

Summary of City of Deerfield Beach Concerns



At the October 2019 Metropolitan Planning Organization (MPO) meeting, the City of Deerfield Beach and Broward MPO raised concerns over the FDOT Preferred Alternative - Westbound Depressed Exit Ramp. 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

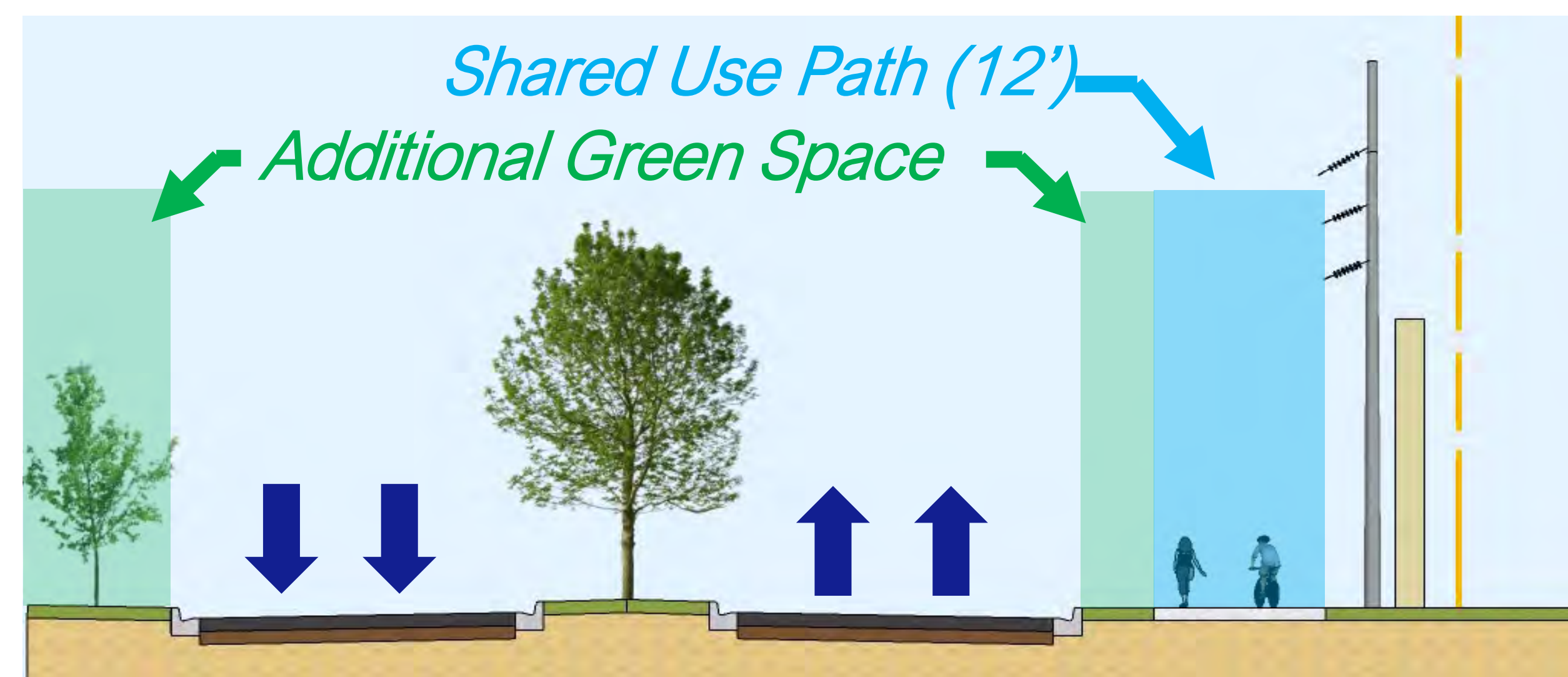
FDOT is now connecting to both I-95 General Purpose Lanes and I-95 Express Lanes as shown below.



2. Needs more Complete Street elements on local SW 10th Street

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.



5. Will not provide full access to/from Turnpike from local SW 10th Street

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

- Removes Express Lanes
- Minimizes impacts to neighborhoods
- Improves benefits to the community
- Maintains proposed movements

3. Not enough depressed section elements

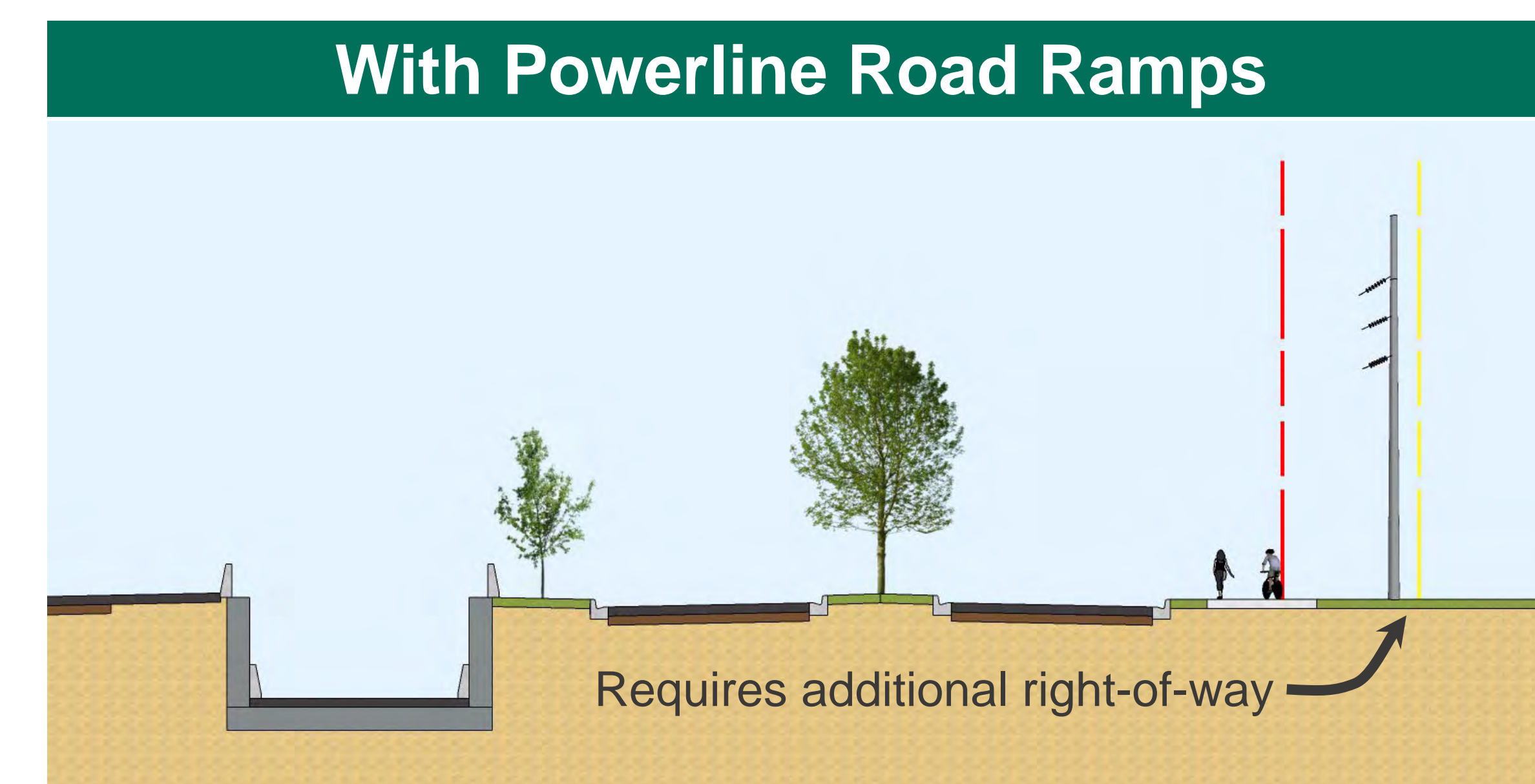
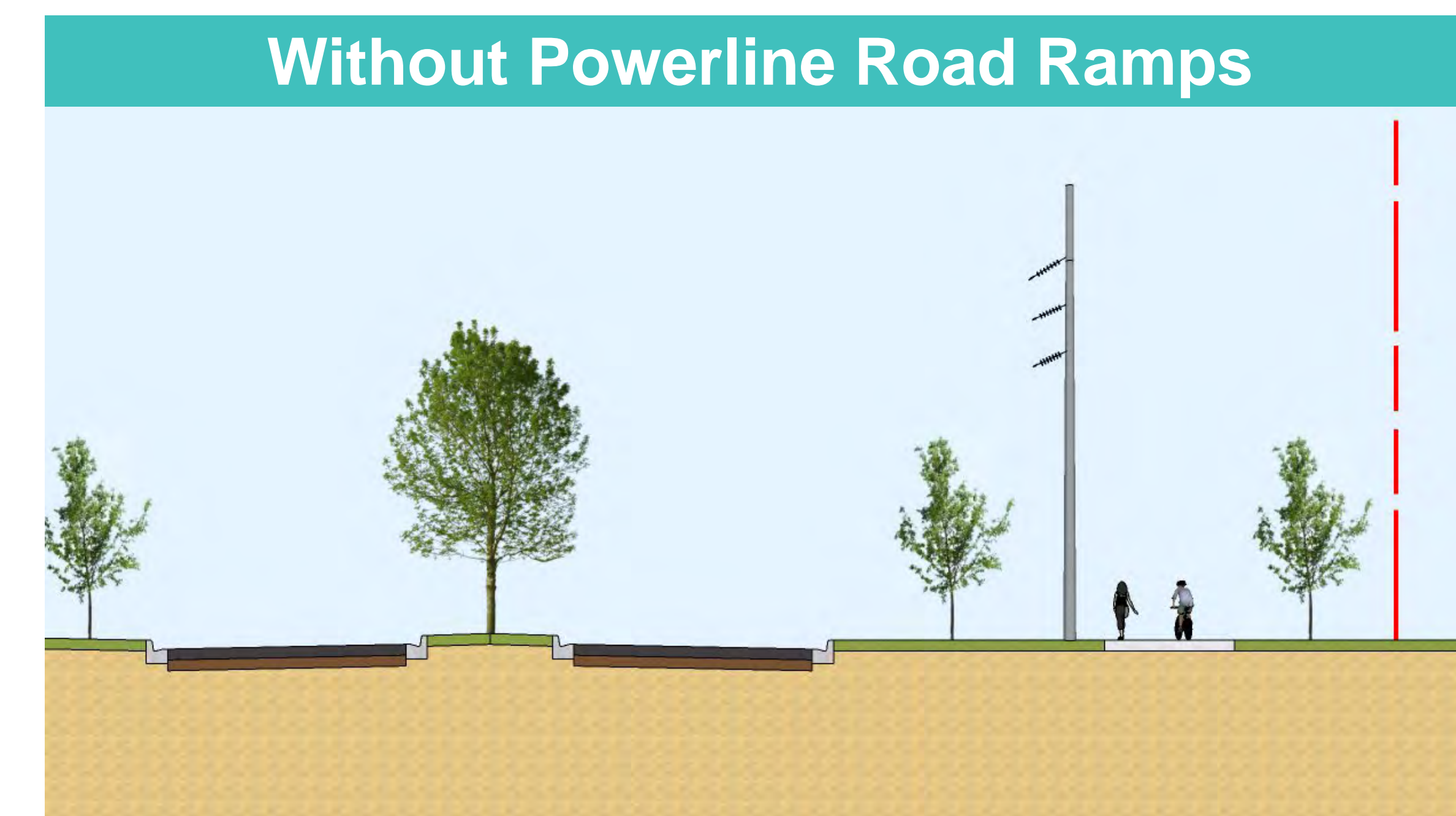
FDOT has evaluated several depressed alternatives throughout the course of the PD&E Study. Some of the challenges associated with increasing the length of the depressed roadway include:

- Utility impacts at Powerline Road
- Business impacts and relocations near Powerline Road
- C-2 and C-3 Canal impacts
- Quiet Waters Park impacts
- SW 10th 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. Therefore, at this time, extending the depressed section is not a viable option.

4. Not enough green space

FDOT has added additional green space in both build alternatives. The "Without Powerline Road 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 10th Street approximately 50 feet further away from homes.

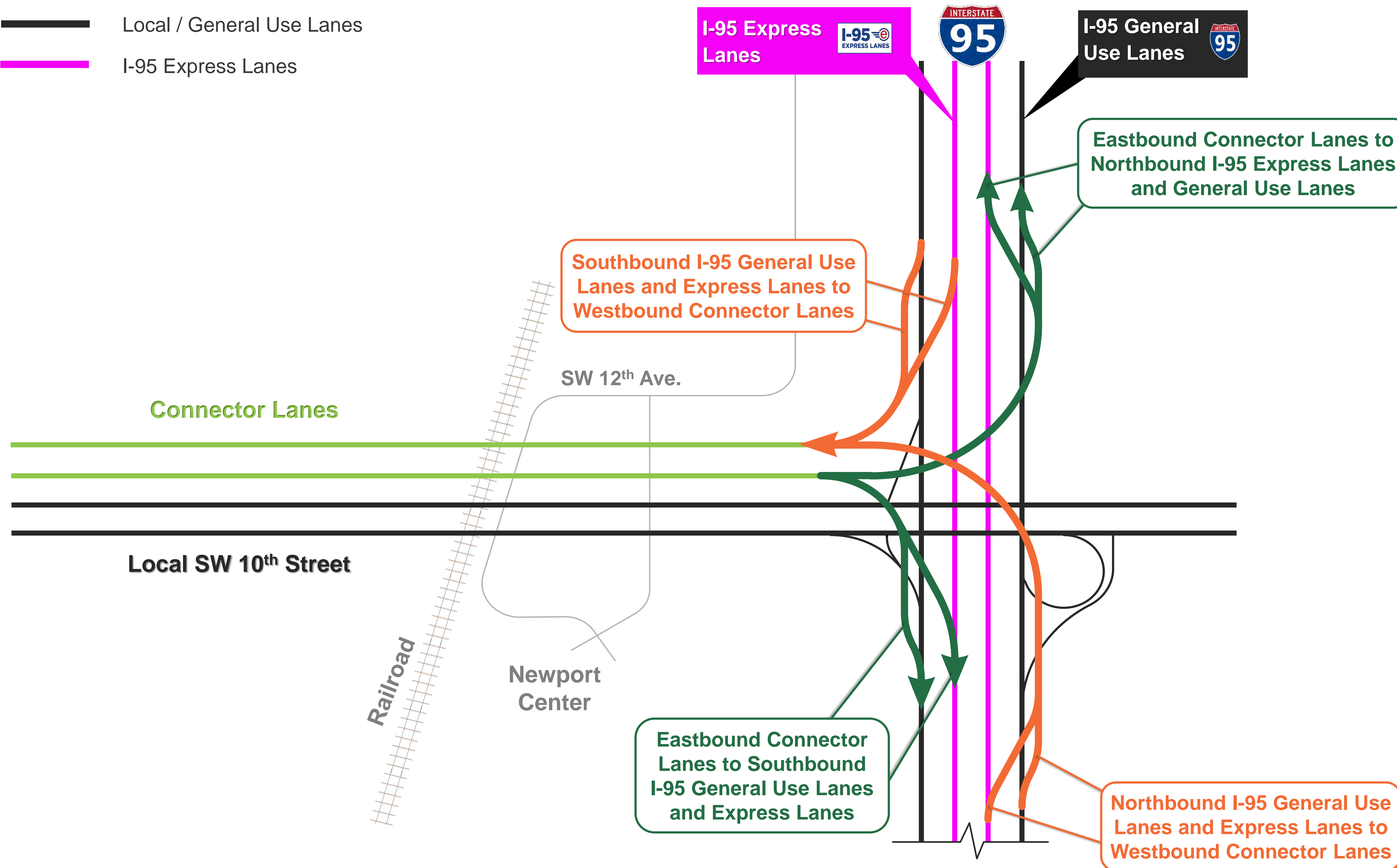


1. Does not connect to I-95 General Purpose Lanes

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

LEGEND

- Connector Lanes
- Local / General Use Lanes
- I-95 Express Lanes

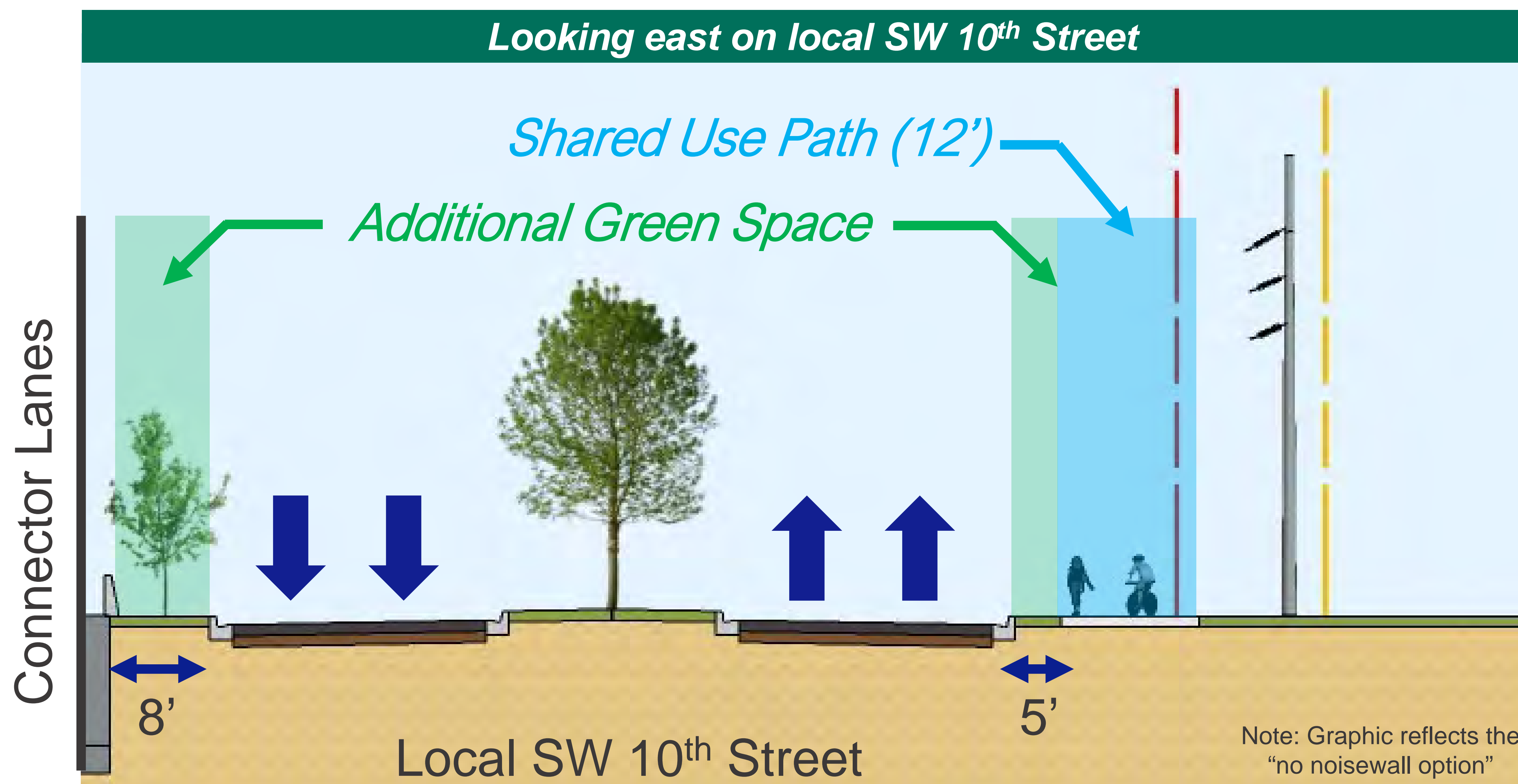


2. Needs more Complete Street elements on local SW 10th Street

The alternatives previously considered include a number of complete street elements including:

- Lower speed on local SW 10th Street (35 mph)
- Narrower lanes (11 feet)
- Bicycle lanes and sidewalk
- Improved intersection design for pedestrian, including cross walks

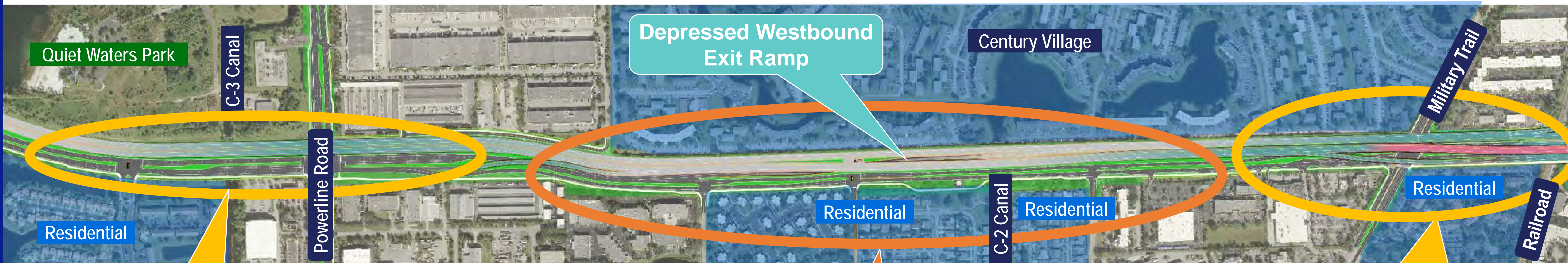
To improve the Complete Street feeling in the corridor, FDOT has incorporated a shared use path in place of the bicycle lanes on the pavement and a sidewalk. The new shared use path will be located further from traffic than the previously proposed sidewalk. The shared use path option also provides additional 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. Additional green space is described further on City Concern #4.



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 10th Street and Connector Lanes MUST elevate over Military Trail and the Railroad



West Constraints:

- North / South Utility Impacts
- Business Impacts
- C-3 Canal Impact
- Section 4(f) Impacts

Minimal Benefits

- Closest house is 340 feet away from 18-foot wall

Build Alternatives avoid elevating the roadway in front of residential properties in the middle of the corridor

- With Powerline Road Ramps (Depressed WB Exit Ramp)
- Without Powerline Road Ramps

East Constraints:

- C-2 Canal Impact
- Roads must elevate over Military Trail
- Roads must elevate over the Railroad

Minimal Benefits

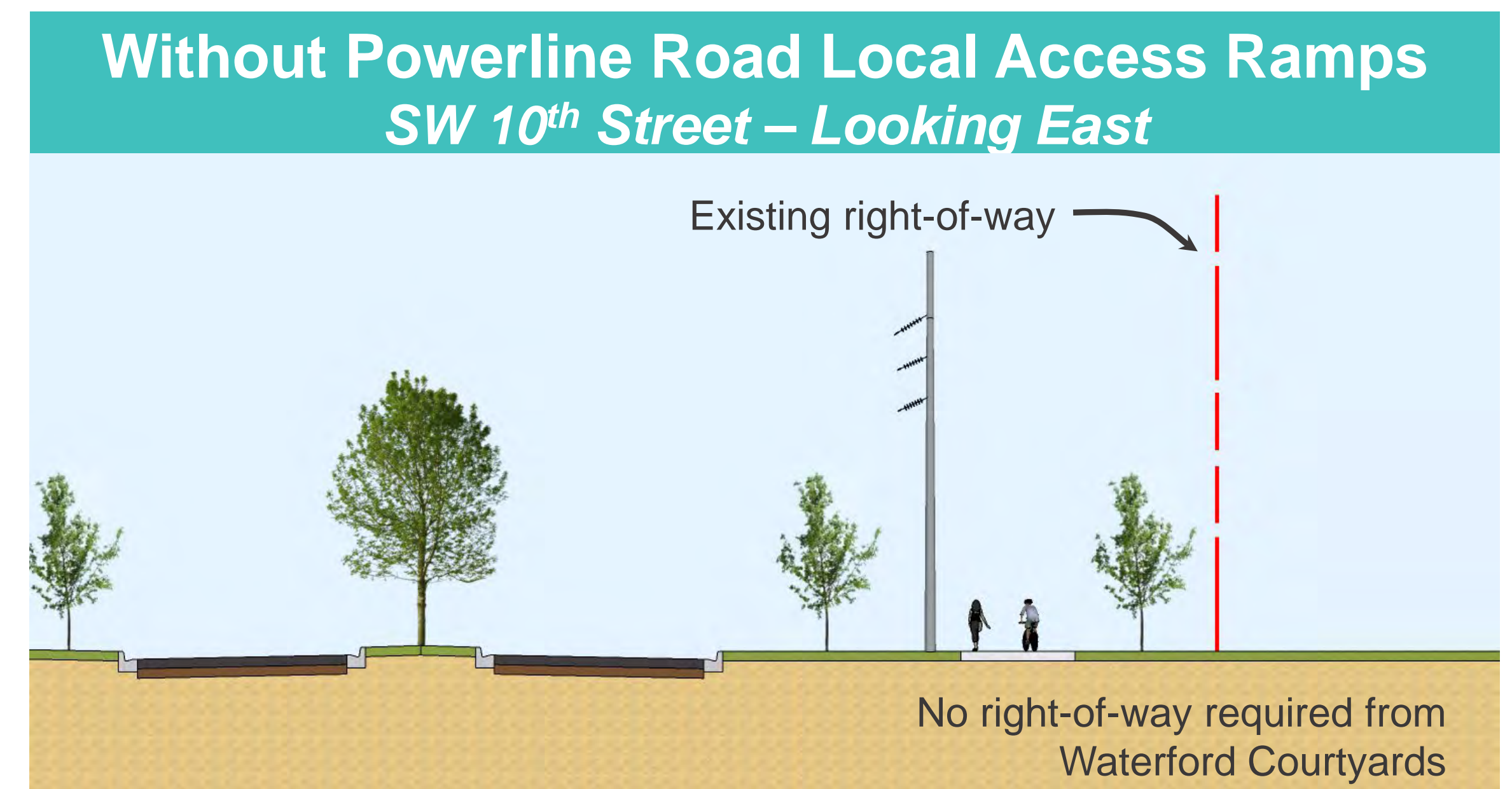
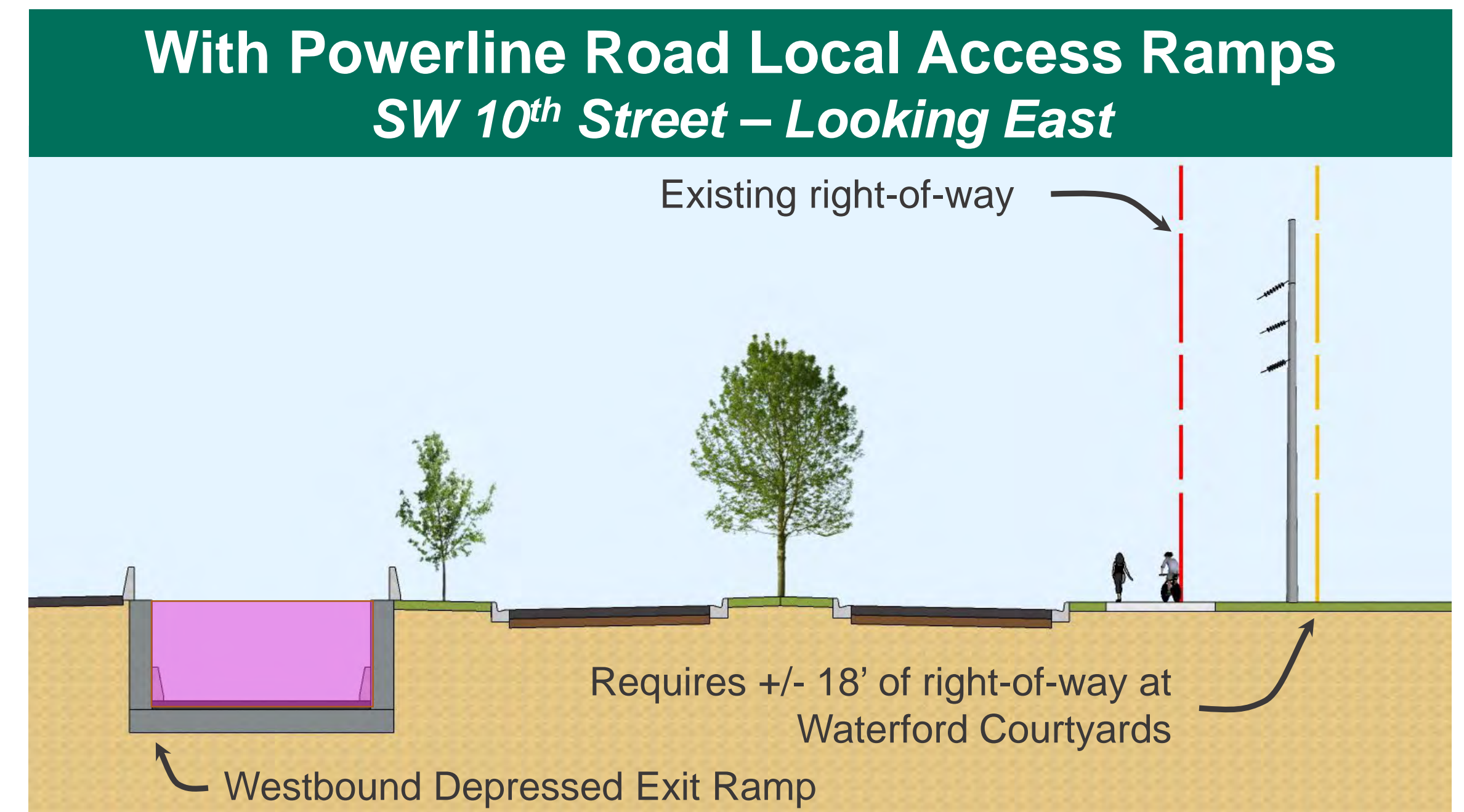
- Closest house on south is 387 feet away from the start of the wall
- Century Village has expressed desire for a noise wall

4. Not enough green space

Additional green space has been added to the concept as a result of the typical section change (replace sidewalk and bicycle lane with shared use path) shown in Concern #2.

In addition, a new alternative has been developed that removes the local access ramps to the connector lanes just east of Powerline Road. This Alternative is referred to as the “Without Powerline Road Local Access Ramps” Alternative and 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 10th 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 graphics shown represent both build alternatives considered and reflect the “no noisewall” option.



5. Will not provide full access to/from Turnpike from local SW 10th Street



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

- Removes Previously Proposed Express Lanes
- Minimize Impacts to Neighborhoods
- Improves Benefits to the Community
- Maintains Proposed Movements
 - ❖ SW 10th Local Lanes to / from Turnpike North
 - ❖ SW 10th 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

CONCEPT UNDER
DEVELOPMENT