



# SW 10<sup>th</sup> Street Connector PD&E Study

from Florida's Turnpike / Sawgrass Expressway to I-95

## I-95 PD&E Study

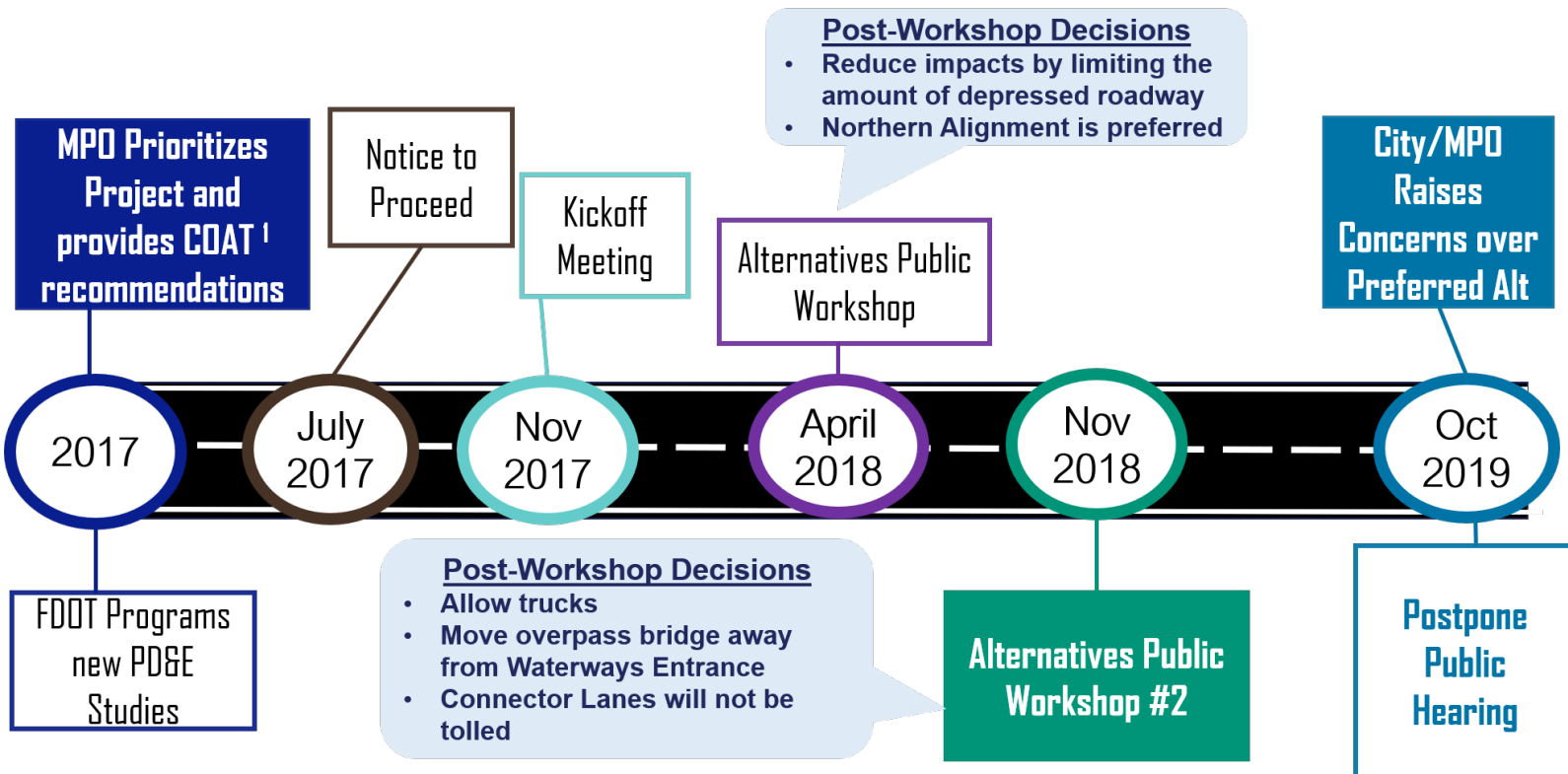
from SW 10<sup>th</sup> Street to Hillsboro Boulevard

Broward County | FPID Nos: 439891-1-22-02 & 436964-1-22-02

May 2020 Update

## PD&E History

The following graphic shows the history of the SW 10<sup>th</sup> Street PD&E Study:



<sup>1</sup> Community Oversight Advisory Team (COAT)

After Alternatives Public Workshop #1, the FDOT focused on developing alternatives with the Connector Lanes on the north and alternatives that would reduce impacts by limiting the amount of depressed roadway.

The focus after Alternatives Public Workshop #2 was to address public concerns and allow trucks in the Connector Lanes, move the bridge near the Waterways entrance further west, and to decide that the Connector Lanes would not be tolled, initially. These changes were incorporated into the Preferred Alternative.

## City of Deerfield Beach Raises Concerns

At the October 2019 Metropolitan Planning Organization (MPO) meeting, the City of Deerfield Beach and Broward MPO raised concerns that the FDOT Preferred Alternative was not addressing the COAT recommendations to their expectations. As a result, FDOT decided to postpone the Public Hearing. The City met with the FDOT and identified five concerns regarding the Preferred Alternative:

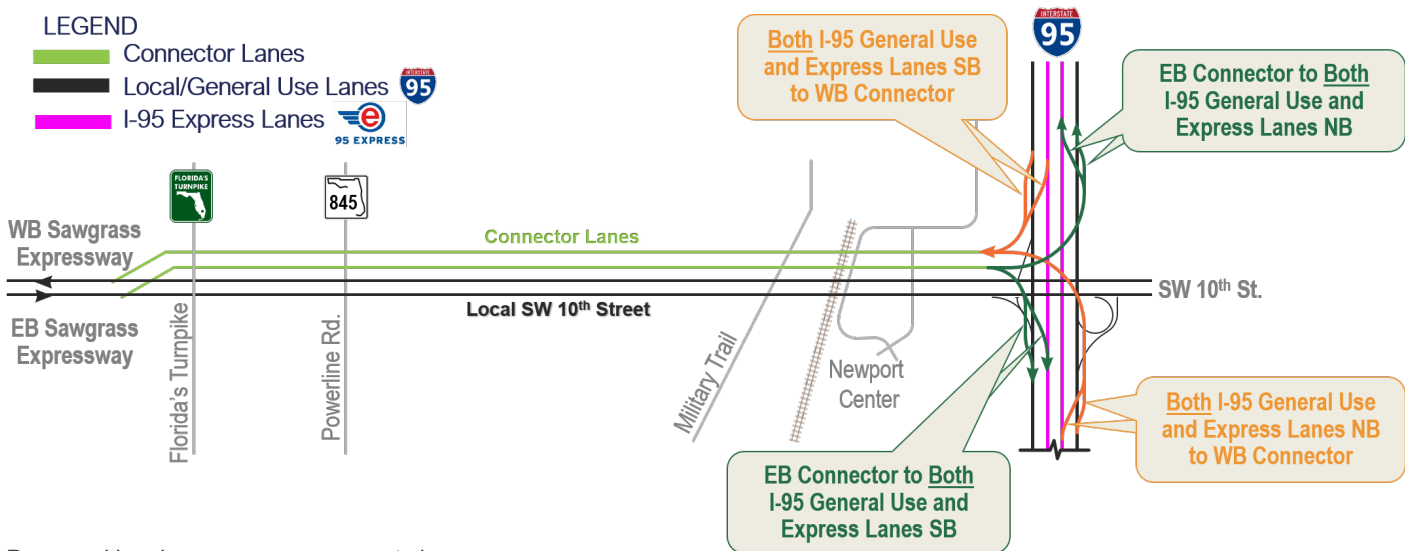
1. Does not connect to I-95 General Purpose Lanes
2. Needs more Complete Street elements on local SW 10<sup>th</sup> Street (Safety and Multi-Modal)
3. Not enough depressed section elements (Aesthetics & Noise)
4. Not enough green space
5. Will not provide full access to/from Turnpike from Local SW 10<sup>th</sup> Street

# How FDOT is Addressing the Concerns...

FDOT has developed and completed preliminary analysis, with feedback from the city on the below proposed solutions:

## 1. Does not connect to I-95 General Purpose Lanes

FDOT is now connecting to both I-95 General Purpose Lanes and I-95 Express Lanes as shown below.

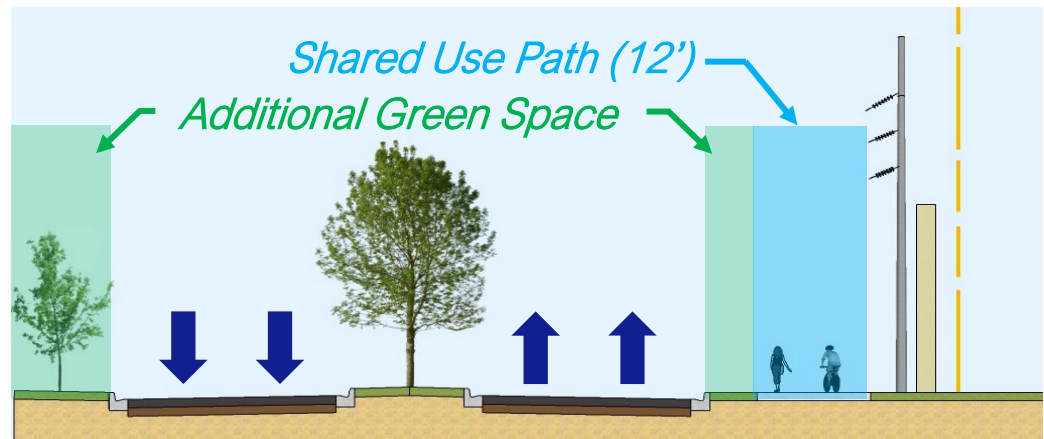


Note: Proposed local access ramps are not shown.

## 2. Needs more Complete Street elements on local SW 10<sup>th</sup> Street

In addition to a lower speed (35 mph) and narrower lanes (11 feet), FDOT has incorporated a Shared Use Path that is located further from traffic than the previous sidewalk.

The Shared Use Path option also provides additional green space and addresses the City's concerns over bicycles interacting with local access ramps, providing for a more desirable multi-modal facility for the City.



## 3. Not enough depressed section elements

FDOT has evaluated several depressed alternatives throughout the course of the PD&E Study. Some of the challenges associated with increasing the length of the depressed roadway include:

- Utility impacts at Powerline Road
- Business impacts and relocations near Powerline Road
- C-2 and C-3 Canal impacts
- Quiet Waters Park impacts
- SW 10<sup>th</sup> Street and Connector Lanes MUST elevate over Military Trail and Railroad

Neither build option currently being evaluated has an elevated section in the middle of the corridor near residences. Elevated sections (overpasses) are proposed just west of Waterways Boulevard, Powerline Road, and Military Trail. Therefore, at this time, extending the depressed section is not a viable option. However, a depressed roadway is not the only way to improve aesthetics and reduce noise impacts along the corridor. **FDOT has increased the green space and enhanced the landscaping along local SW 10<sup>th</sup> Street, in addition to providing noise walls, where warranted.** More information on the additional green space is contained in the following section.

# How FDOT is Addressing the Concerns (con't)...

## 4. Not enough green space

FDOT has added additional green space in both build alternatives, as shown in the renderings below. The “With Powerline Road Local Access Ramps” Alternative is the same concept as the Depressed Westbound Exit Ramp Alternative previously shown, except that the bicycle lane and sidewalk were replaced with a shared use path and additional landscaping. The “Without Powerline Road Local Access Ramps” Alternative proposes to remove the Powerline Road local access ramps, which will add an additional 30 feet of green space in the middle of the corridor and moves local SW 10<sup>th</sup> Street approximately 50 feet further away from homes. This alternative will also increase the local traffic volumes, compared to the “With Powerline Road Local Access Ramps” Alternative. The renderings and typical sections below illustrate the difference in green space between the two Build Alternatives currently being evaluated.

**With Powerline Road Local Access Ramps**

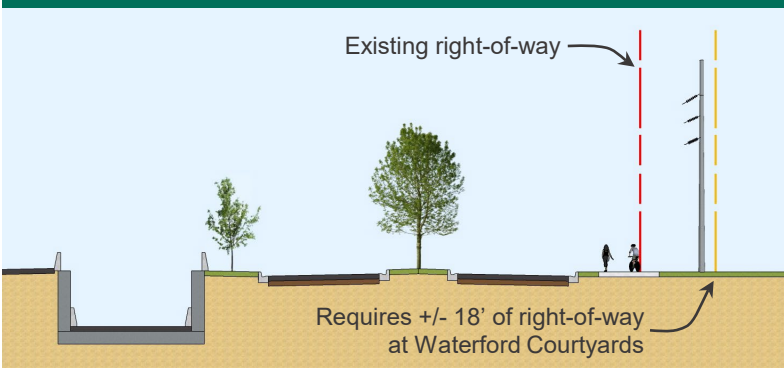


**Without Powerline Road Local Access Ramps**

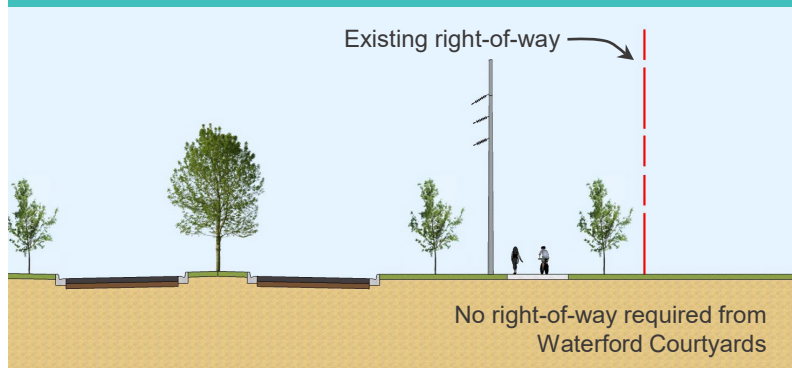


*Looking east on local SW 10<sup>th</sup> Street – without noise walls*

**With Powerline Road Local Access Ramps**



**Without Powerline Road Local Access Ramps**



*Looking east on local SW 10<sup>th</sup> Street – without noise walls*

## 5. Will not provide full access to/from Turnpike from Local SW 10<sup>th</sup> Street

Florida's Turnpike Enterprise is developing a revised concept that does the following:

- Removes previously proposed Express Lanes
- Minimizes impacts to neighborhoods
- Improves benefits to the community
- Maintains proposed movements
  - ❖ SW 10<sup>th</sup> Street local lanes to / from Turnpike North
  - ❖ Connector Lanes to / from Turnpike South
  - ❖ Enhance existing movements

### Sawgrass Expressway

- General toll lane widening
- No Managed / Express Lanes

### Florida's Turnpike:

- Managed Lane (s)
- No Express Lanes

# Preliminary Evaluation Matrix

A Preliminary Evaluation Matrix was prepared for the two current Build Alternatives: With Powerline Road Local Access Ramps and Without Powerline Road Local Access Ramps as shown below. The evaluation matrix includes major categories from the COAT recommendations, as well as other evaluation criteria considered as part of this PD&E Study.

As you can see, both Build Alternatives are superior to the No Build Alternative in a couple of categories: Safety, Improve Traffic, Accessibility, and Multi-Modal. The major differences between the two Build Alternatives is Accessibility (local access ramps), Construction Disruption, Resiliency (due to the depressed section), and Aesthetics.



Evaluation Category	COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
<b>COAT Recommendation Categories</b>				
Safety	1, 2			
Aesthetics	4, 5, 11			
Improve Traffic Flow	1, 3, 16			
Accessibility / Local Traffic Volumes	6, 7			
Noise	9			
Environmental Impacts	12, 14			
Construction Disruption	10, 15, 17, 18			
Multi-Modal	8, 13			
<b>Additional Evaluation Criteria</b>				
R/W and Utility Impacts	-			
Resiliency	-			
Construction Cost (\$ millions)	-	N/A	\$690 to \$760	\$625 to \$700

## Next Steps

The FDOT will continue to work closely with the City and MPO to ensure this project meets the City's expectations now and into the future. This spring and summer, FDOT will begin sharing the refinements that have been developed for the project with the public through various stakeholder and public meetings. The FDOT will also utilize social media and the project websites to help get information out to the public and respond to any questions, particularly during this time of social distancing.

We anticipate continuing the outreach up to and beyond the expected Public Hearing in the Fall of 2020 with anticipated approvals to move into final design in the spring of 2021. Outreach will continue during this time with construction planned for the year 2023.

Be on the lookout for additional project information and details as well as a potential virtual meeting in your area. In the meantime, please feel free to reach out to the FDOT Project Manager through email or phone with the information provided below.

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[www.sw10street.com](http://www.sw10street.com)

[www.fdot.gov/projects/sr9/index.html](http://www.fdot.gov/projects/sr9/index.html)

*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 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. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.*