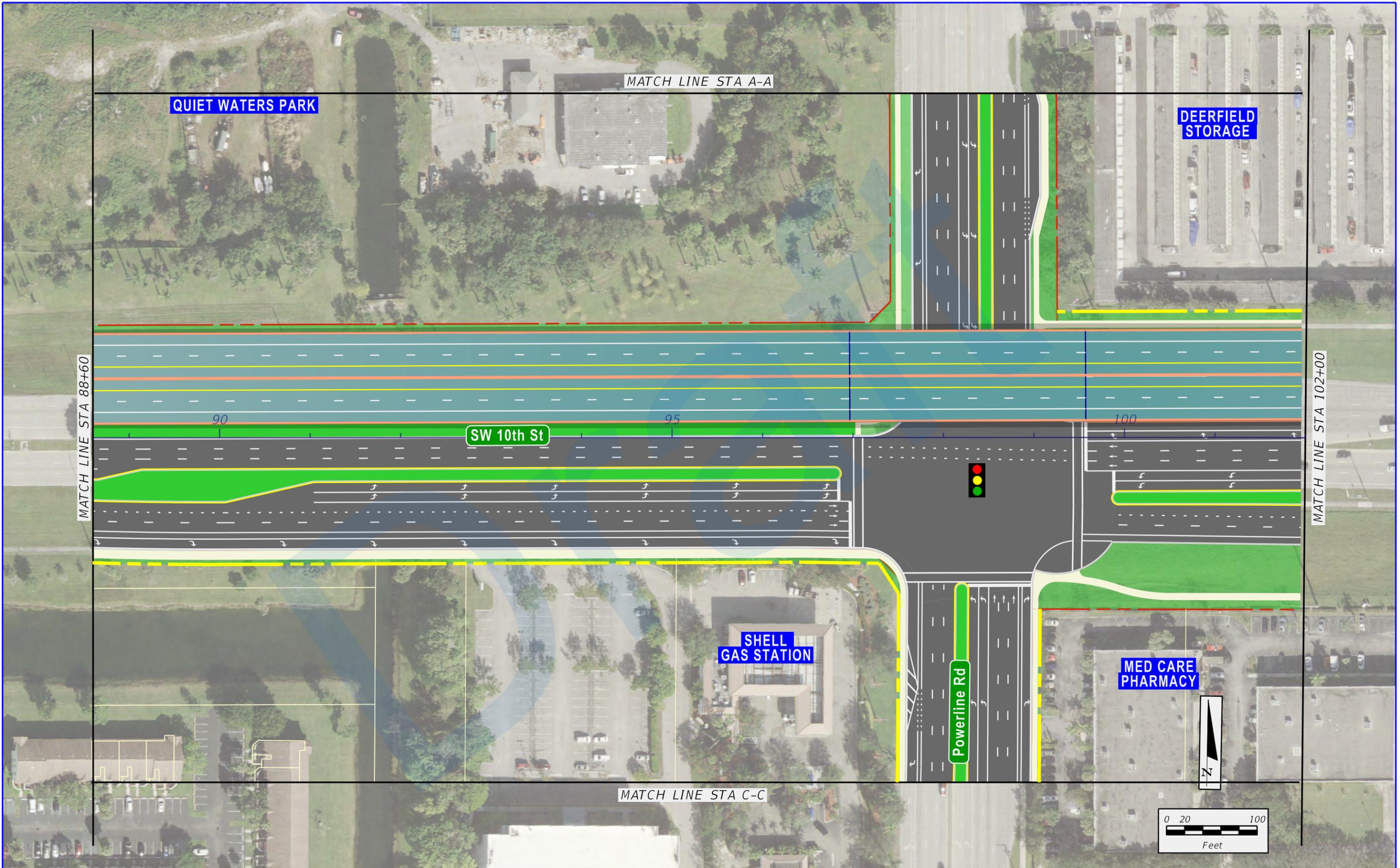
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	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL

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MATCH LINE STA 102+00

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MATCH LINE STA C-C

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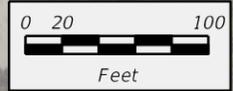
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SHELL GAS STATION

MED CARE PHARMACY

Powerline Rd

SW 10th St



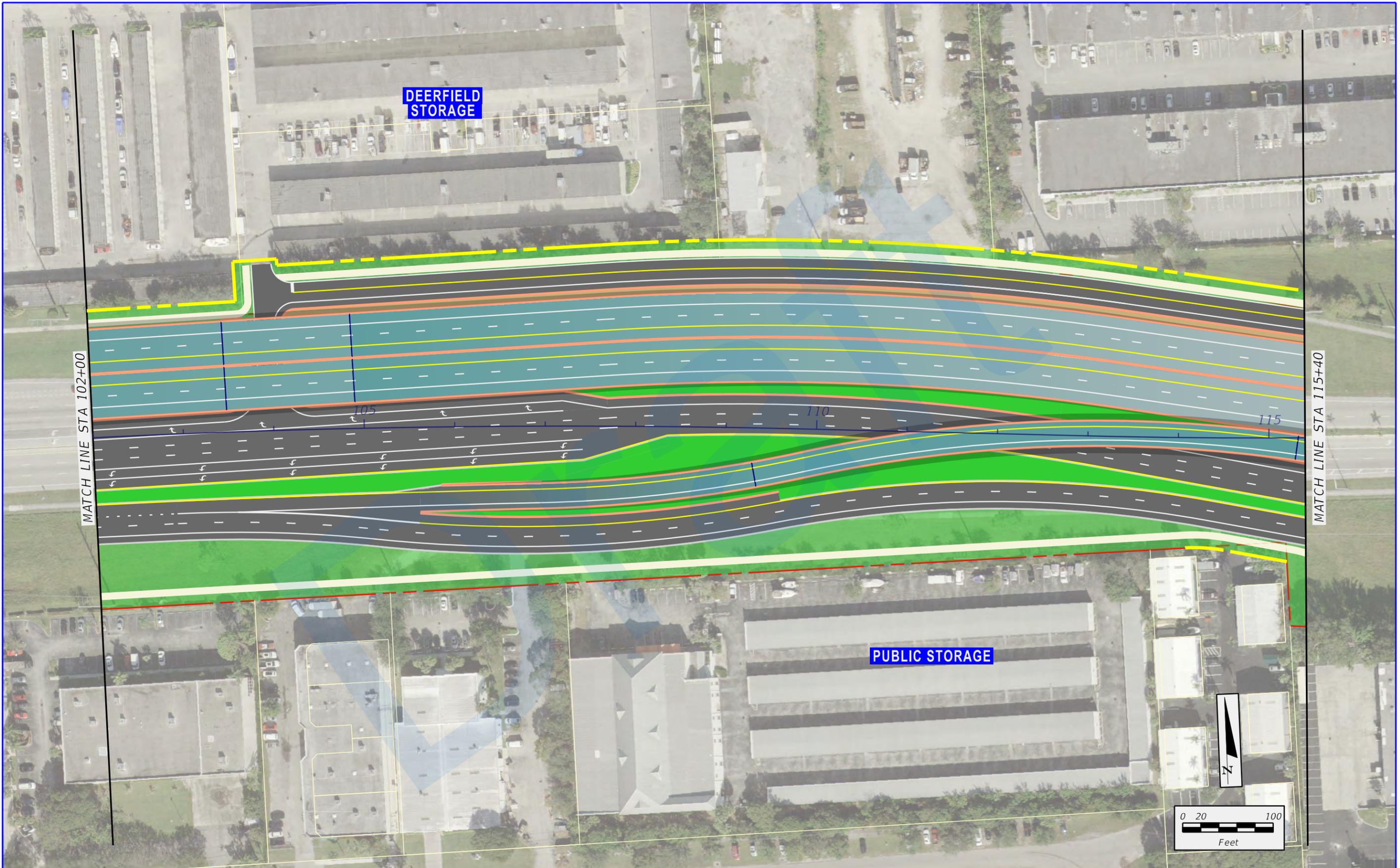
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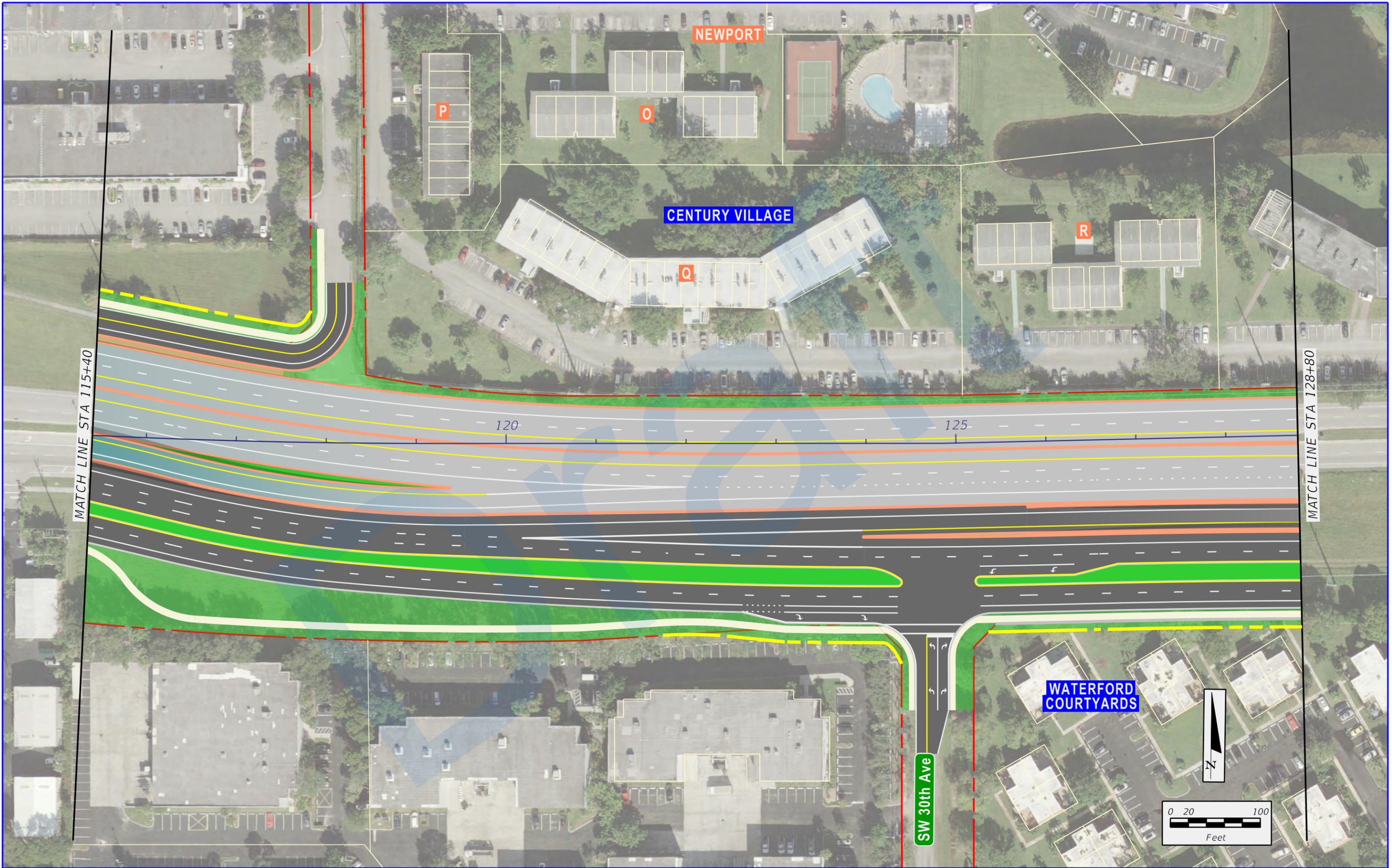
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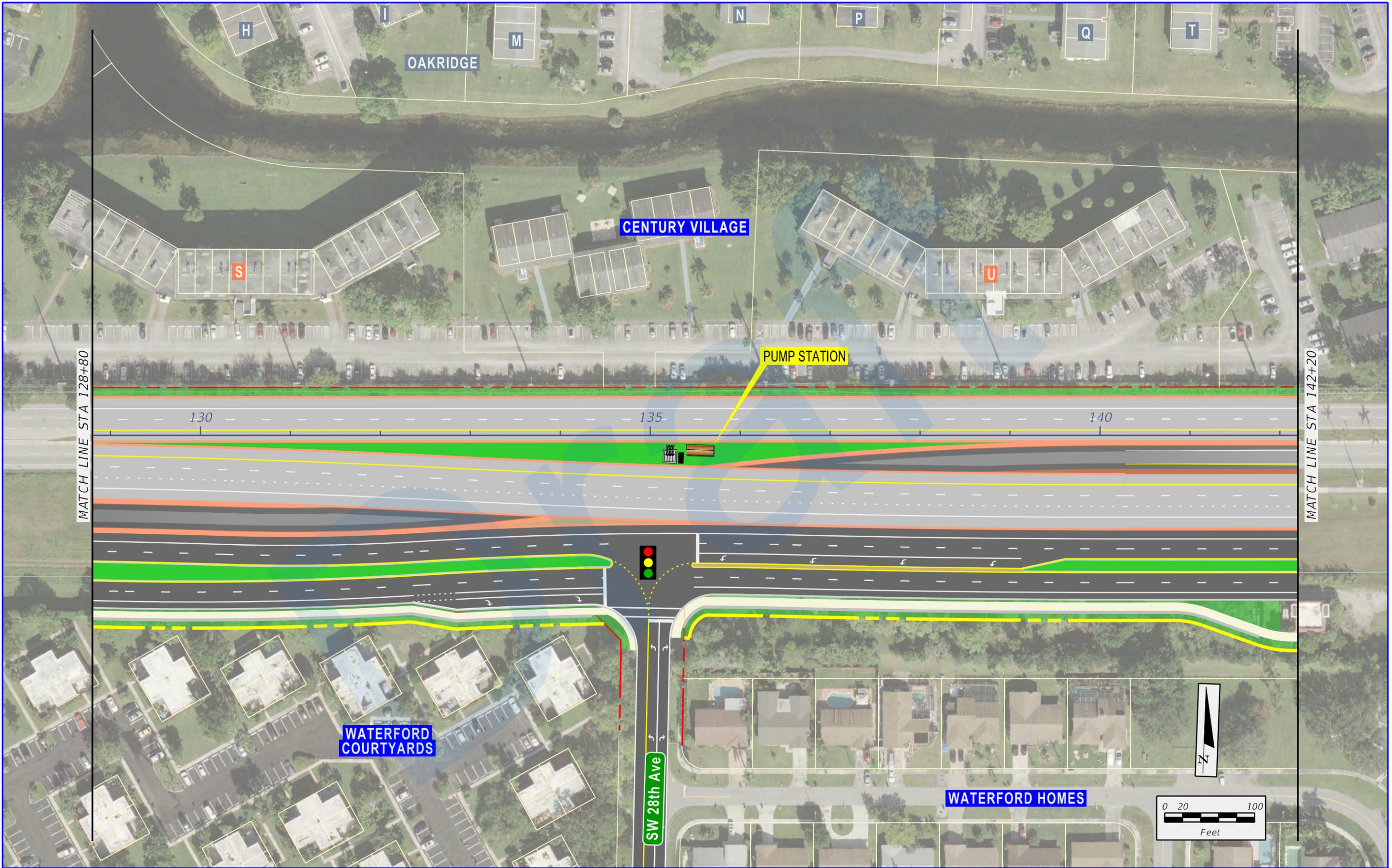
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	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL

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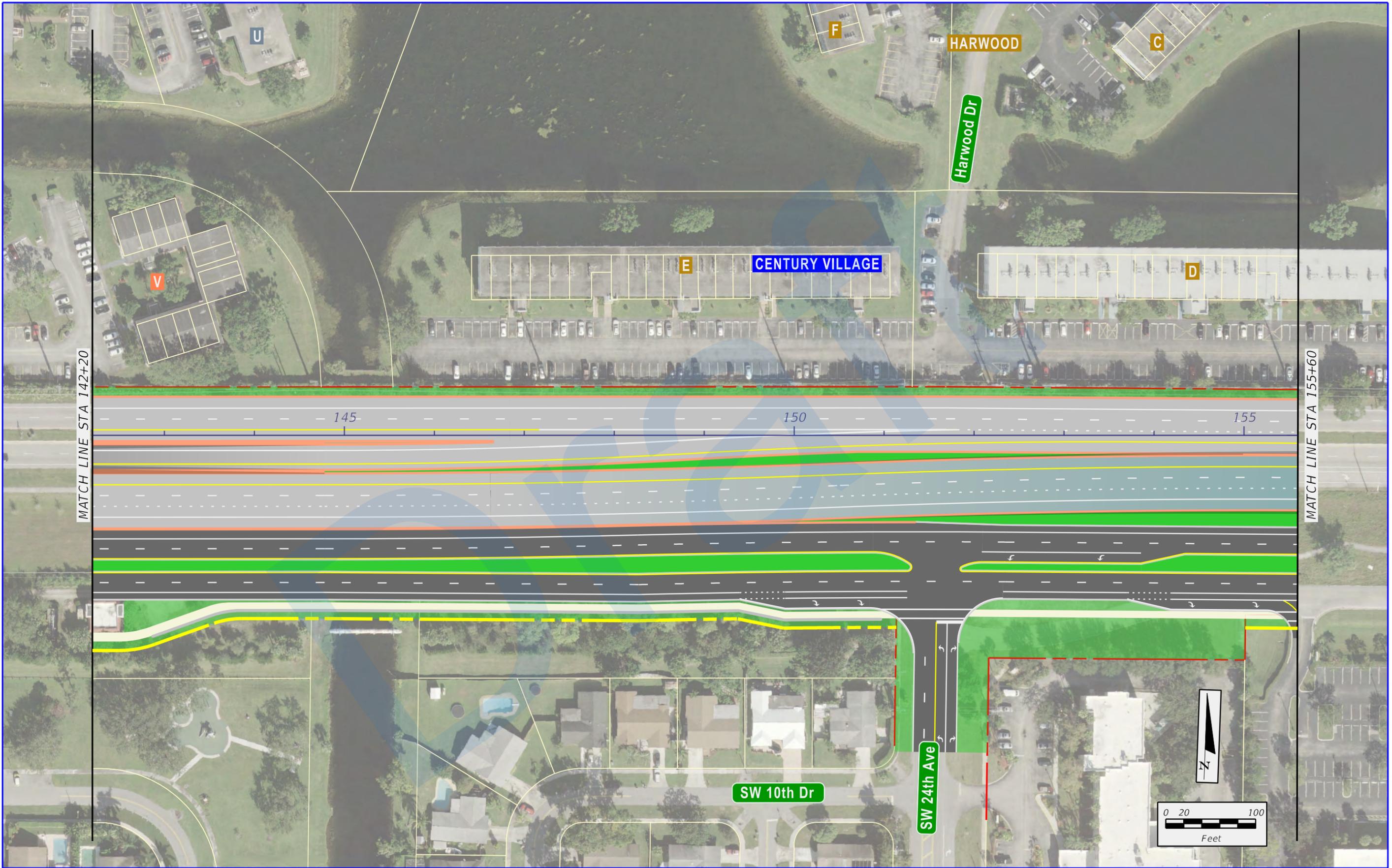
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	EXISTING PARCEL LINES		PROPOSED LOCAL SW 10TH ST
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	PROPOSED MANAGED LANES		TEMPORARY EASEMENT
	PROPOSED LOCAL SW 10TH ST		PROPOSED SIDEWALK
	PROPOSED 2ND LEVEL BRIDGE		PROPOSED TRAFFIC SIGNAL
	PROPOSED 3RD LEVEL BRIDGE		

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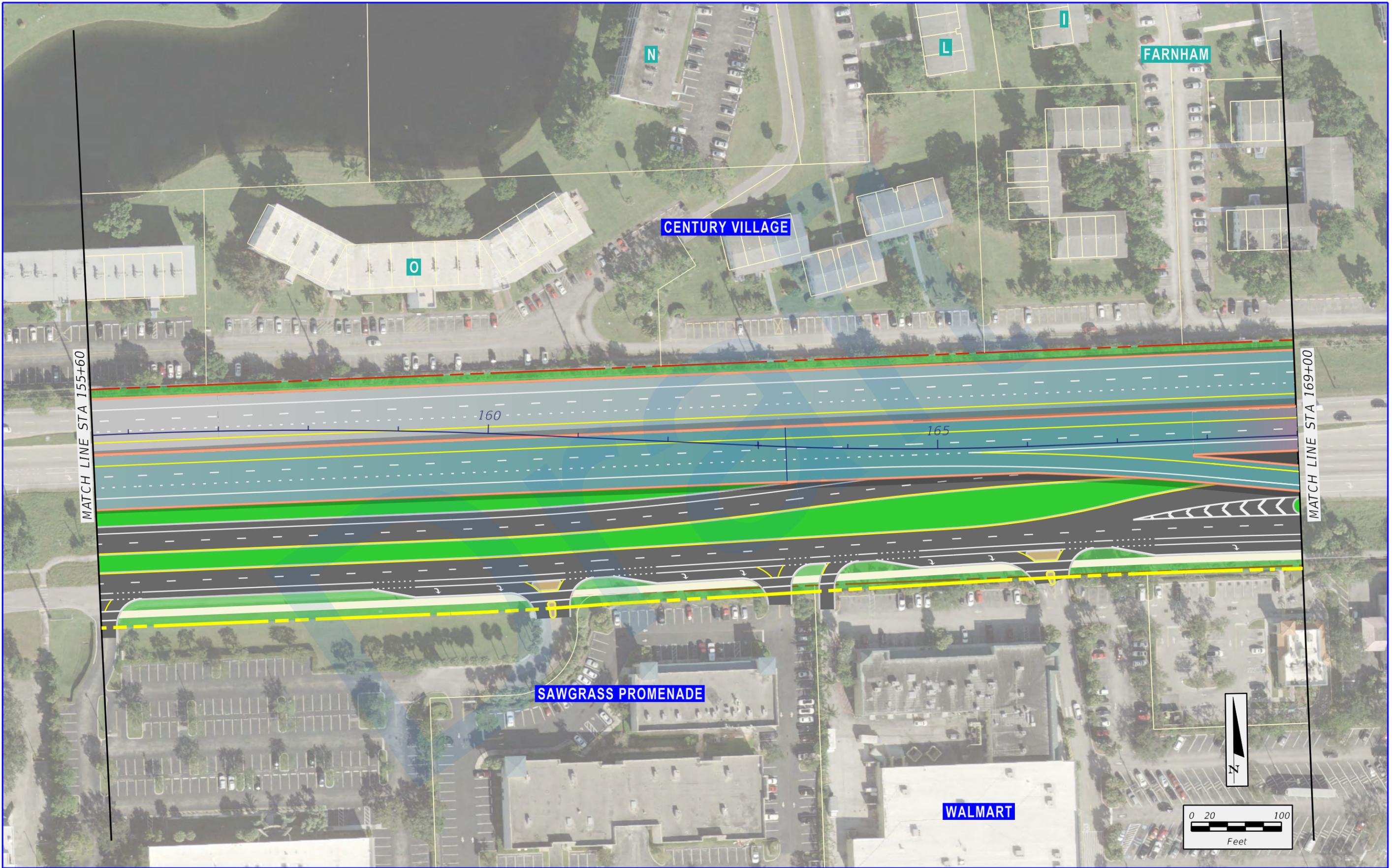
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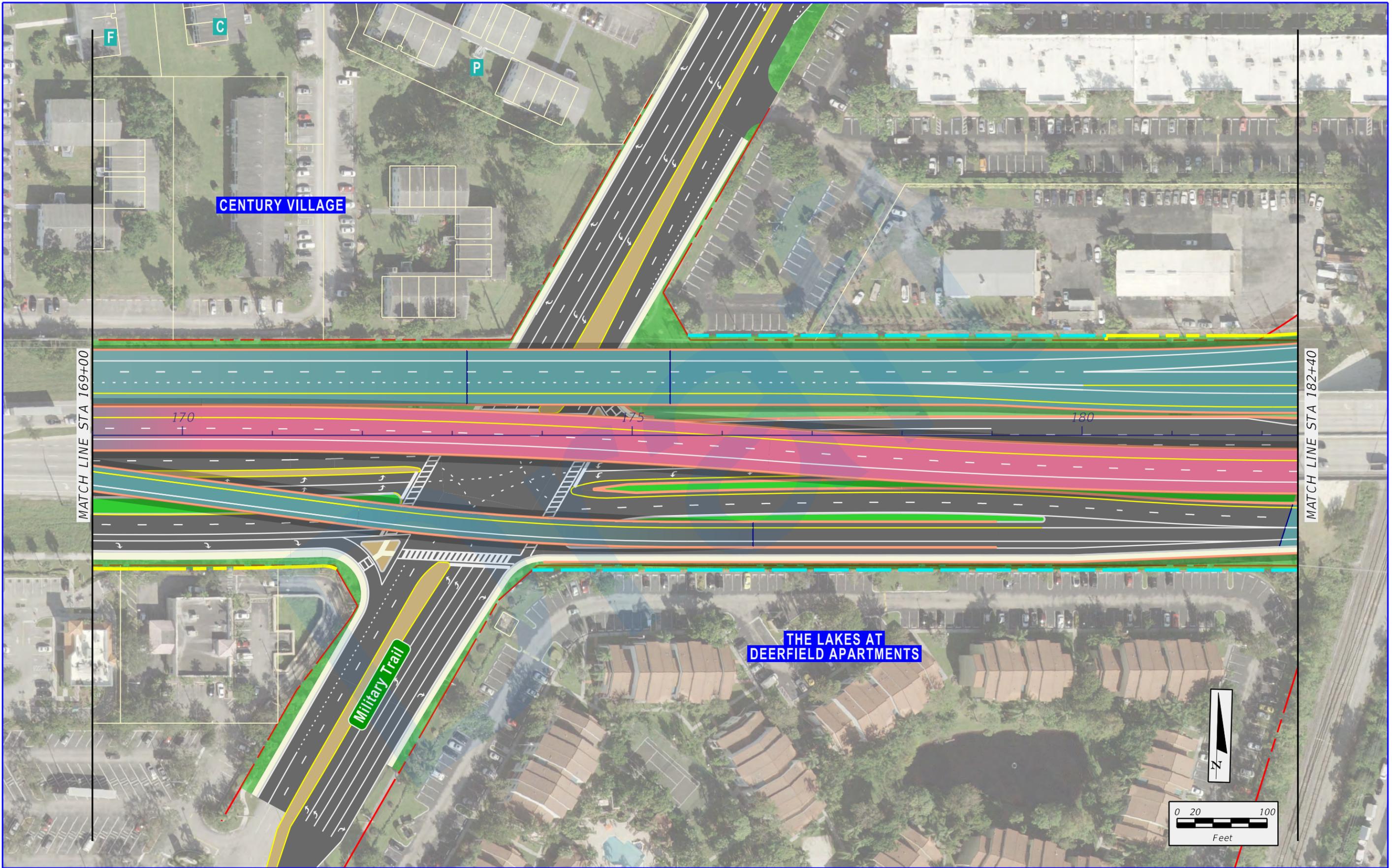
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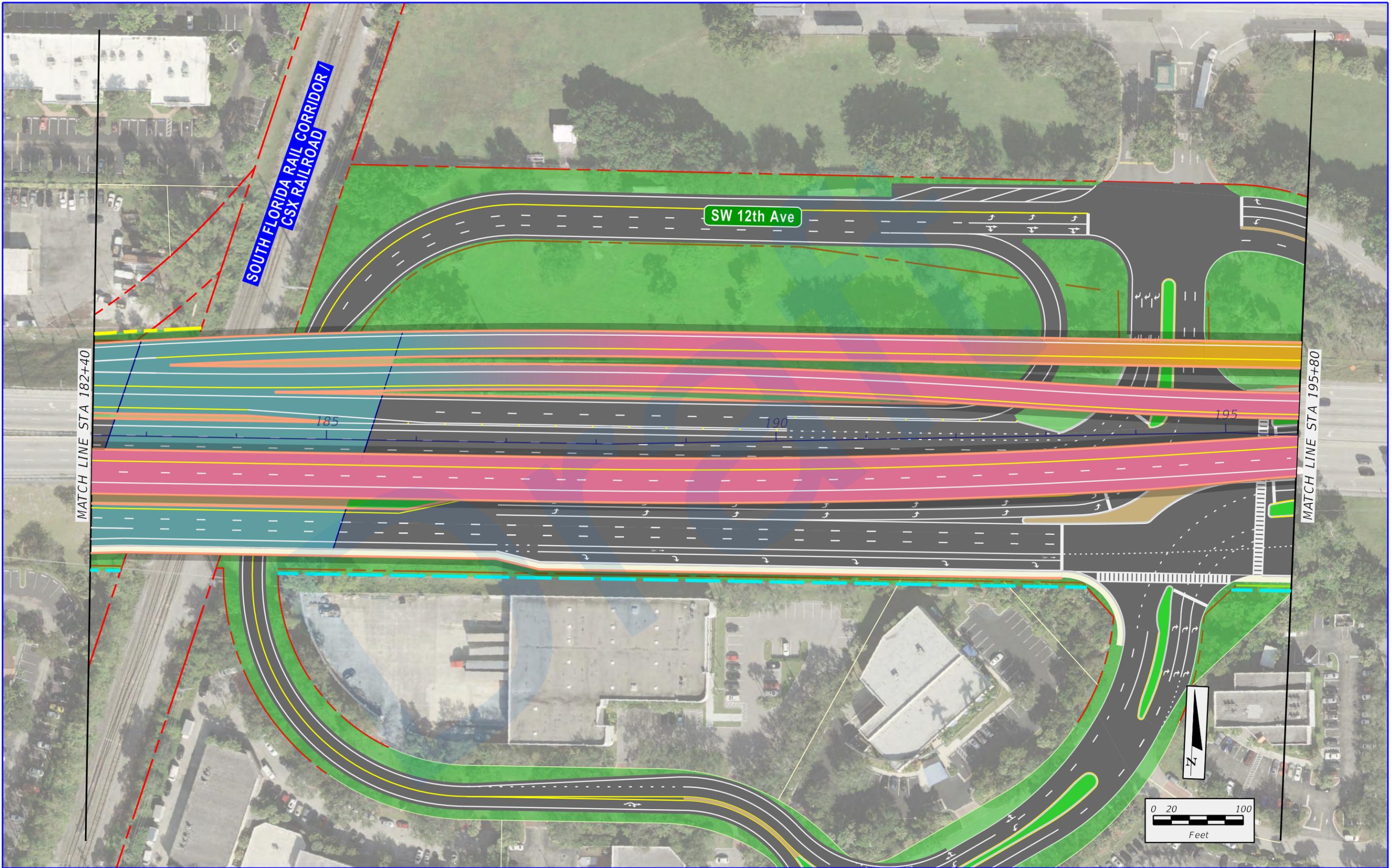
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	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
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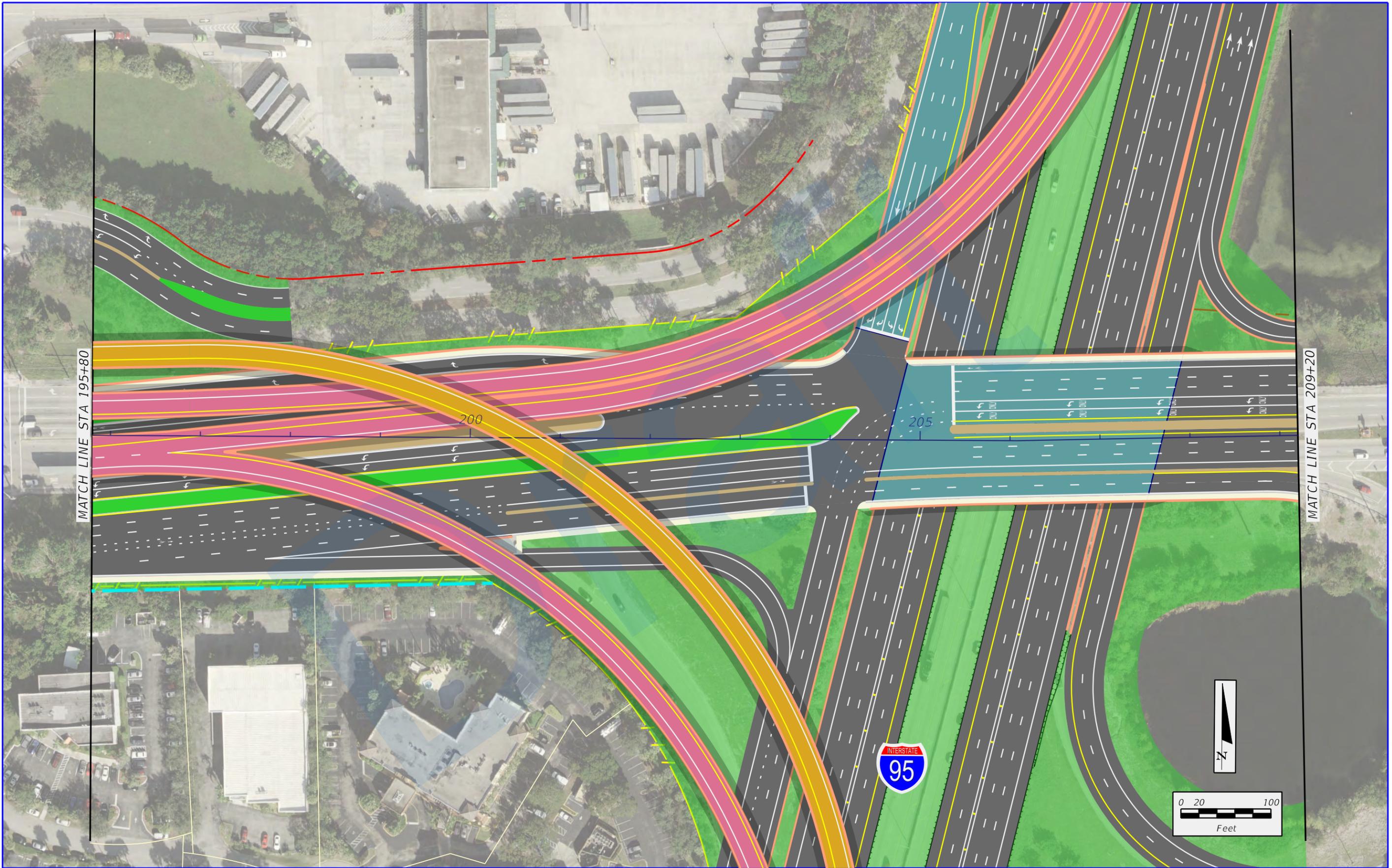
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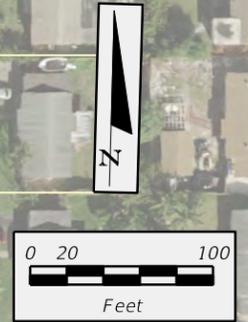
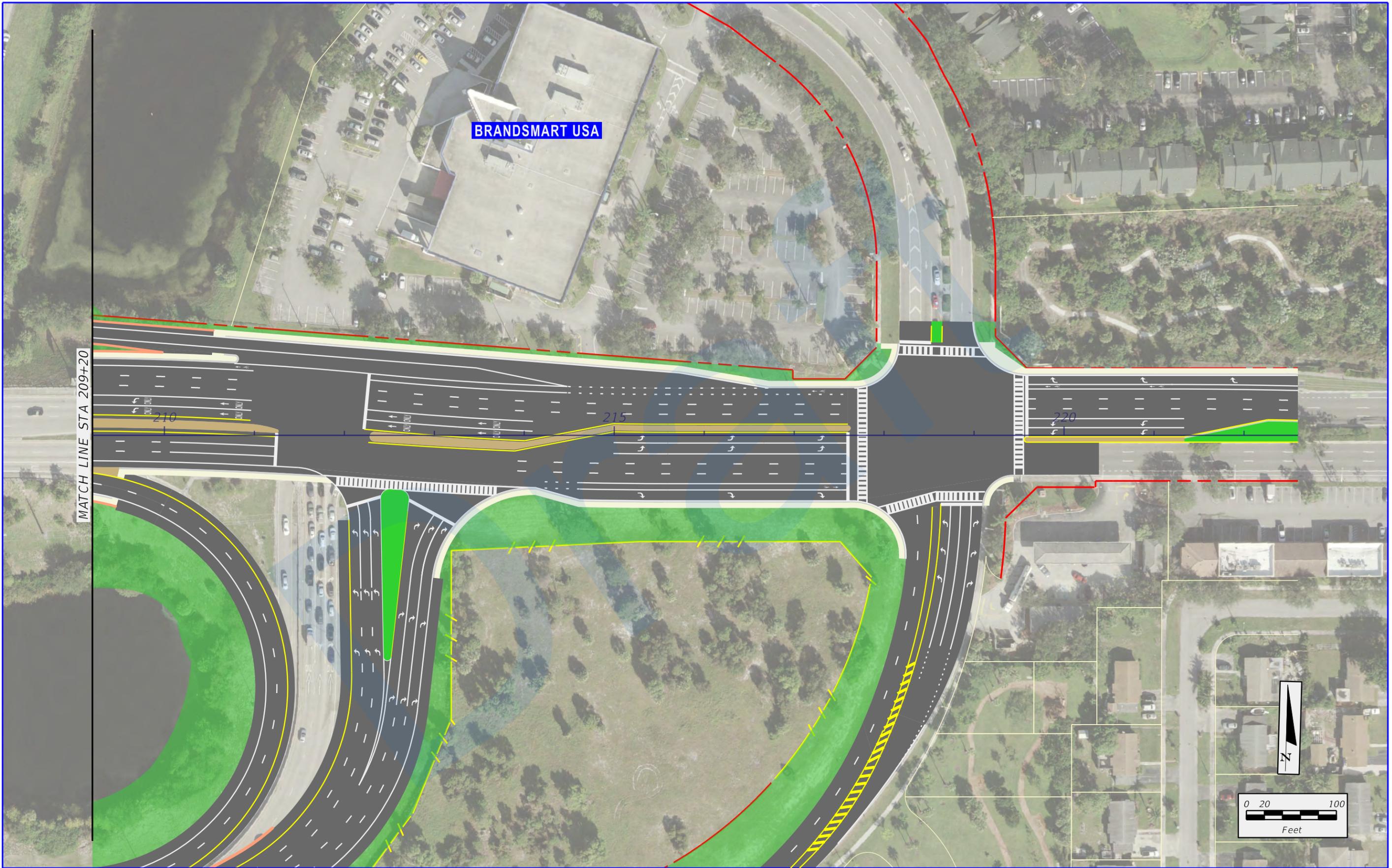
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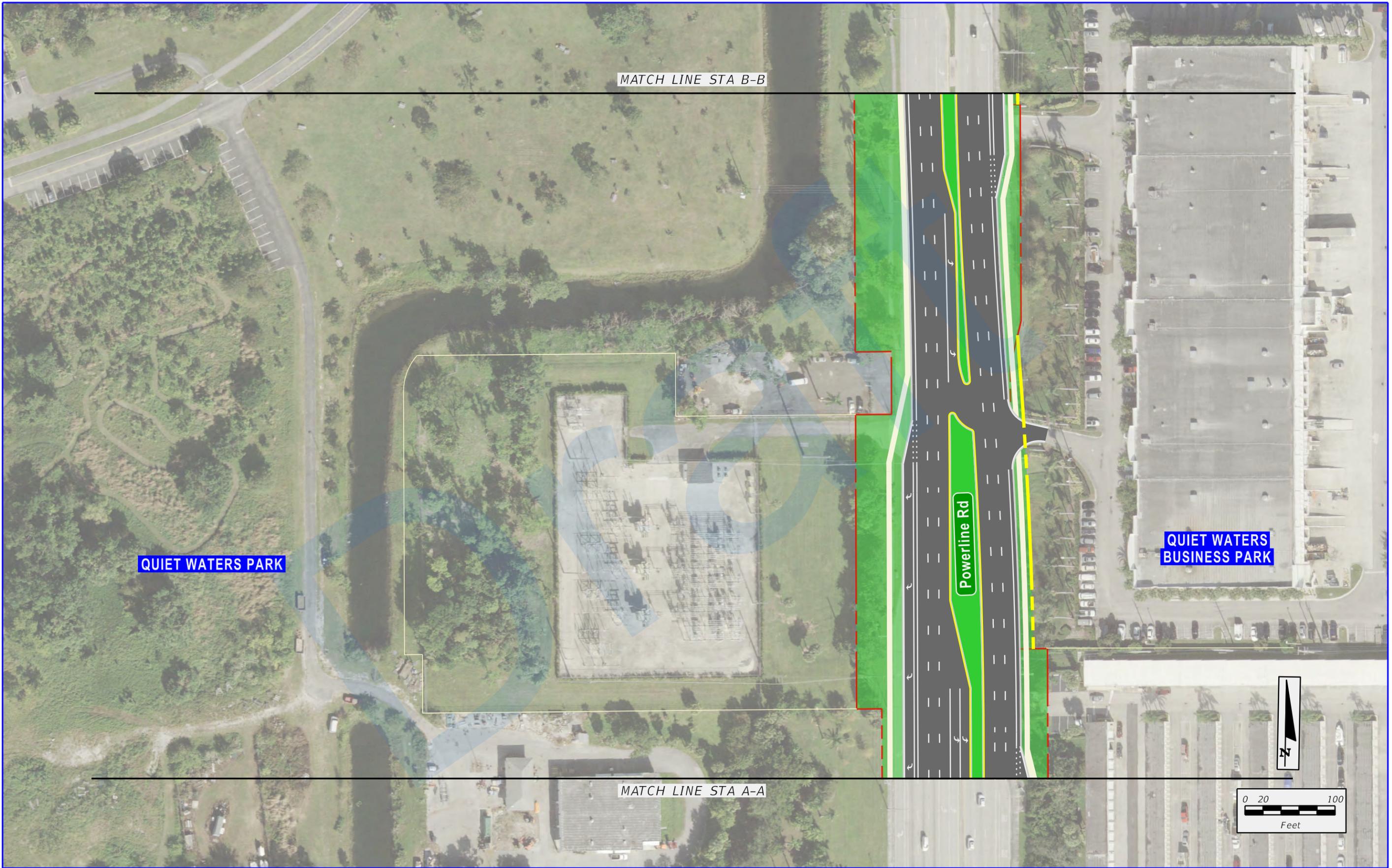
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	PROPOSED MANAGED LANES		TEMPORARY EASEMENT
	PROPOSED LOCAL SW 10TH ST		PROPOSED SIDEWALK
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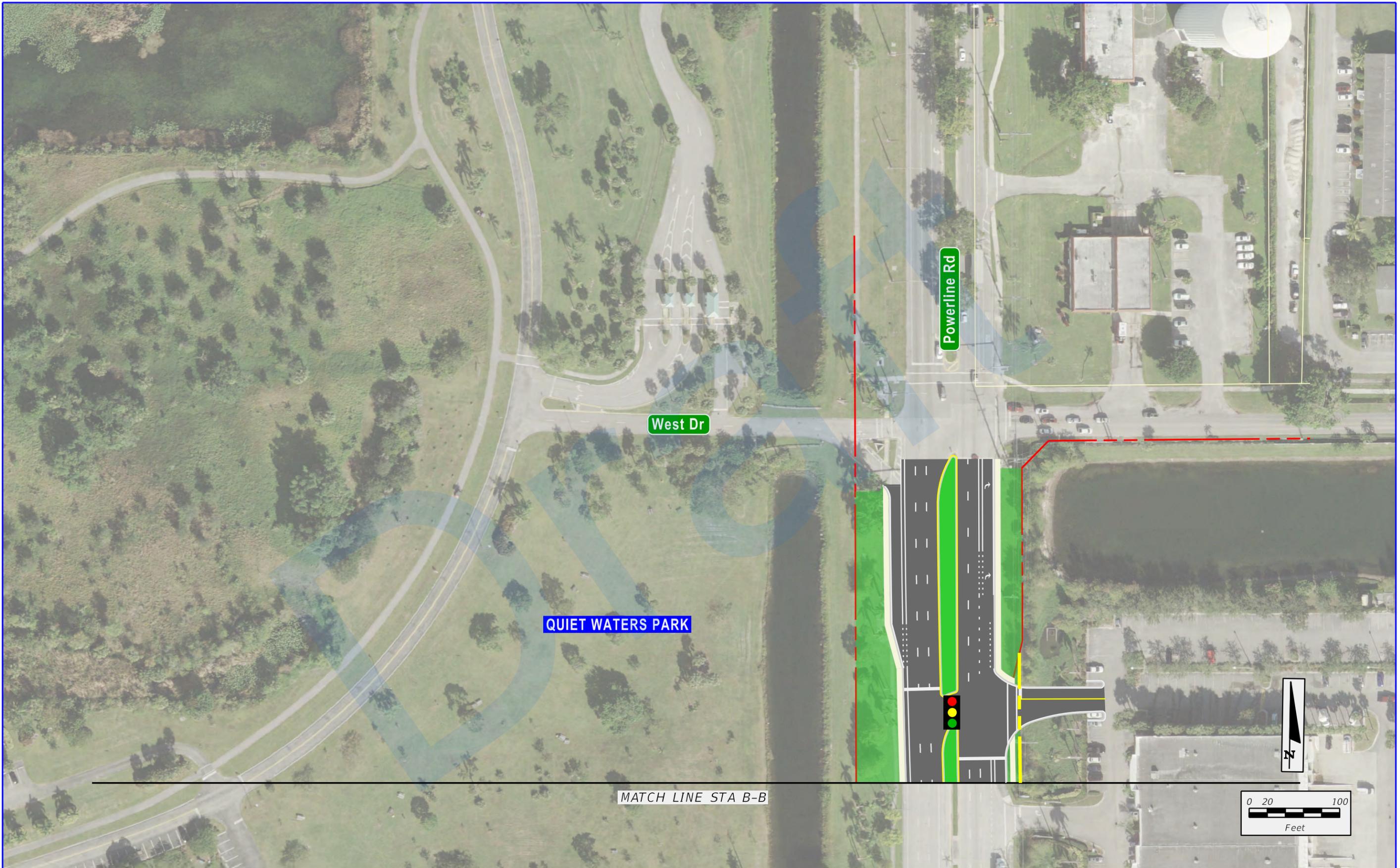
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	LIMITED ACCESS RIGHT-OF-WAY		PROPOSED 2ND LEVEL BRIDGE		PROPOSED SIDEWALK
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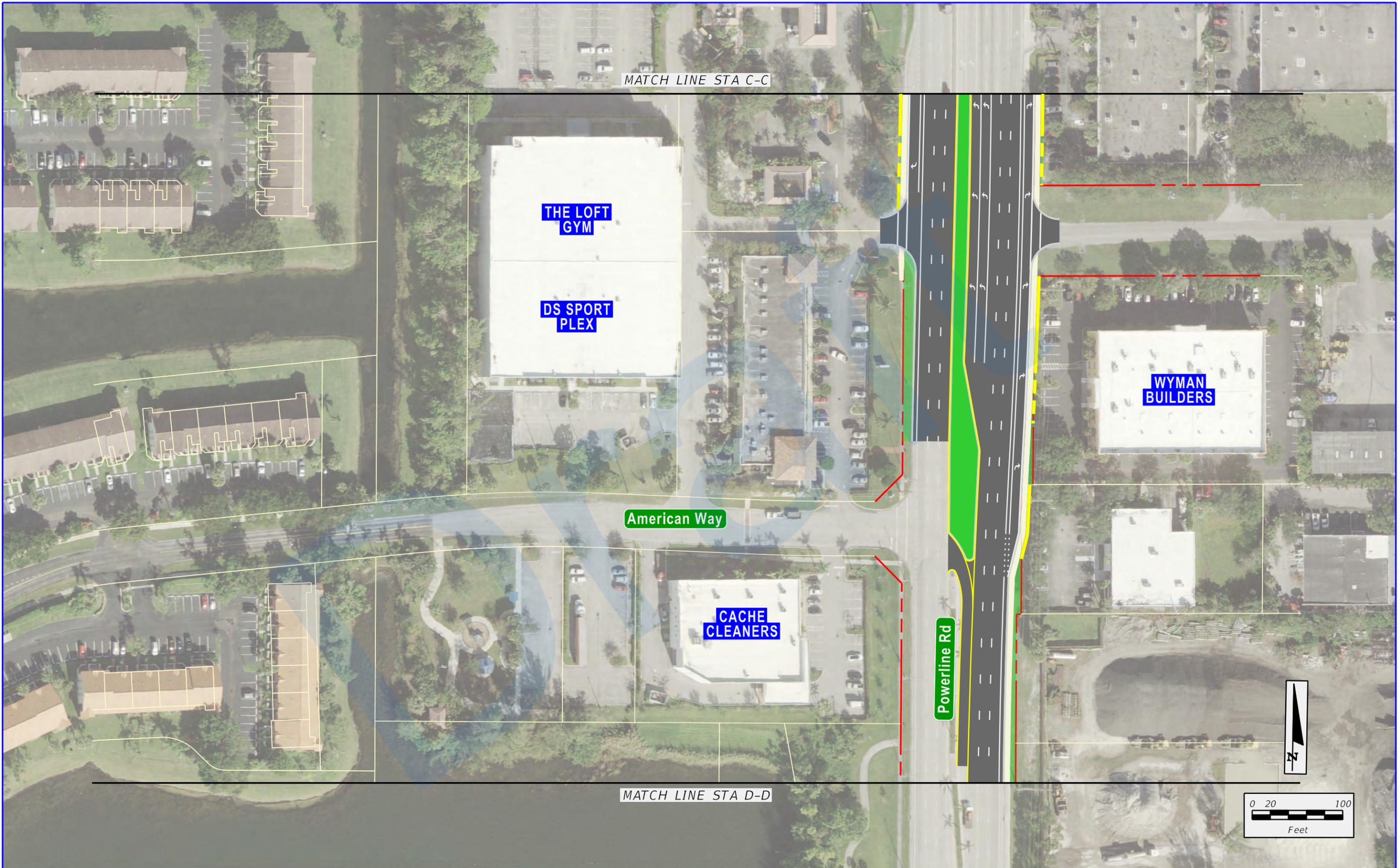
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	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
			TEMPORARY EASEMENT
			PROPOSED SIDEWALK
			PROPOSED TRAFFIC SIGNAL

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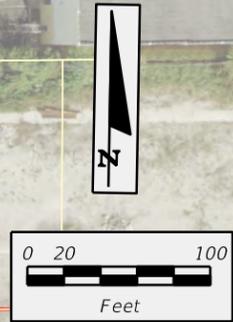
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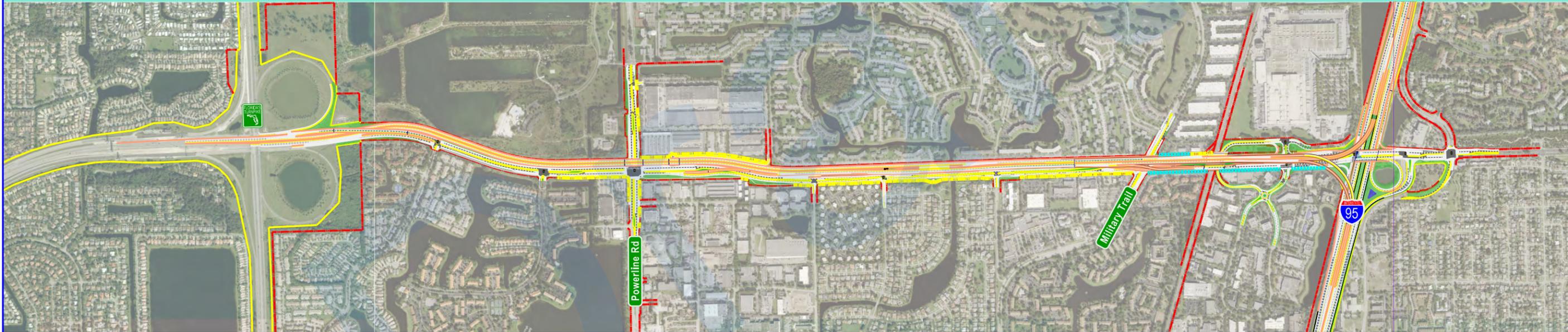
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	PROPOSED RIGHT-OF-WAY		PROPOSED 3RD LEVEL BRIDGE
			PROPOSED SIDEWALK
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PREFERRED ALTERNATIVE PROFILE SHEETS



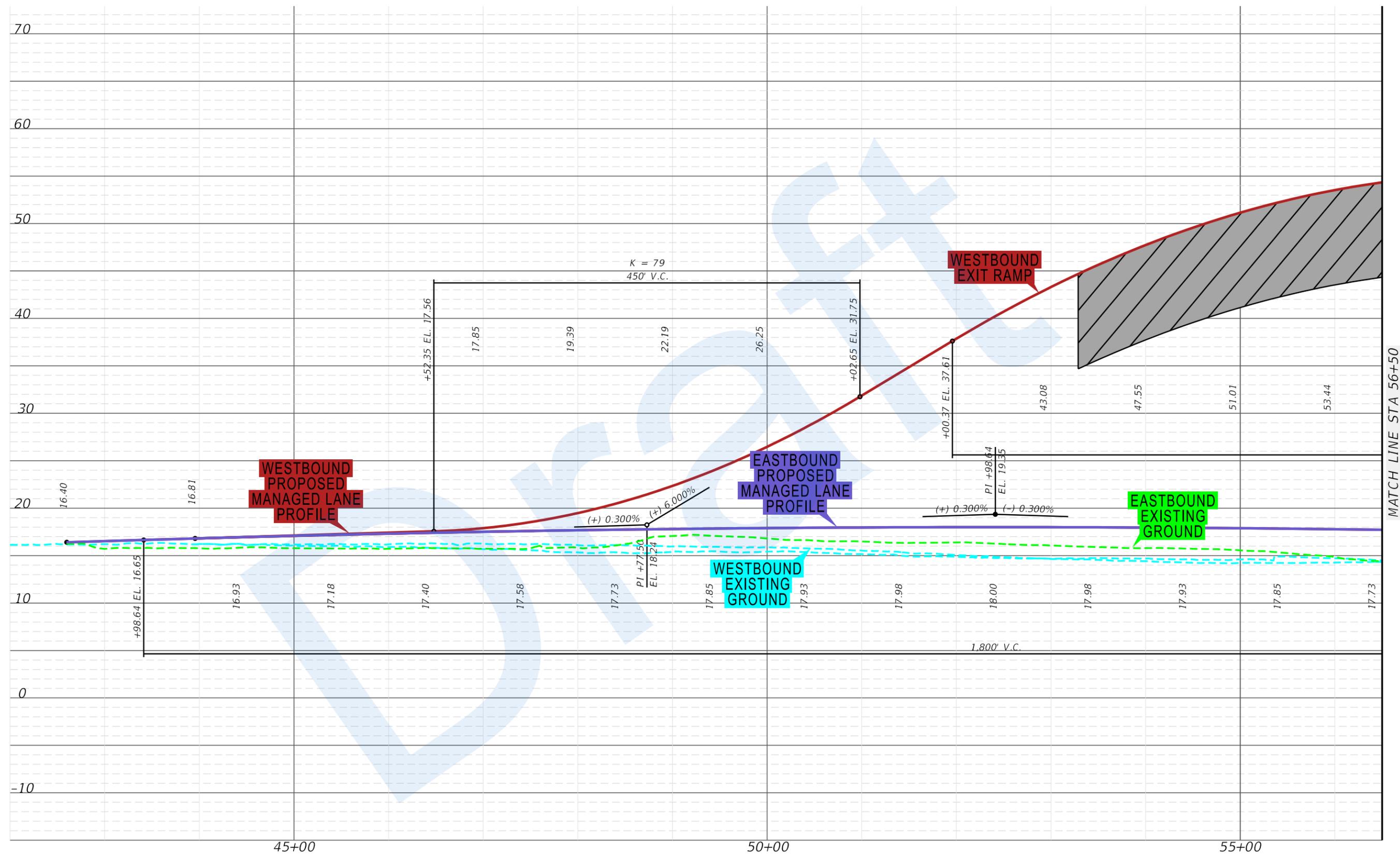
State Road 869 / SW 10th Street Connector PD&E Study
from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

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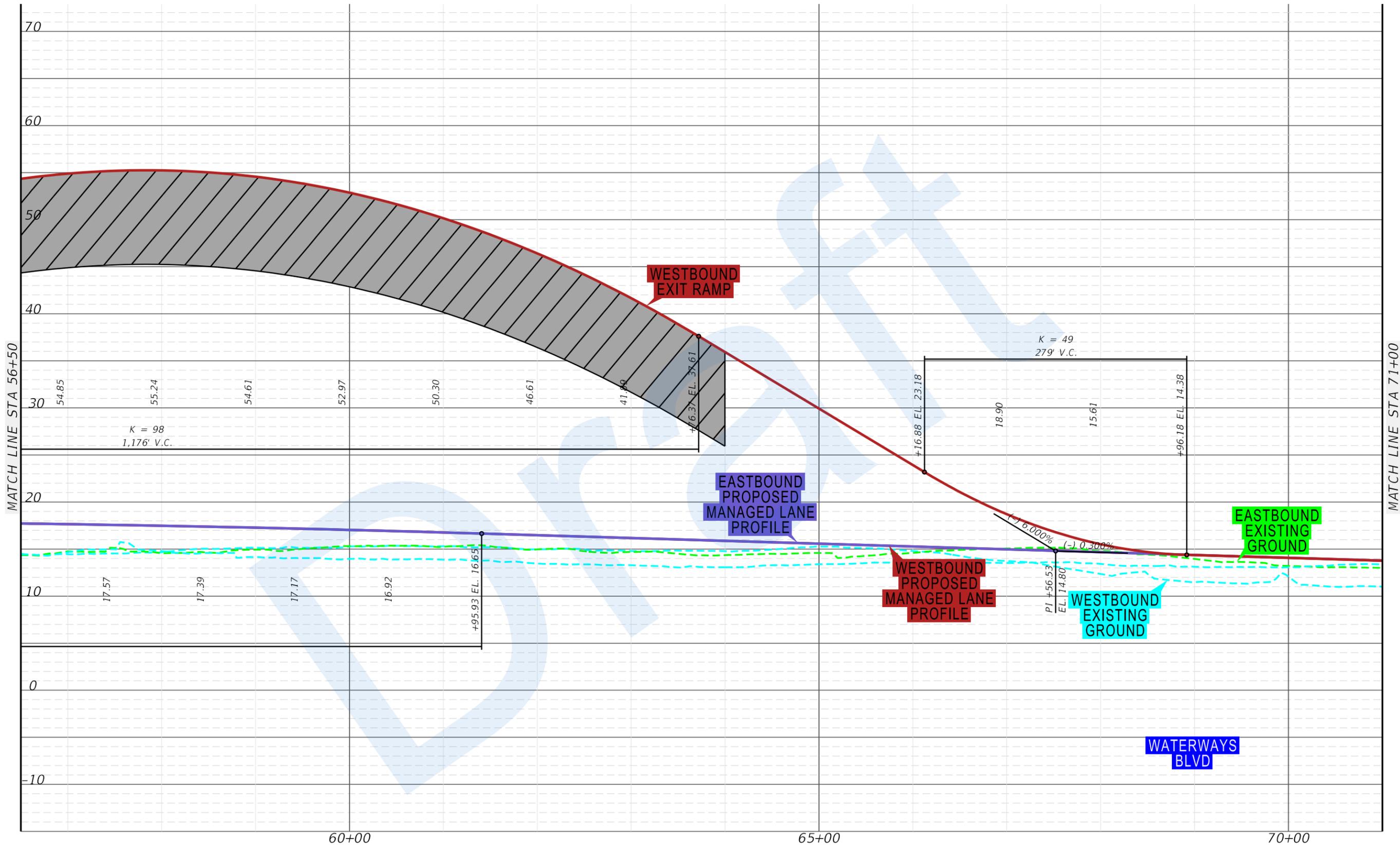
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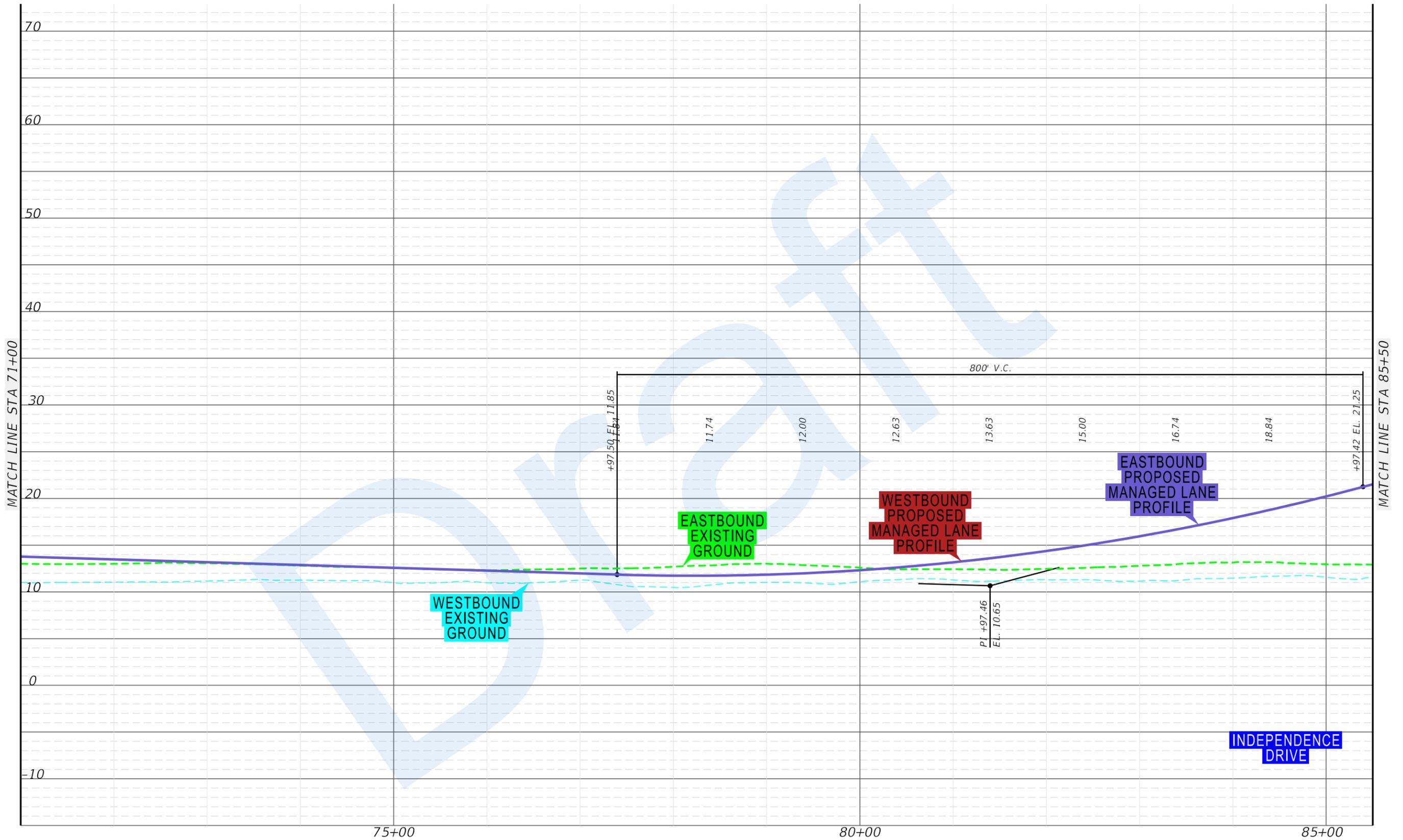
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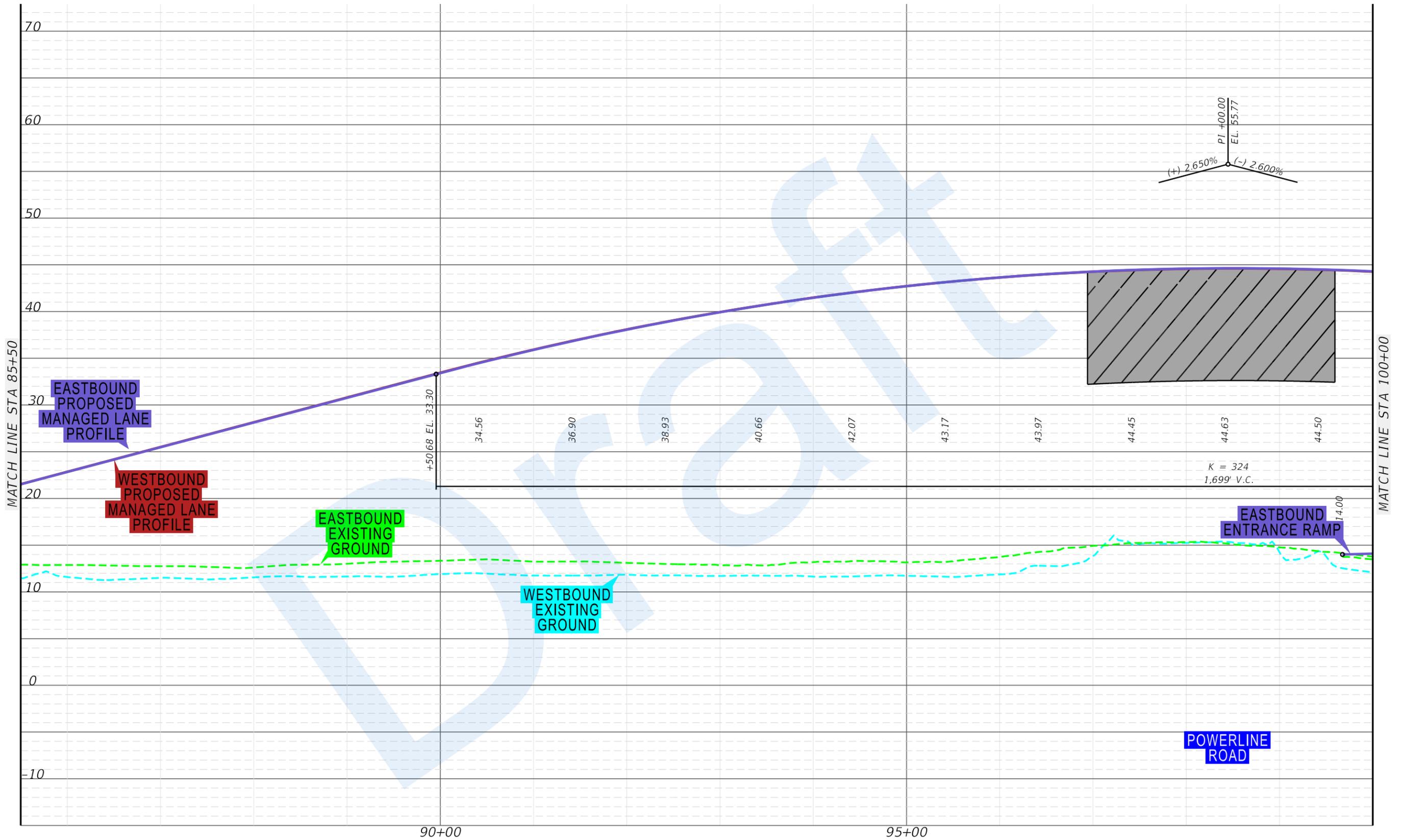


State Road 869 / SW 10th Street Connector PD&E Study
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 Financial Project ID: 439891-1-22-02, ETDM No: 14291

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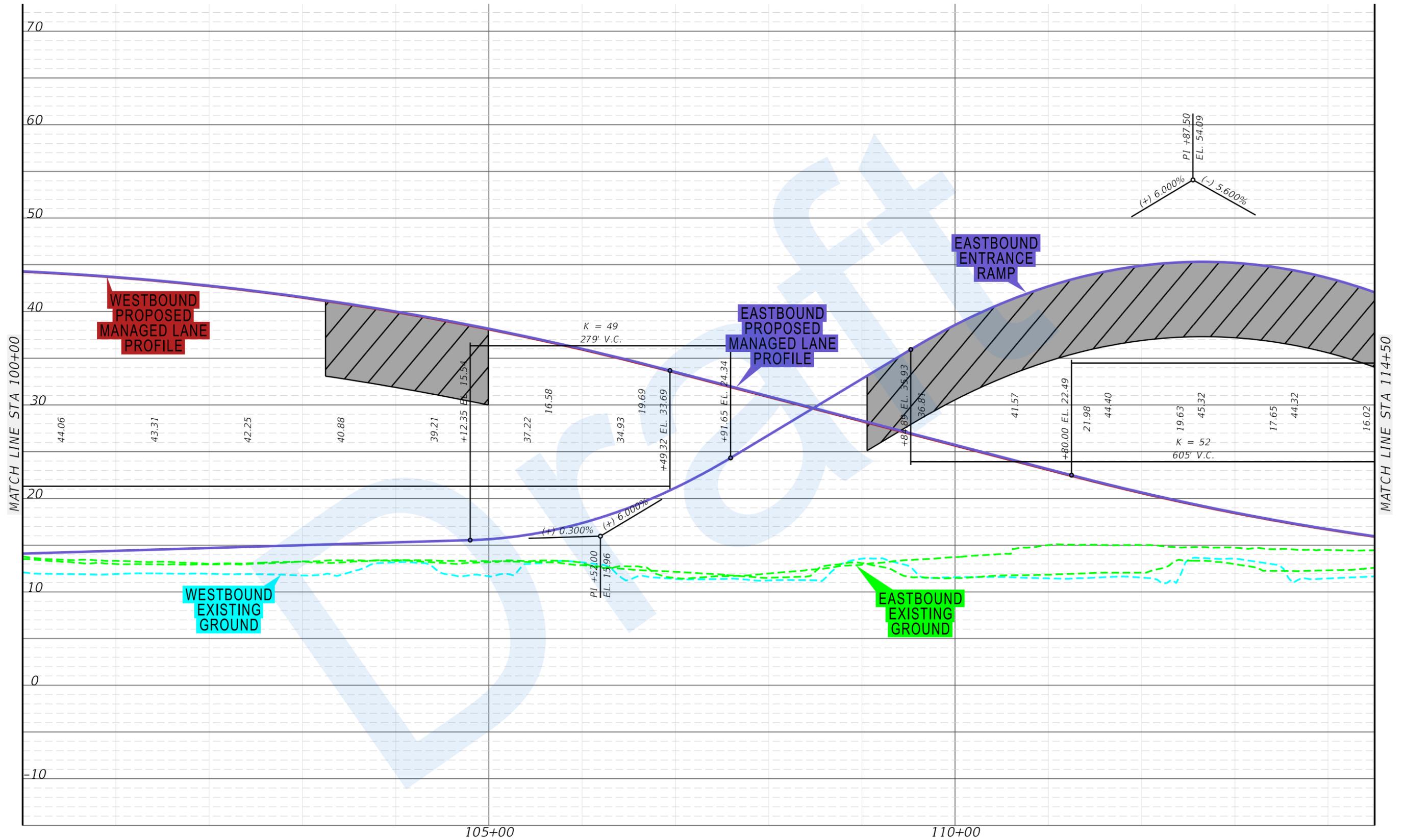
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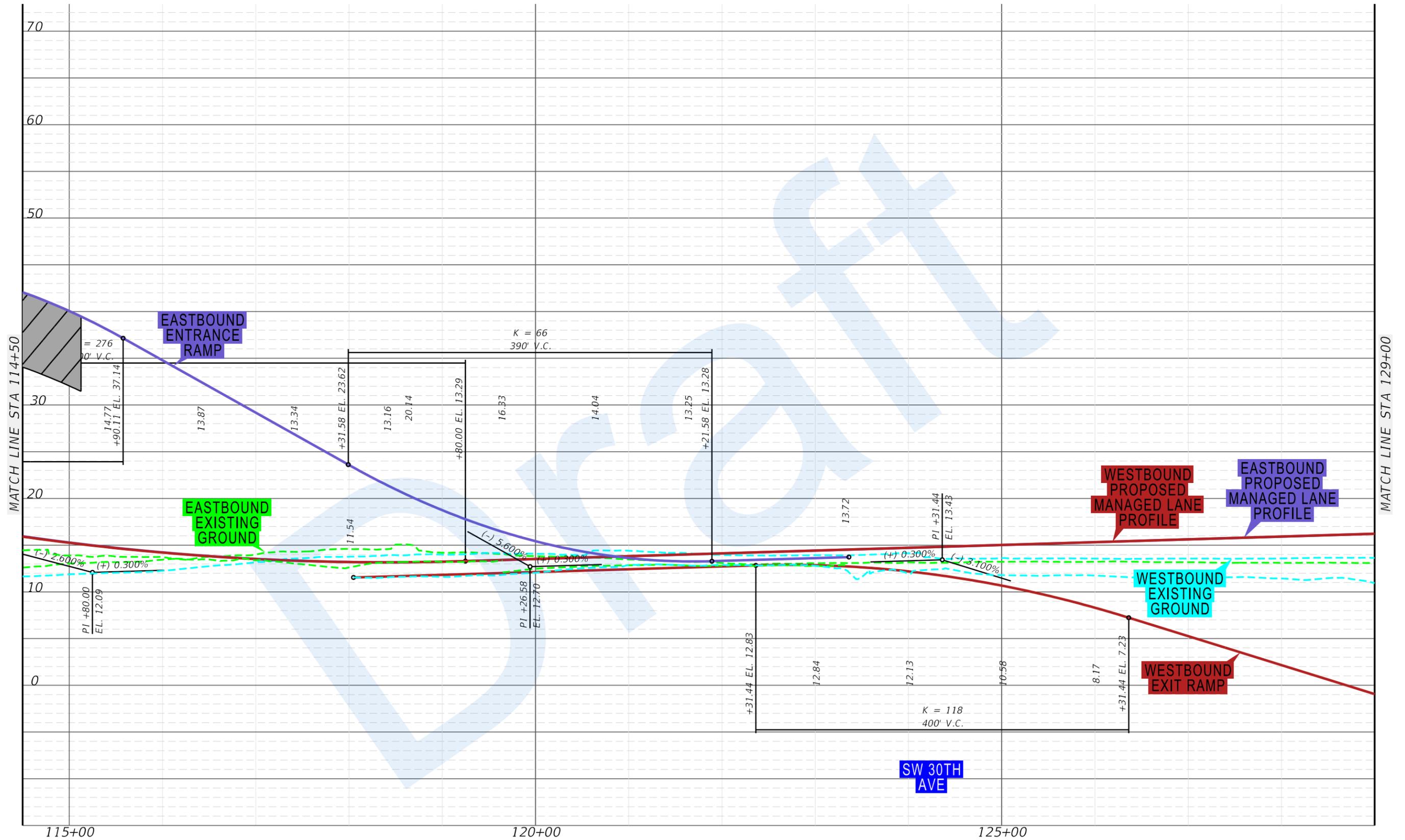


State Road 869 / SW 10th Street Connector PD&E Study
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 Financial Project ID: 439891-1-22-02, ETDM No: 14291

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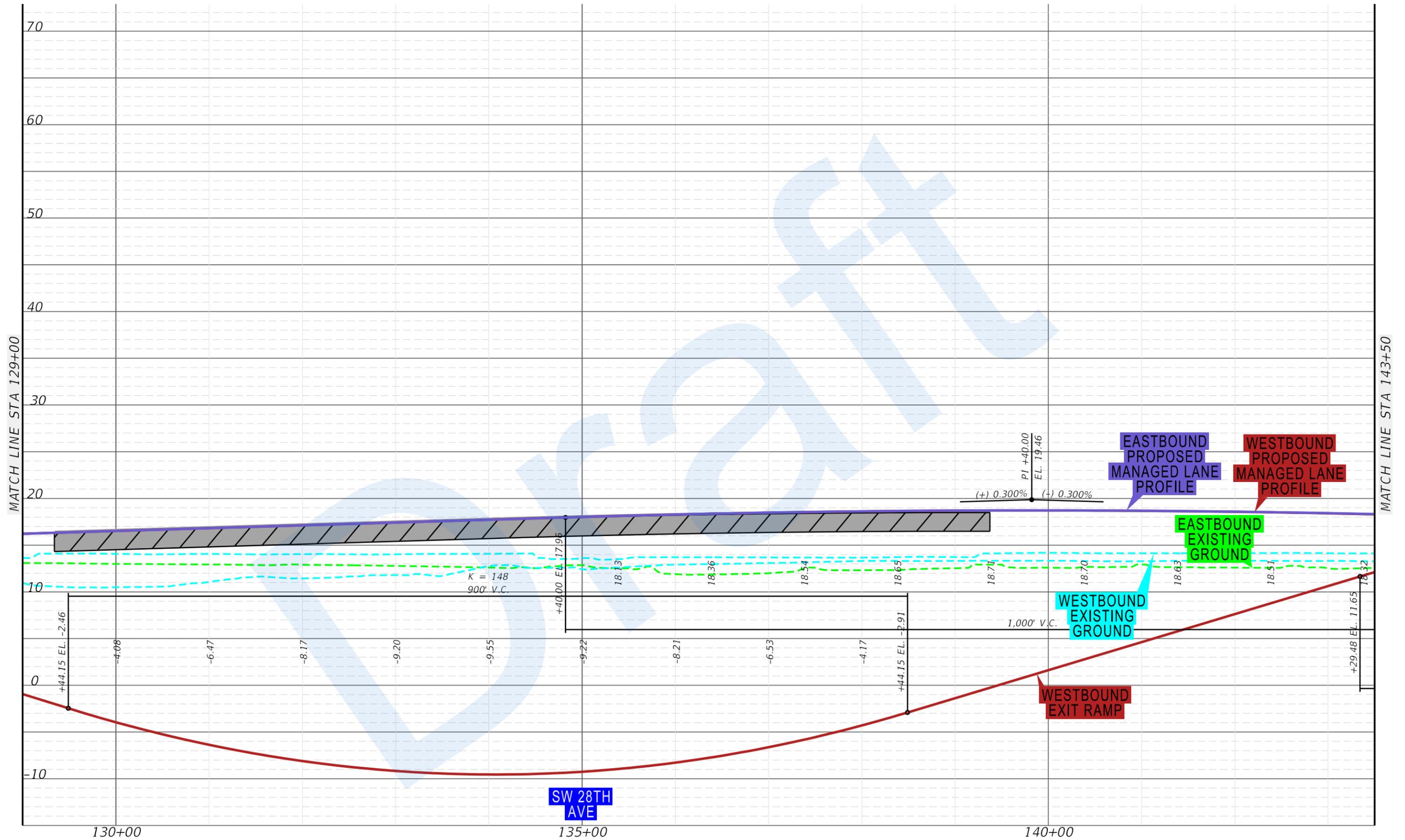


State Road 869 / SW 10th Street Connector PD&E Study
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 Financial Project ID: 439891-1-22-02, ETDM No: 14291

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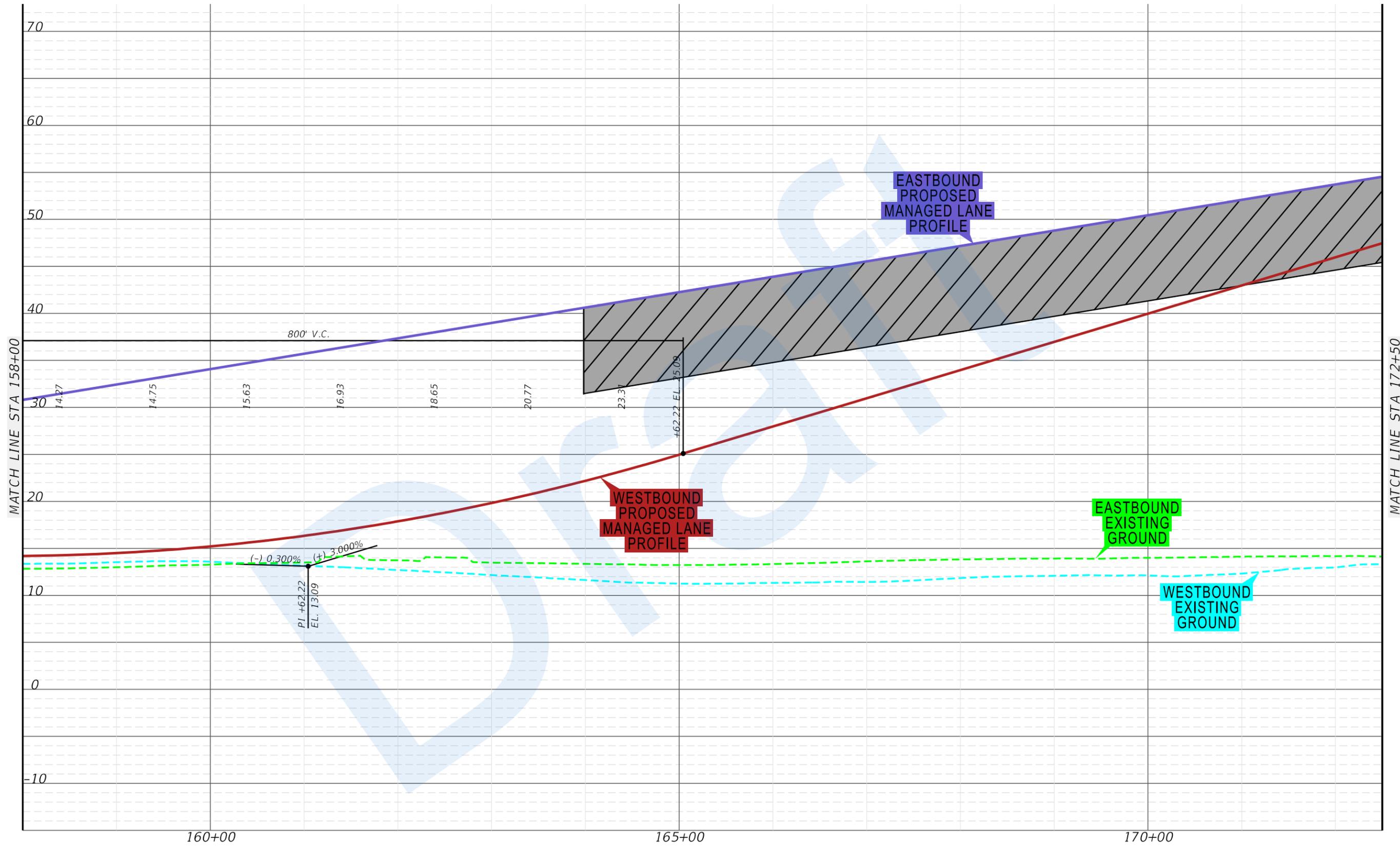


State Road 869 / SW 10th Street Connector PD&E Study
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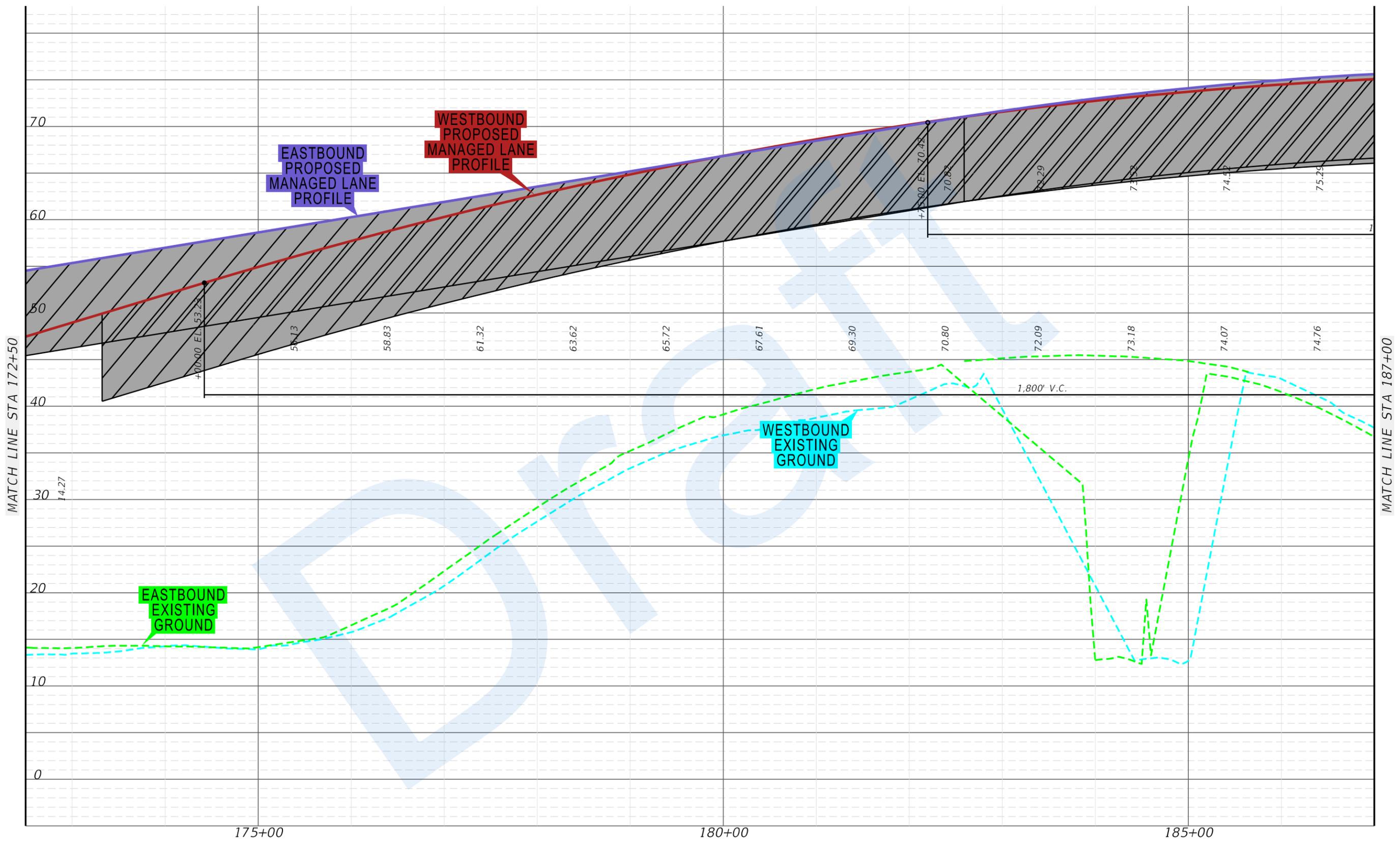


State Road 869 / SW 10th Street Connector PD&E Study
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APPENDIX C

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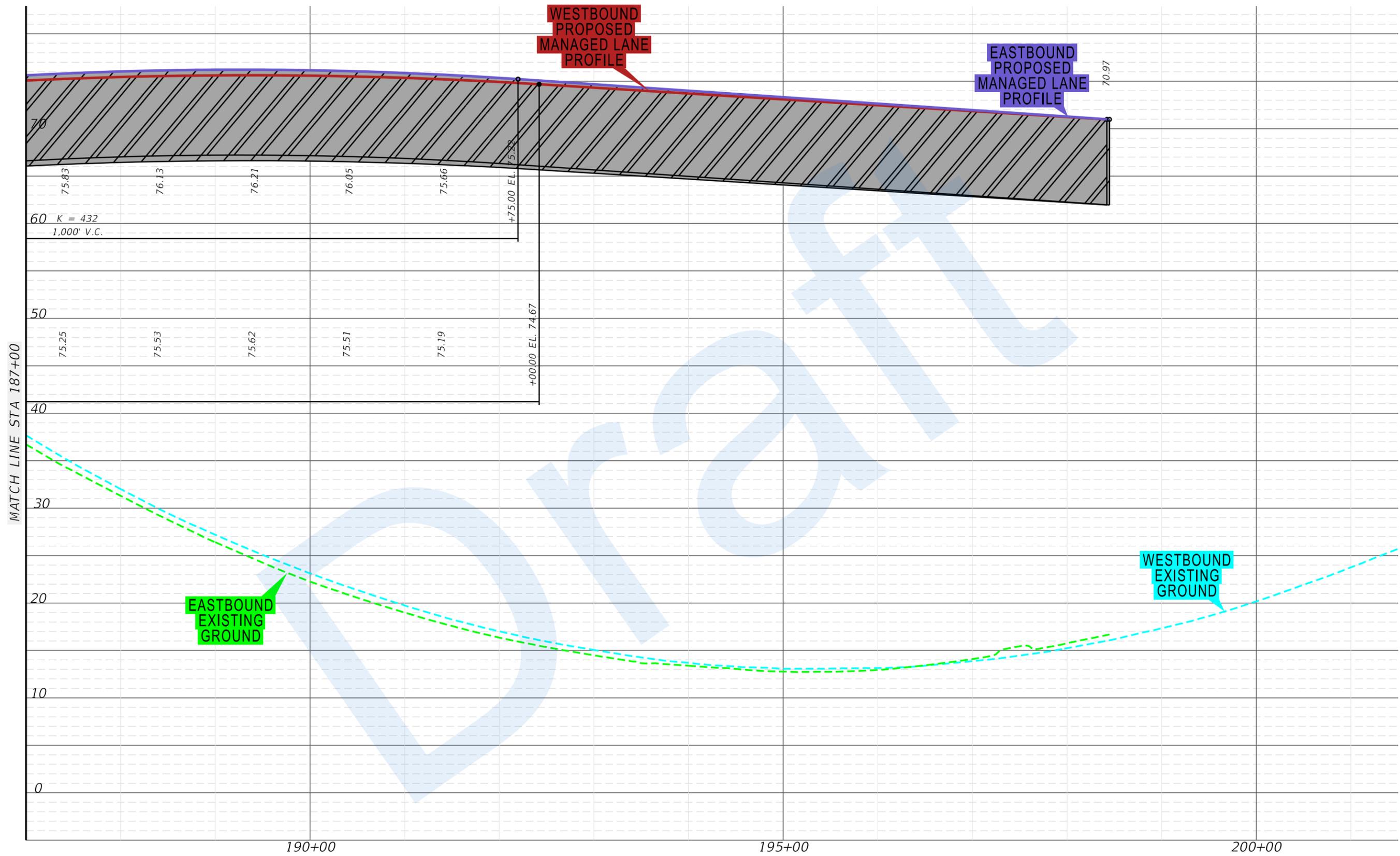


State Road 869 / SW 10th Street Connector PD&E Study
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APPENDIX C

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

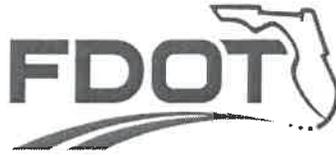


APPENDIX C

SHEET NO.
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Appendix B - SHPO Concurrence Letter

Draft



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

September 19, 2018

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

Subject: Request for Review
Cultural Resource Assessment Survey
SR 869/SW 10th Street Connector
Financial Management #: 439891-1-22-02
Broward County, Florida

Attention: Ginny Jones

Dear Ms. Jones;

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

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

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

2018 SEP 11 A 10:46
HISTORIC PRESERVATION
MUSEUM

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

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

The District has determined that no historic properties will be affected by the proposed project. I respectfully request your concurrence with this determination. If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,



Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures

cc. Roy Jackson, FDOT
file

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2018-4708 2016-.3851

SHPO Comments:

<hr/> <hr/> <hr/> <hr/>

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

10/2/18
Date

Draft