

Q&A Categories

- [Accessibility & Traffic](#)
- [Construction, Utilities, and Right-of-Way](#)
- [Depressed Elements](#)
- [Turnpike Study](#)
- [Noise Analysis and Process](#)
- [Environmental and Community Features](#)

Accessibility (1 of 2) & Traffic

I-95

- Are there going to be interchange improvements on I-95 beyond the existing facilities?
- Will you be able to access I-95 from SW 24th Avenue and SW 28th Avenue?
- I reside in Independence Bay. For the option without an eastbound entrance ramp just east of Powerline Road, how would a motorist access the Connector Road to I-95?
- I reside in Independence Bay. For the Without Powerline Road Alternative, how would a motorist access the Connector Road to I-95?
- Connecting to I-95 from both the express and general-purpose purpose created a lot of structures and cost. Why not connect to the express lanes after entering I-95?
- Will there be access from SW 10th Street to I-95?

Accessibility (2 of 2) & Traffic

SW 10th Street

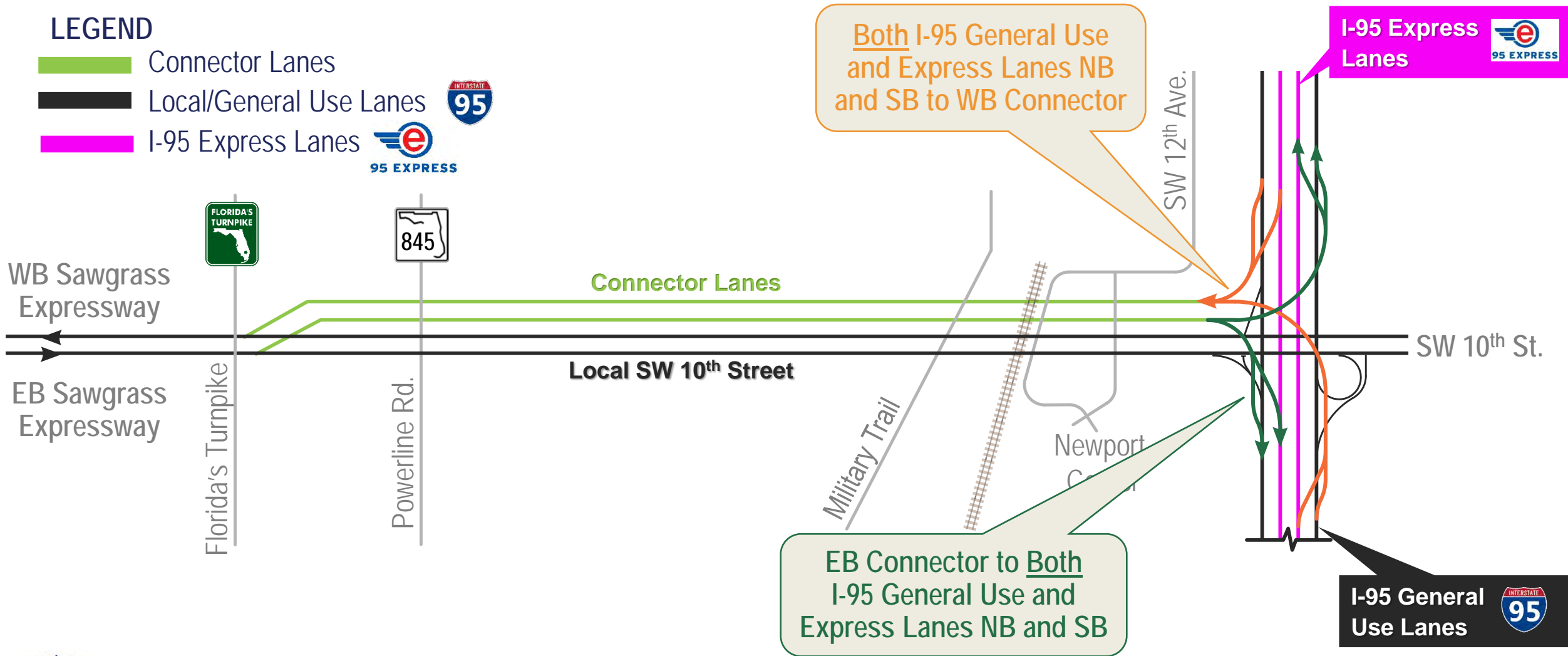
- How do those of us in Waterways and Independence Bay ever get out onto SW 10th Street?
- Will SW 28th Avenue and SW 24th Avenue have access to local SW 10th Street, and be able to go east or west?
- Can you describe the entrances to the Walmart Shopping Center and the entrance and exit egress from the shopping mall?
- Will a left turn out of Independence Bay be accommodated?
- Will westbound access from the South Florida Bible College be provided?
- Will Newport Center have access to the Connector Lanes?
- Does this affect the entrance into Century Village from SW 10th Street?
- How will the westbound connector lanes affect the residential areas on the north, specifically, Century Village?

I-95 Connections - Serve Express and General Purpose Lanes

Q&A Categories

LEGEND





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

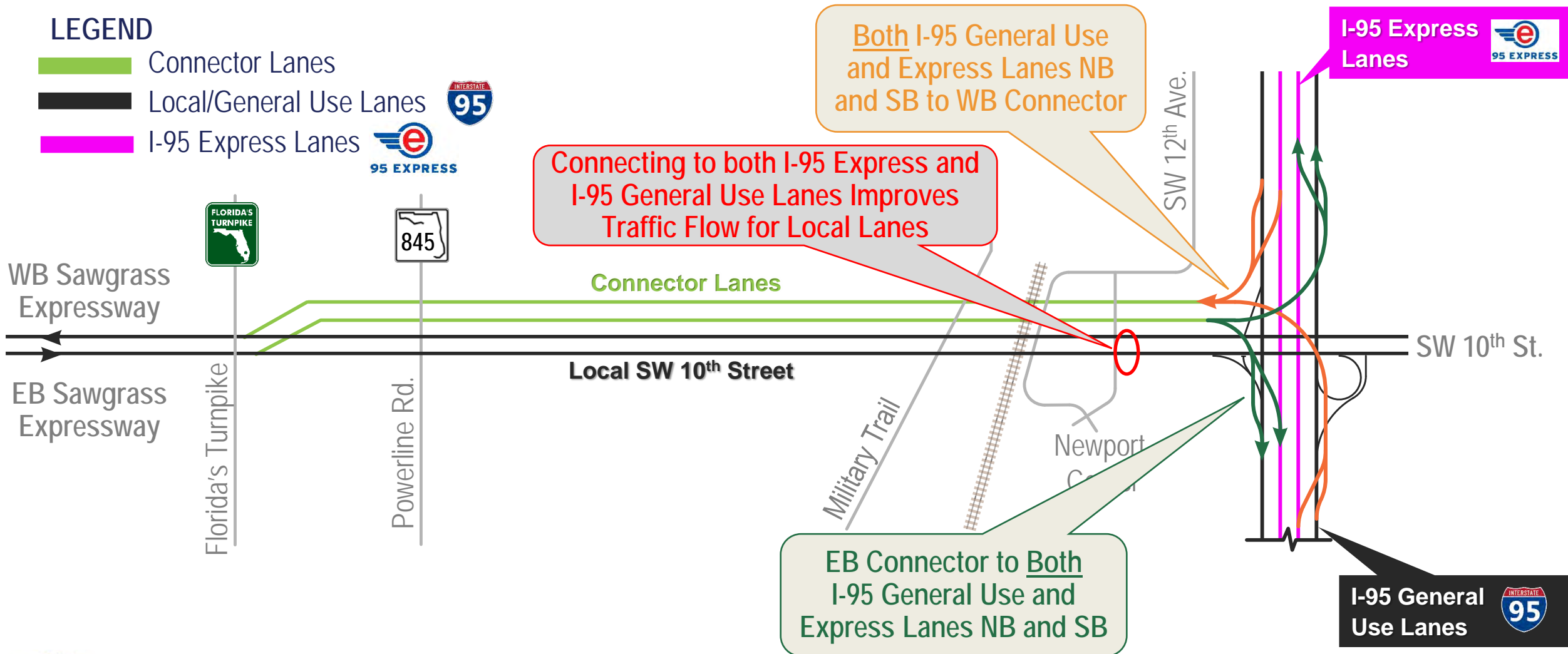


I-95 Connections - Serve Express and General Purpose Lanes

Q&A Categories

LEGEND

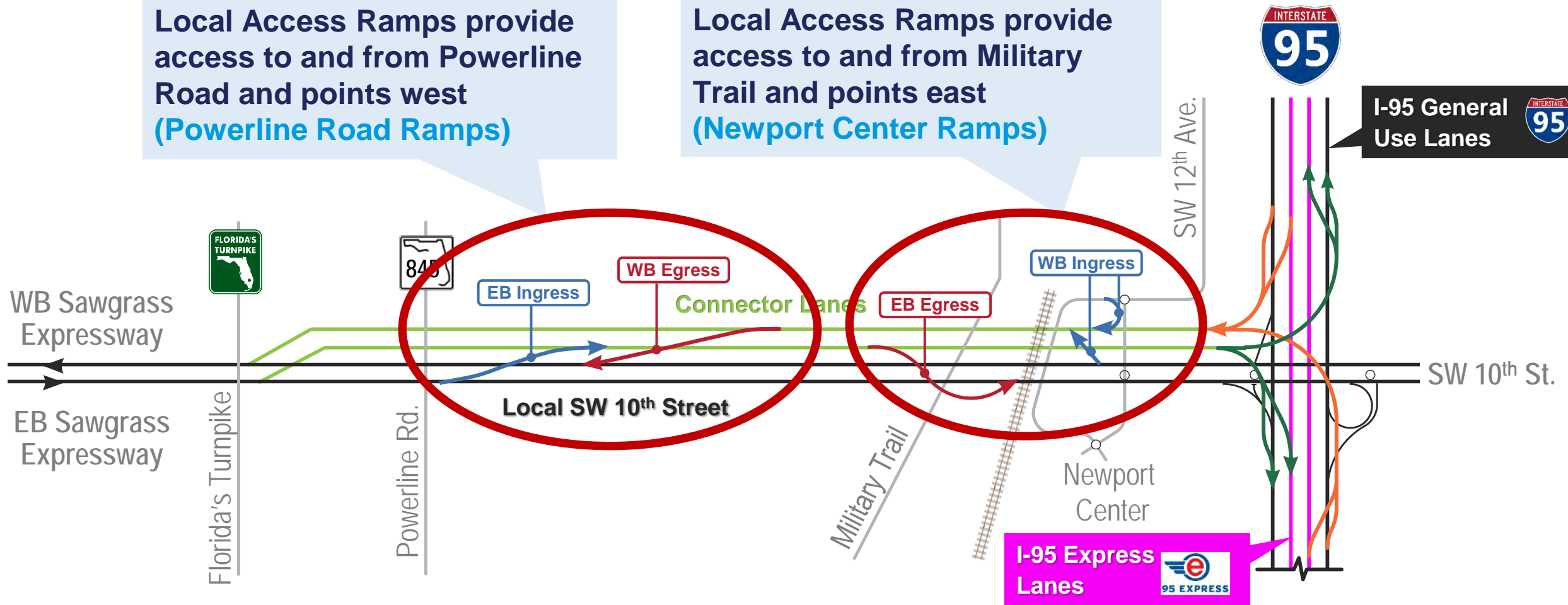
-  Connector Lanes
-  Local/General Use Lanes
-  I-95 Express Lanes 



Eliminate Local Access Ramps (to Increase Green Space)

Local Access Ramps provide access to and from Powerline Road and points west (Powerline Road Ramps)




Local Access Ramps provide access to and from Military Trail and points east (Newport Center Ramps)

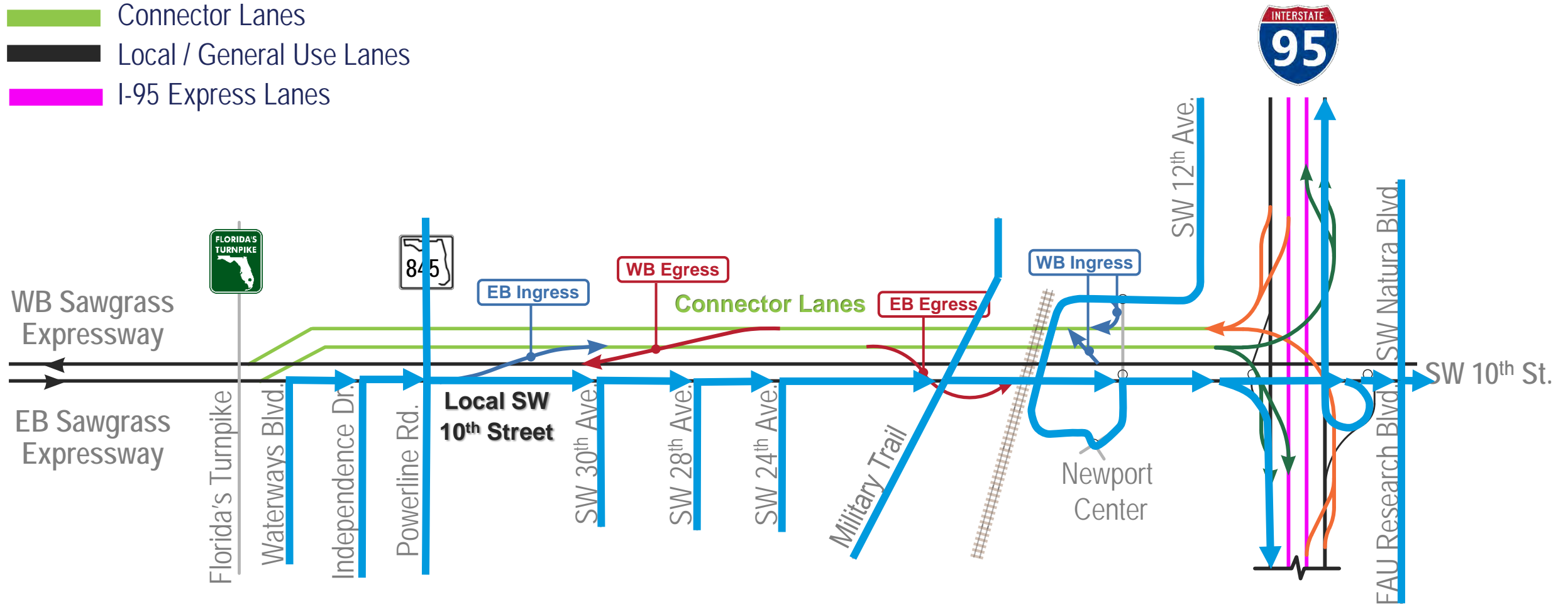


EB Local Access

[Q&A Categories](#)

LEGEND




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

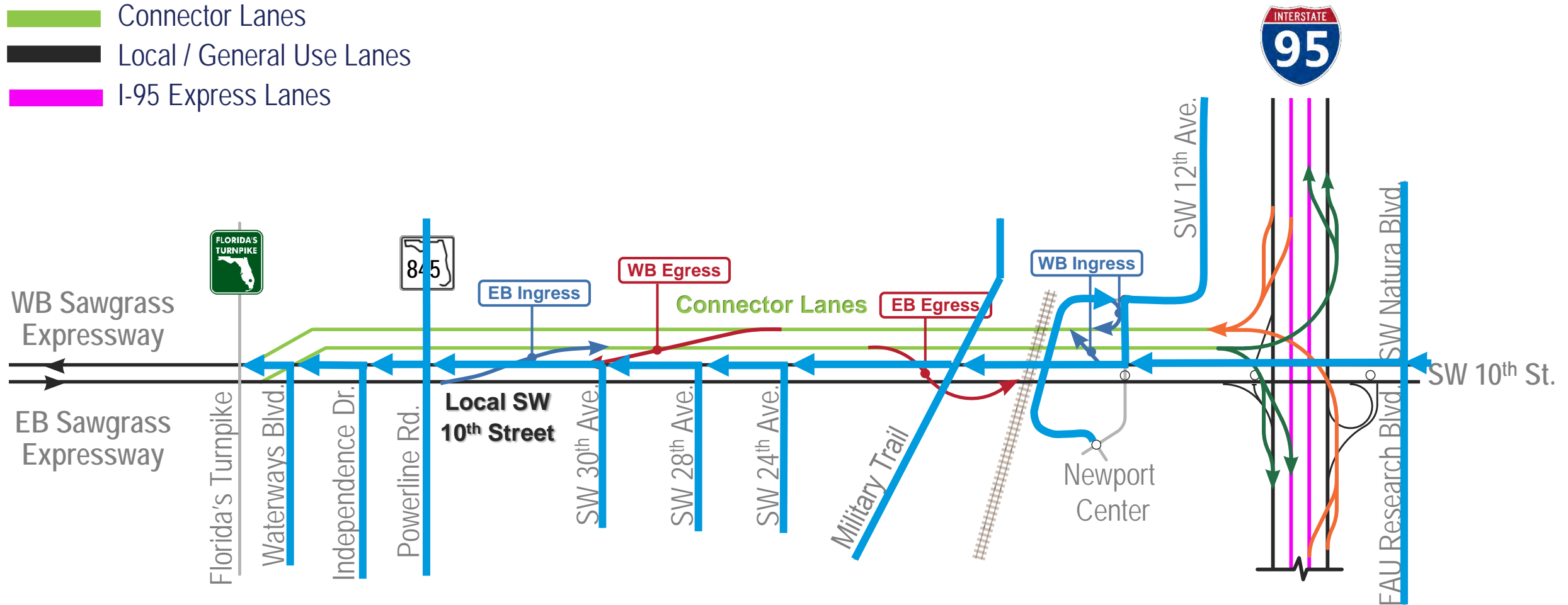


WB Local Access

[Q&A Categories](#)

LEGEND




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

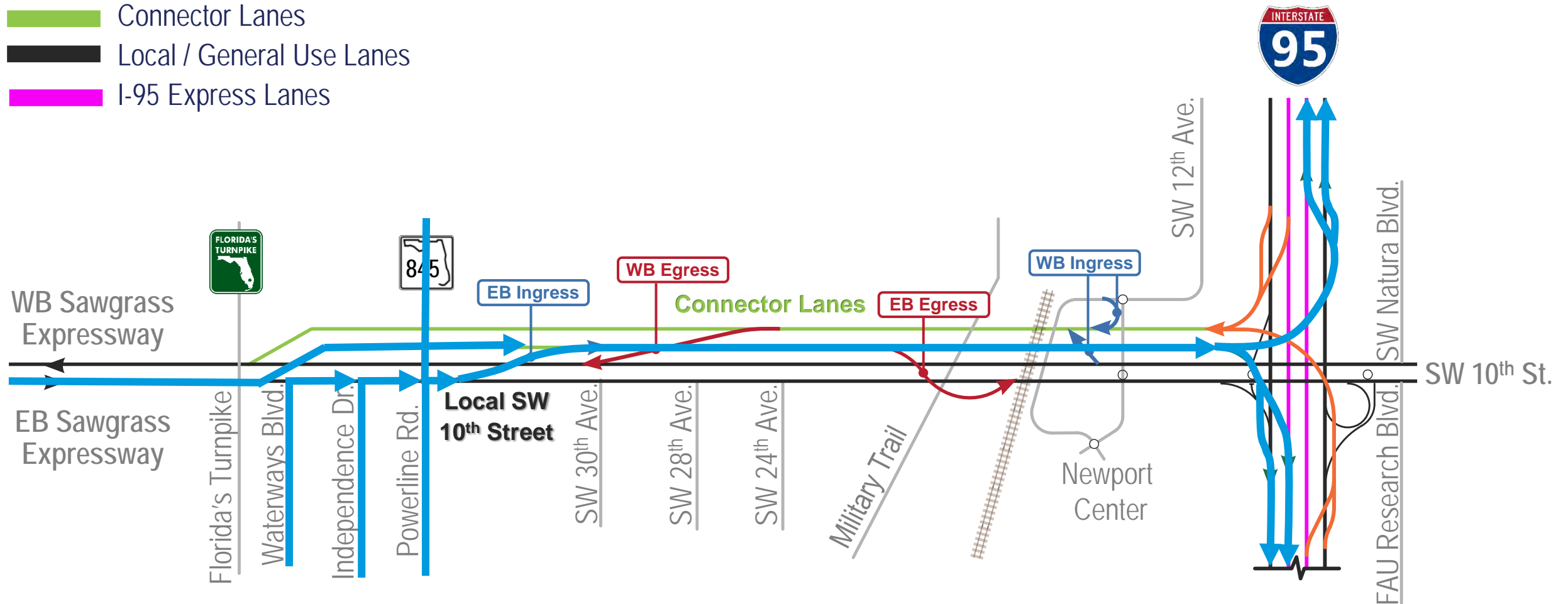


EB Connector Road Access

[Q&A Categories](#)

LEGEND




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

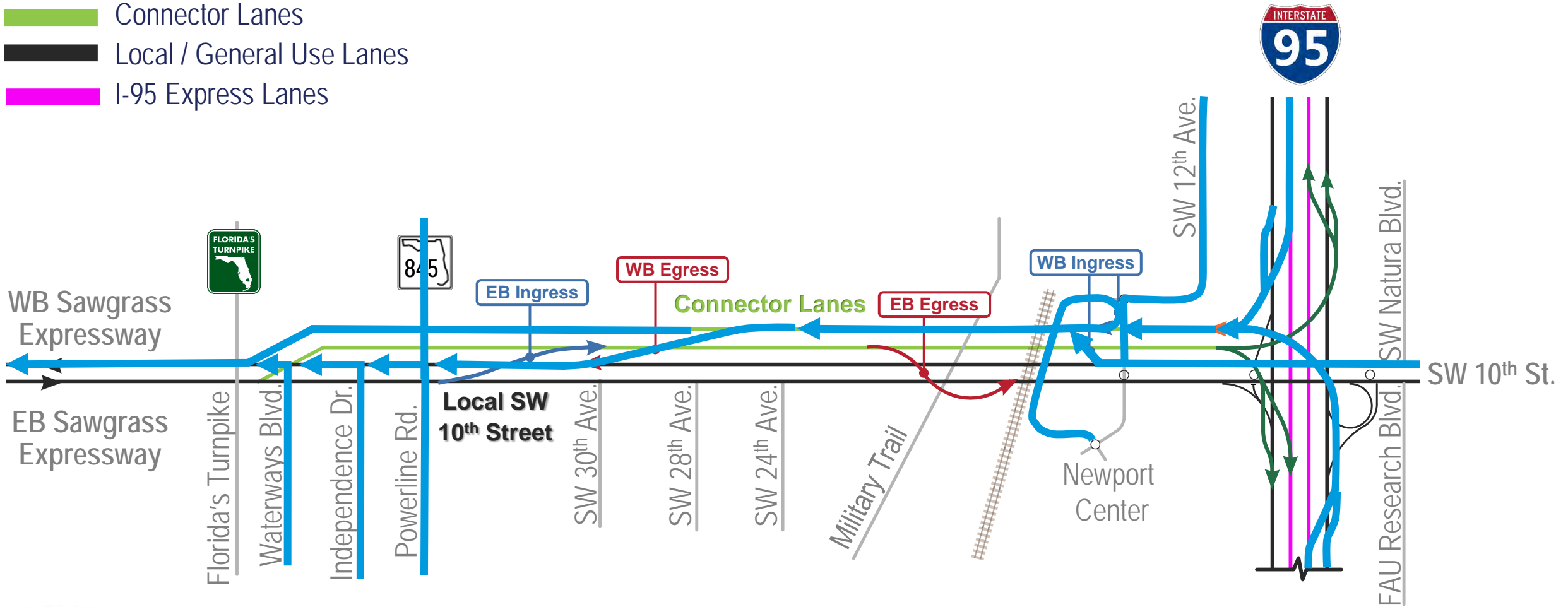


WB Connector Road Access

[Q&A Categories](#)

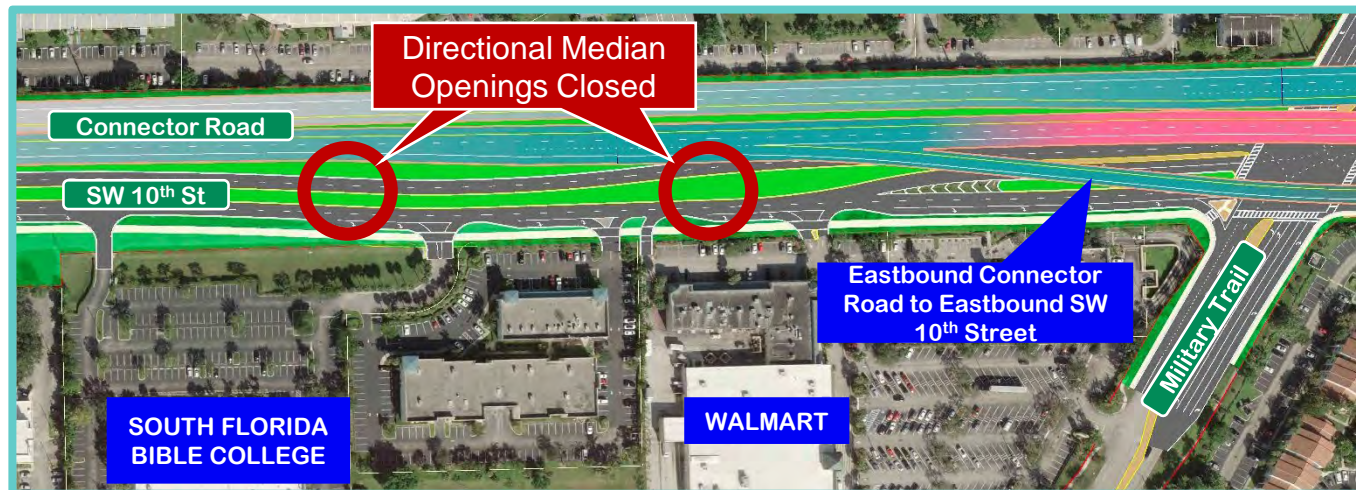
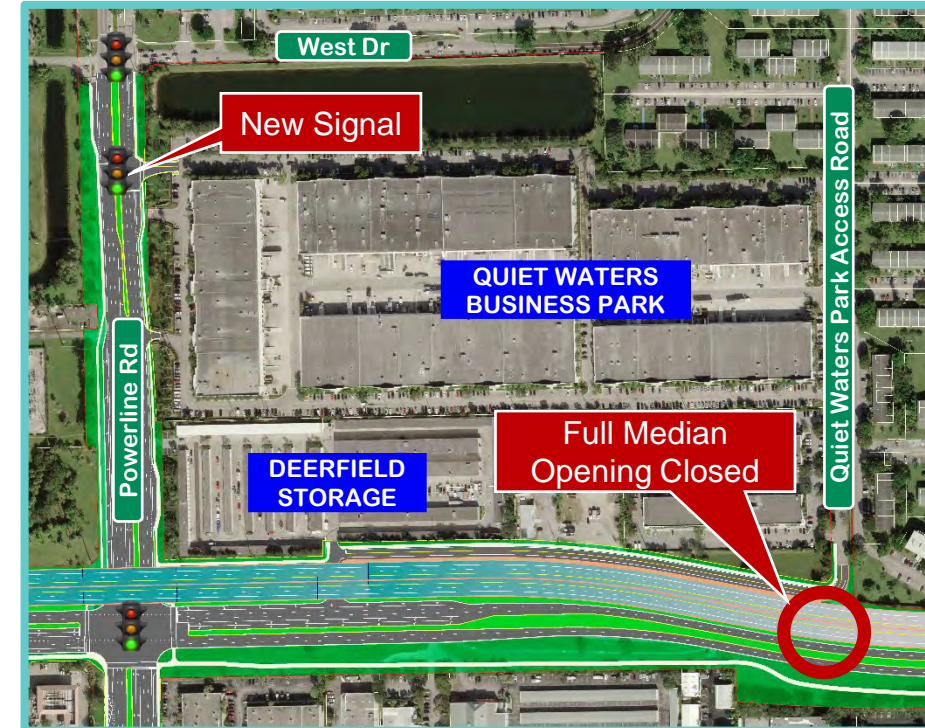
LEGEND

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



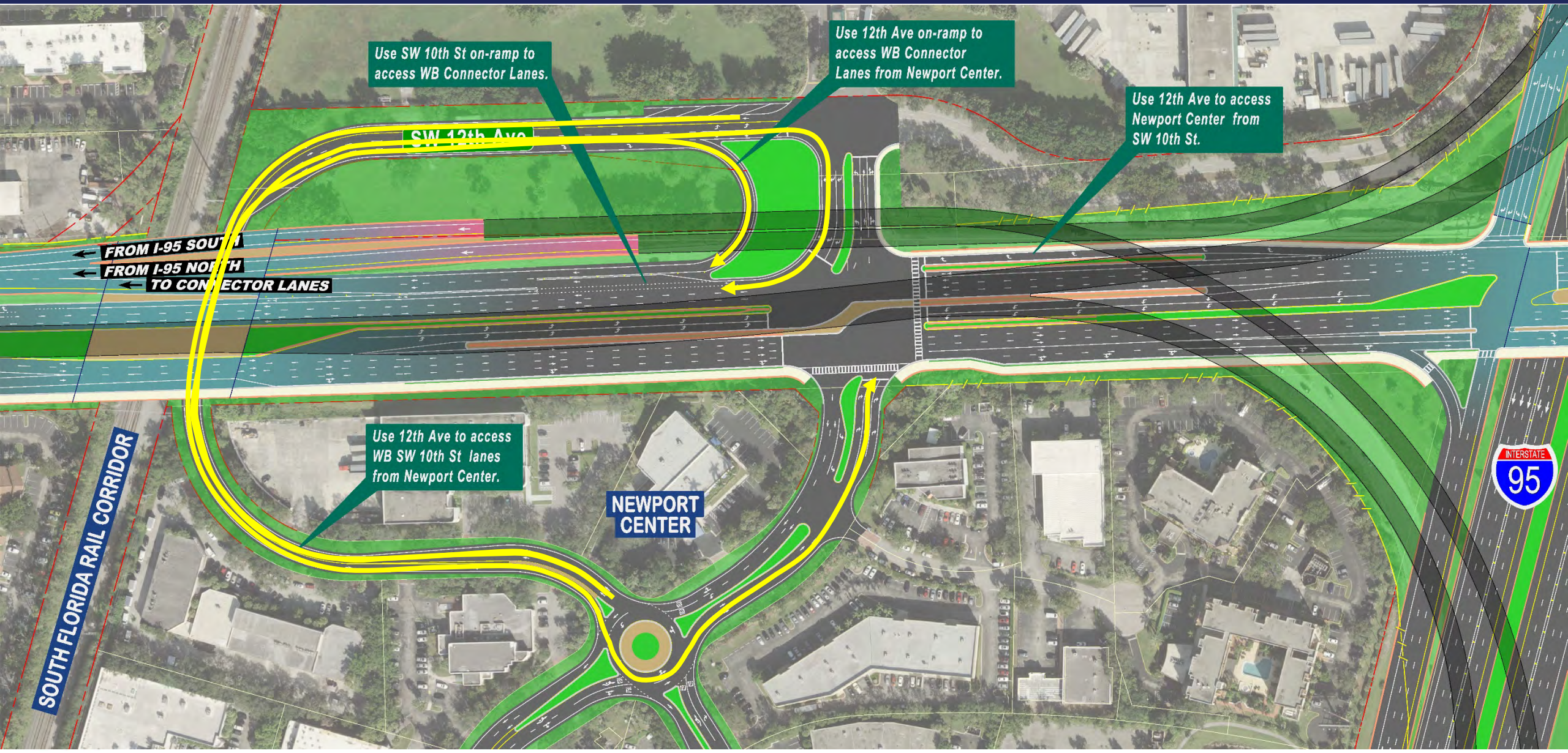
Median Openings

- All residences and businesses that currently have access to SW 10th Street will retain access to local SW 10th Street (during construction and also with all of the Build Alternatives).
- The exact configuration of driveways and access points will be determined during the Final Design.
- Local SW 10th Street will retain similar access to / from I-95, Sawgrass Expressway and Florida's Turnpike as they have today.



Newport Center

Q&A Categories



Accessibility & Traffic (1 of 3)

[Q&A Categories](#)

Traffic

- Due to COVID-19, is this project still needed? Less people are traveling for work, and some businesses are closing permanently. The \$690 million cost for the project is not warranted under the current economic climate.
- Due to COVID-19, we have seen a dramatic increase in people working from home. Has anyone analyzed the decrease in traffic and is this Connector really necessary if work-from-home continues?
- Why not divert Sawgrass users to the Turnpike exit? They could go to Sample or Glades exit and access I-95, instead of making SW 10th Street a freeway.
- Has anyone ever considered using Sample Road for the Connector? There is a Turnpike entrance and fewer residential areas.
- What plans are proposed for protecting Century Village from accidents occurring and potentially causing damage to citizens cars parked adjacent to SW 10th Street?
- Describe the tolling plan for the proposed project.

Accessibility & Traffic (2 of 3)

Traffic

- What about timing of the turn signal on the north and south side of FAU Research Boulevard and SW 10th Street? The turn signal only stays green for 3 seconds.
- Why can't traffic signals be adjusted to run in 30 second intervals like NYC? This is the most simple and cost efficient solution to solve traffic issues on SW 10th Street.
- How will this project affect the rush hour congestion at Powerline Road?
- If Powerline Road is not widened, this project will only increase traffic on this roadway.
- Approaching Military Trail from the east, can the issue with motorists blocking the right-turn lane during a red light be addressed?
- If a crash occurs on the Connector Road, will traffic be diverted to the SW 10th Street local lanes? Would not the Without Ramp Alternative limit options for diverting traffic in case of crashes?

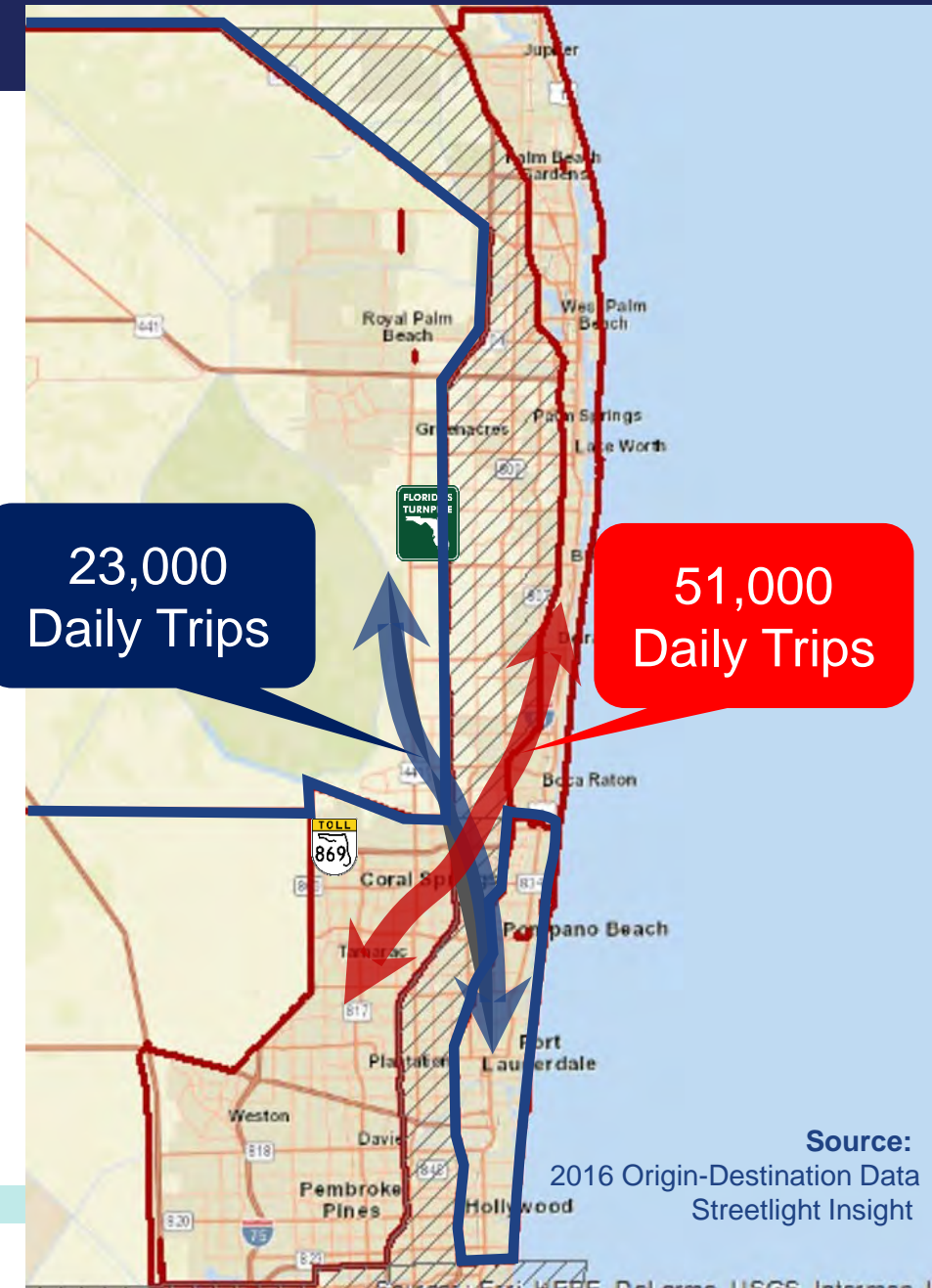
Accessibility & Traffic (3 of 3)

Traffic

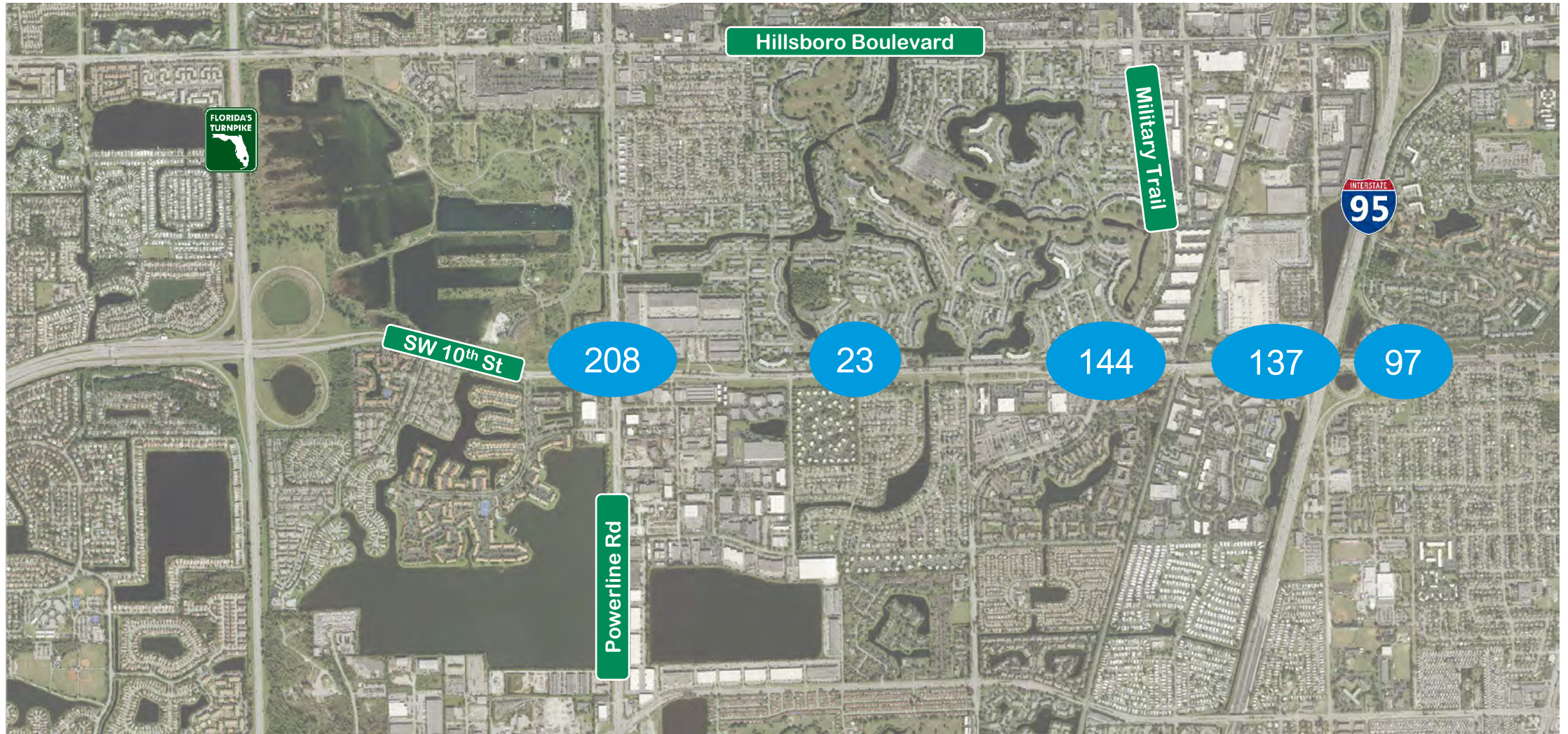
- Can you explain how you will treat the overload of traffic already at the Military Trail and SW 10th Street intersection?
- Is a connection between I-95 and Sawgrass being evaluated? Is a higher speed lane being planned to make travel from one to the other easier? I think it's easy to get on Sawgrass and I-95. I think it's silly and a waste of time and money.
- This project will allow traffic to get to I-95 faster in the a.m. but then what? Traffic will back up onto SW 10th Street trying to get to I-95. What is the fix for this?
- How will this affect the traffic backups and congestion on northbound Military Trail and NE 3rd Avenue? Delays from SW 10th Street are spilling over to these roadways.
- New question

System Linkage Need

- Regional Weekday Daily Trip Flows
 - Long distance trips
 - Broward, west of Turnpike to / from Palm Beach, east of I-95 – 51,000 daily trips
 - Palm Beach, west of Turnpike to / from Broward, east of I-95 – 23,000 daily trips



High Crash Locations (2012-2016 Summaries)



Peak Hour Traffic Volumes (Comparison)

LEGEND

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

- Connector Lanes Peak Hour Traffic Volume (PHV)
- Local SW 10th PHV

XX (XX) Eastbound AM PHV (Westbound PM PHV)
2040 Percent Decrease from Existing PHV AM (PM)

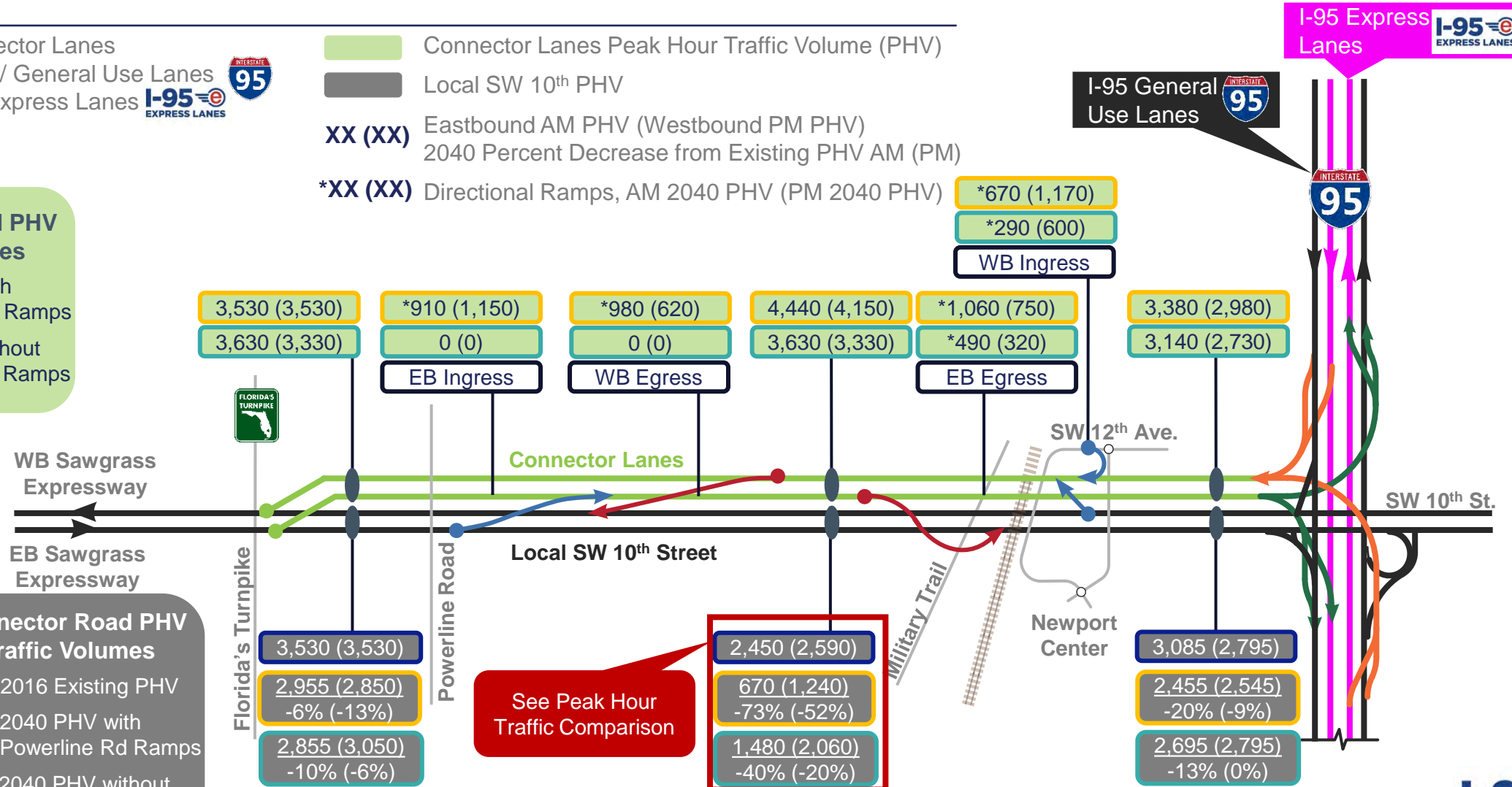
*XX (XX) Directional Ramps, AM 2040 PHV (PM 2040 PHV)

Connector Road PHV Traffic Volumes

- 2040 PHV with Powerline Rd Ramps
- 2040 PHV without Powerline Rd Ramps

Connector Road PHV Traffic Volumes

- 2016 Existing PHV
- 2040 PHV with Powerline Rd Ramps
- 2040 PHV without Powerline Rd Ramps



See Peak Hour Traffic Comparison



Alternatives Comparison

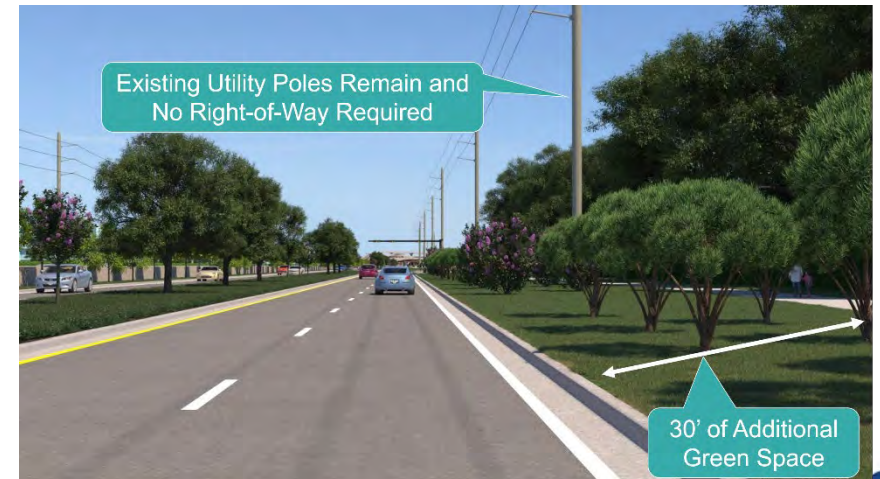
With Powerline Road Ramps

- Four feet between curb and shared use path
- Requires additional right-of-way
- Approximate distance from curb to homes:
 - Waterford Courtyard – 50 feet
 - Waterford Homes – 90 feet
- Reduces local traffic peak hour 2040 design year volumes below current traffic level by -73% in the am and -52% in the pm
- Provides access to Connector Lanes for Powerline Road and western communities



Without Powerline Road Ramps

- Provides for an additional 30 feet of green space and buffer area from homes
- Approximate distance from curb to homes:
 - Waterford Courtyard – 95 feet
 - Waterford Homes – 125 feet
- Reduces local traffic peak hour 2040 design year volumes below current traffic level by -40% in the am and -20% in the pm
- Does not provides access to Connector Lanes for Powerline Road and western communities



Rendering Comparison

Q&A Categories

Without Powerline Road Ramps



Renderings Shown East of SW 30th Ave – Looking East
(shown without noise walls)

Rendering Comparison

Q&A Categories

With Powerline Road Ramps














Without Powerline Road Ramps



Renderings Shown East of SW 30th Ave – Looking East (*shown without noise walls*)

DRAFT - Preliminary Evaluation Matrix

Q&A Categories

Evaluation Category		COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
COAT Recommendation Categories					
	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	●	●	●
Additional Evaluation Criteria					
	R/W and Utility Impacts	-	●	●	●
	Resiliency	-	●	●	●
	Construction Costs (\$ million)	-	N/A	\$690 to \$760	\$625 to \$700

Legend:

●
●
●
●

Worst
Best

Construction (1), Utilities, and Right-of-Way

Q&A Categories

Construction

- How do you separate between the current local roads and the planned project?
- How are you going to avoid noise during construction?
- When is construction going to start for SW 10th Street?
- What is the anticipated construction duration?
- How do the With and Without Ramp options affect construction time?
- Any thoughts to traffic problems on Green Road and Hillsboro Boulevard during construction?
- Will there be any needs for housing / hotel accommodations for the crews executing this project?
- Concerned about noise and dirt / dust the project will create. Are we getting a sound wall (Century Village)?
- How are you going to avoid noise during construction?

Construction (2), Utilities, and Right-of-Way

Q&A Categories

Construction

- The Waterways community has one way in and out. How would construction work in this vicinity be implemented when no other ingress/egress is available?
- How can we access SW 10th Street to get to Powerline Road and Military Trail from 28th Avenue during construction?
- During construction, can we still make a left from Independence Bay to the Sawgrass Expressway, or will we have to make a U-turn on Powerline Road?
- Describe the plans for access to adjacent neighborhoods during construction, particularly Waterford Courtyards at SW 28th Avenue
- What is the schedule for the connector project?
- During the construction, how are you planning to protect Century Village community members with respiratory problems from sound and pollution?
- How long will it take to complete the construction on the project and when will it start?

Construction Information

ROAD WORK
NEXT 5 MILES

[Q&A Categories](#)

- Construction activities will have **temporary** air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.
- All residences and businesses that currently have access to SW 10th Street will retain access to local SW 10th Street during 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.
- Monitor the work zone with Bluetooth, and cameras, use adaptive signal control to manage congestion, notify drivers of delays using dynamic message signs, email, text, social media, and radio.
- More detail on construction phasing will be available in next phase



Construction, Utilities (1), and Right-of-Way

[Q&A Categories](#)

Utilities

- Do the powerlines on the south side of SW 10th Street between Powerline Road and Military Trail need to be relocated? If so, how close would they be to the Waterford Neighborhood?
- Would the powerlines be on the north or south side of noise wall (at the Waterford Neighborhood)?
- New question

Utility Relocation Comparison

- With Powerline Road Ramps
 - Requires relocation of utility poles in new right-of-way
 - Utility poles will be approximately **25 feet** from Waterford Courtyards buildings
- Without Powerline Road Ramps
 - Utility poles will be approximately **63 feet** from Waterford Courtyards buildings

With Powerline Road Ramps

- Utility Poles Require Relocation in new Right-of-Way
- +/- 25 Feet from Homes

Narrow Green Space

Without Powerline Road Ramps

- Existing Utility Poles Remain and No Right-of-Way Required
- +/- 63 Feet from Homes

30' of Additional Green Space

Construction, Utilities, and Right-of-Way (1)

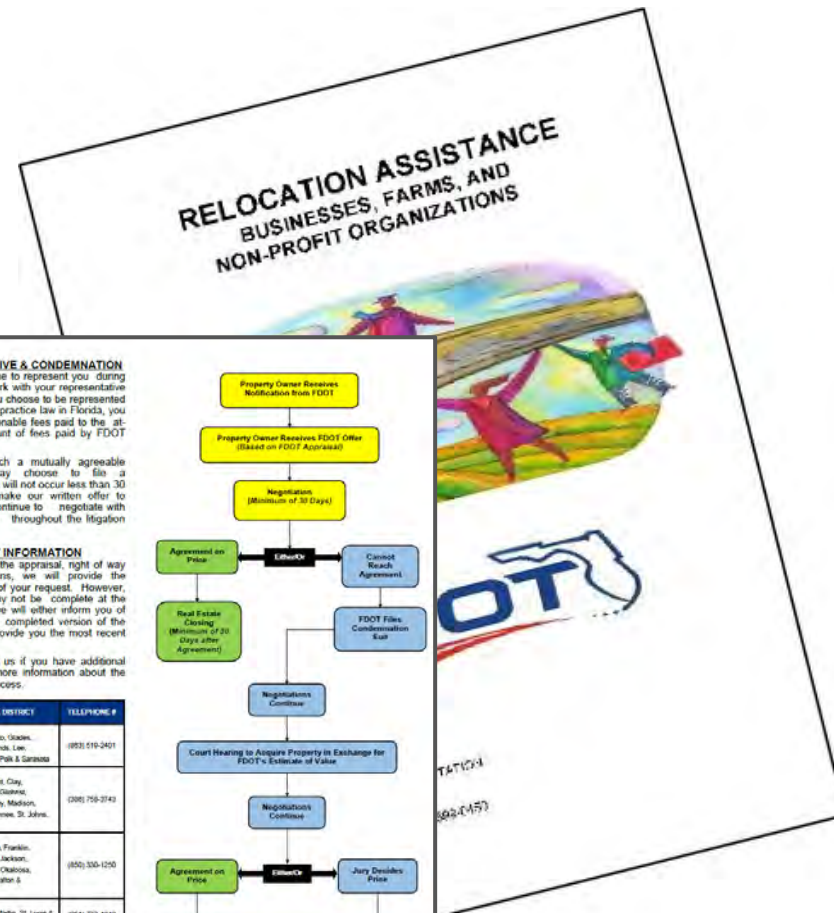
[Q&A Categories](#)


Right-of-Way

- When do you expect to begin right-of-way acquisitions?
- Are there any eminent domain issues between the With Ramp and Without Ramp Alternatives?
- How will the SW 10th Street project affect property values? Can we get a professional assessment of future real estate values?
- How will this project affect home values?
- Regarding the location of the entrance ramp to the Connector Road and its proximity to Independence Bay, will this configuration increase commercialization of the area?
- Has the Department undertaken studies to determine how this project will impact taxes in the community?
- New question


Right-of-way Acquisition Information

- R/W Acquisition can begin after Location Design Concept Acceptance (LDCA)
- I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study
 - No relocations
- SW 10th Street PD&E Study
 - No residential relocations
 - 8 potential commercial relocations
- Advance Acquisition can occur in advance of LDCA with willing sellers





ACQUISITION PROCESS



The rights explained in this pamphlet are derived from Chapter 73, Florida Statutes. The relevant portions of Chapter 73 concerning the real estate acquisition process of real property are provided for your information at www.fl.gov.

Effective: October 13, 2017

The Florida Department of Transportation's (FDOT) mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

To accomplish our mission, sometimes it is necessary for us to acquire private property. Because you are the owner of property that will be needed for a transportation facility, we have prepared this pamphlet to briefly explain our acquisition process as well as your rights and options.

PROPERTY/PROJECT INFORMATION LETTER

We will provide a letter that includes information about the property we are seeking to acquire, no later than the time we make you a written offer to purchase your property. This letter will explain the nature of the transportation project and will describe the portion of your property we need to acquire.

We will also provide a point of contact for you located within the Office of Right of Way.

PROPERTY APPRAISAL

Prior to making an offer to purchase your property, a real estate appraiser or other real estate expert will contact you to arrange an onsite inspection of the property.

We encourage you to be present during the inspection and to provide any information which might affect the value of your property. Should you choose to obtain your own appraisal and share this opinion with us, the opinion will be considered during the negotiation process. Additionally, FDOT will reimburse you for reasonable costs of obtaining real estate appraisers or other experts' services to assist you with assessing the value of the property we are acquiring.

OFFER TO PURCHASE

Our offer to purchase your property will be made in writing to you either in person or by certified mail and will not be less than the amount we have determined to be the fair market value of the property.

After you have reviewed our offer, you may choose to make a counteroffer. If you do so, we will consider your counteroffer and will seek to arrive at a mutually agreeable purchase price.

OWNER REPRESENTATIVE & CONDEMNATION

You may designate someone to represent you during negotiations and we will work with your representative to resolve any issues. If you choose to be represented by an attorney licensed to practice law in Florida, you will be reimbursed for reasonable fees paid to the attorney. However, the amount of fees paid by FDOT may be limited by law.

If we are unable to reach a mutually agreeable purchase price, we may choose to file a condemnation action, which will not occur less than 30 days from the date we make our written offer to purchase. But, FDOT will continue to negotiate with you or your representative throughout the litigation process.

FDOT CONTACT INFORMATION

If you would like copies of the appraisal, right of way maps or construction plans, we will provide the documents within 15 days of your request. However, some of the documents may not be complete at the time of your request, but we will either inform you of when we will provide the completed version of the requested information or provide you the most recent information available.

Please feel free to contact us if you have additional questions or if you need more information about the project or the acquisition process.

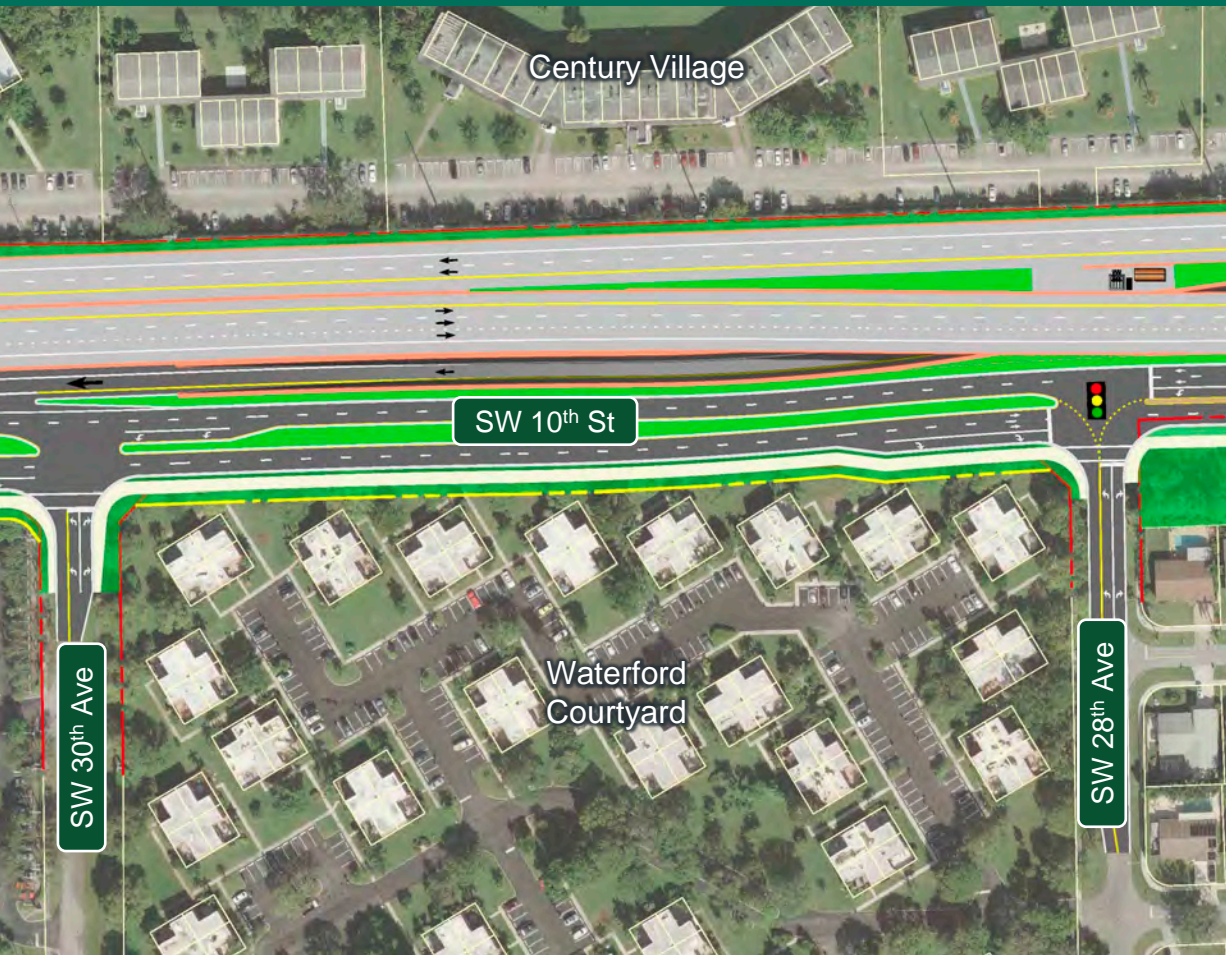
DISTRICT	COUNTIES IN THE DISTRICT	TELEPHONE #
1	Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Oklawaha, Polk & Sarasota	(888) 519-2401
2	Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Duval, Hamilton, Lafayette, Levy, Madison, Nassau, Putnam, Suwannee, St. Johns, Taylor & Union	(386) 759-3743
3	Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton & Washington	(850) 330-1220
4	Brevard, Palm Beach, Martin, St. Lucie & Indian River	(604) 777-4242
5	Brevard, Flagler, Lake, Marion, Orange, Okechobee, Seminole, Sumter & Volusia	(386) 943-0087
6	Manatee & Monroe	(352) 475-6150
7	Citrus, Hernando, Hillsborough, Pasco & Pinellas	(813) 875-8722
Temple	Any county on Florida's Temple	(407) 294-9430

Property Value Information

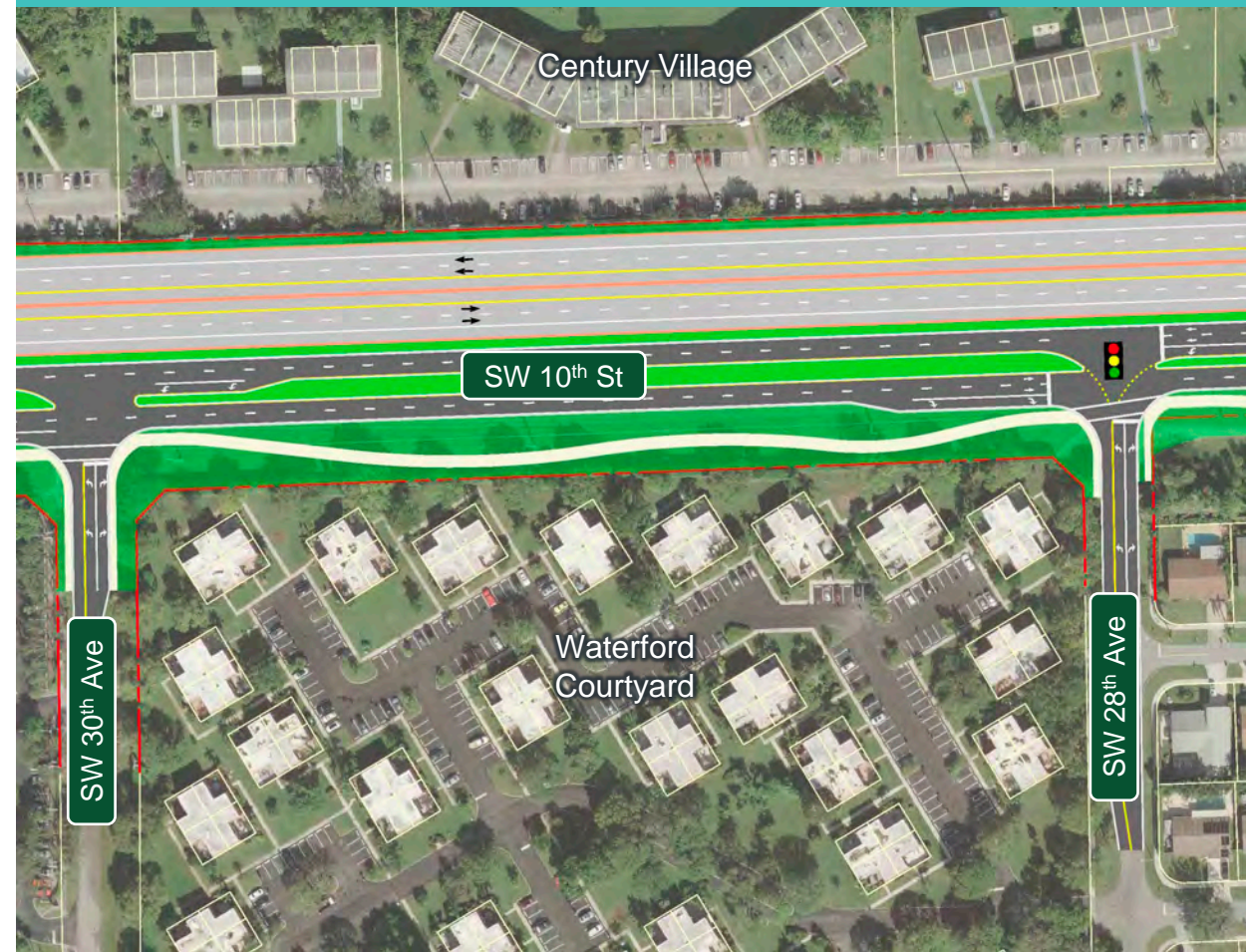
- The Department does not have any information on proposed future taxes or a change in zoning, these should be directed to your local county and planning offices.
- The FDOT does not have information regarding projected property values and recommends you approach a real estate agent to discuss the matter.
- The FDOT has met with members of the Real Estate Association regarding the impacts FDOT projects can have on property values. The general consensus is that property values will continue to **fluctuate according to the current market.**
- Better accessibility to roadways has a tendency to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.

Right-of-way Comparison

With Powerline Road Ramps



Without Powerline Road Ramps

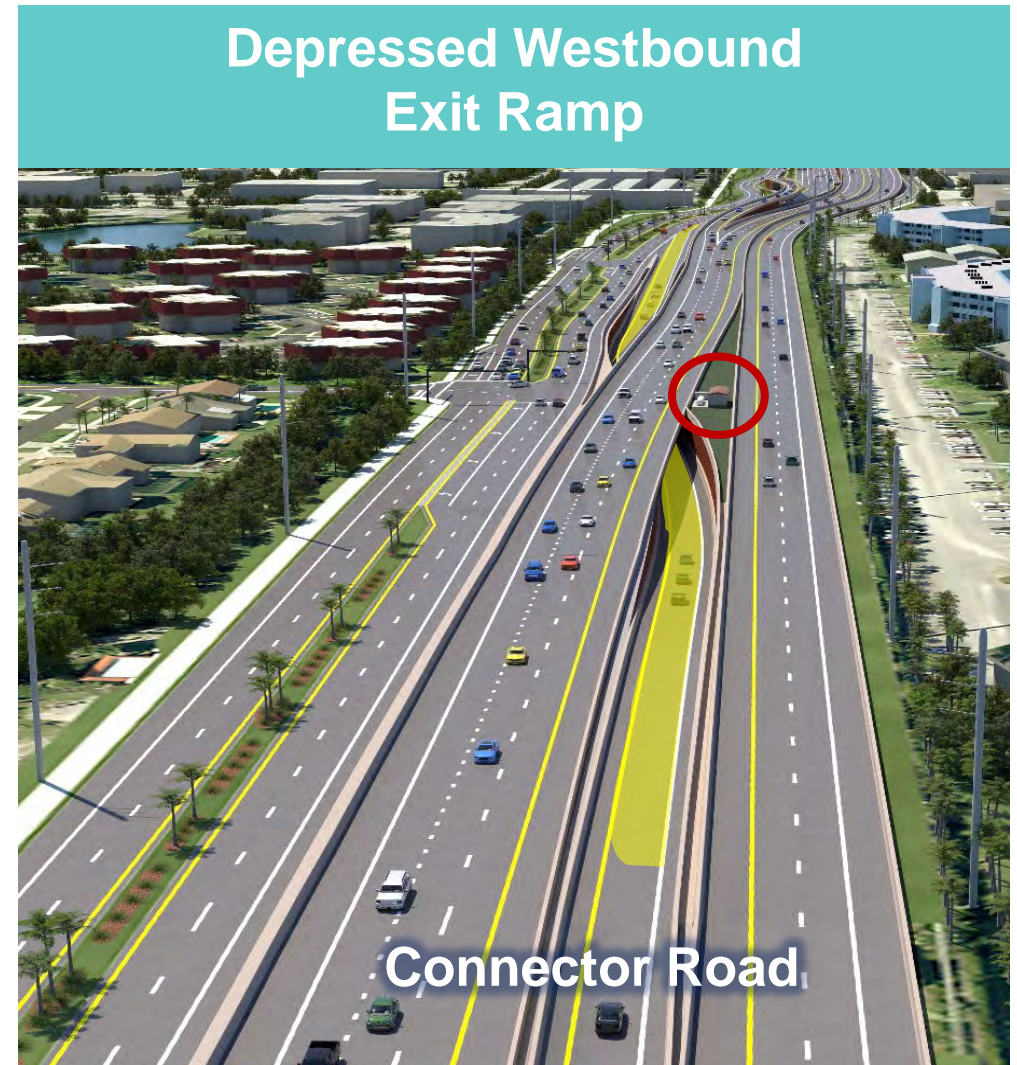


Depressed Elements (1)

- What happens to the depressed lanes during a hurricane, will they flood?
- Are the Zone 2 Connector Lane elevated? If so, how high?
- Regarding the initial idea of the depressed roadway presented to the MPO, would the MPO approve the project given the updated alternatives?
- Concern about the fairness of depressing the roadway between Military Trail and Powerline Road but not between Powerline Road and the Sawgrass Expressway, where hundreds of residents reside in Independence Bay and Waterways.
- What about LIDs for the depressed section, which will reduce noise, and provide green areas for recreation?
- What are the impacts of each alternative?
- Can the depressed lanes get flooded during the regular extensive rainfalls and hurricanes?

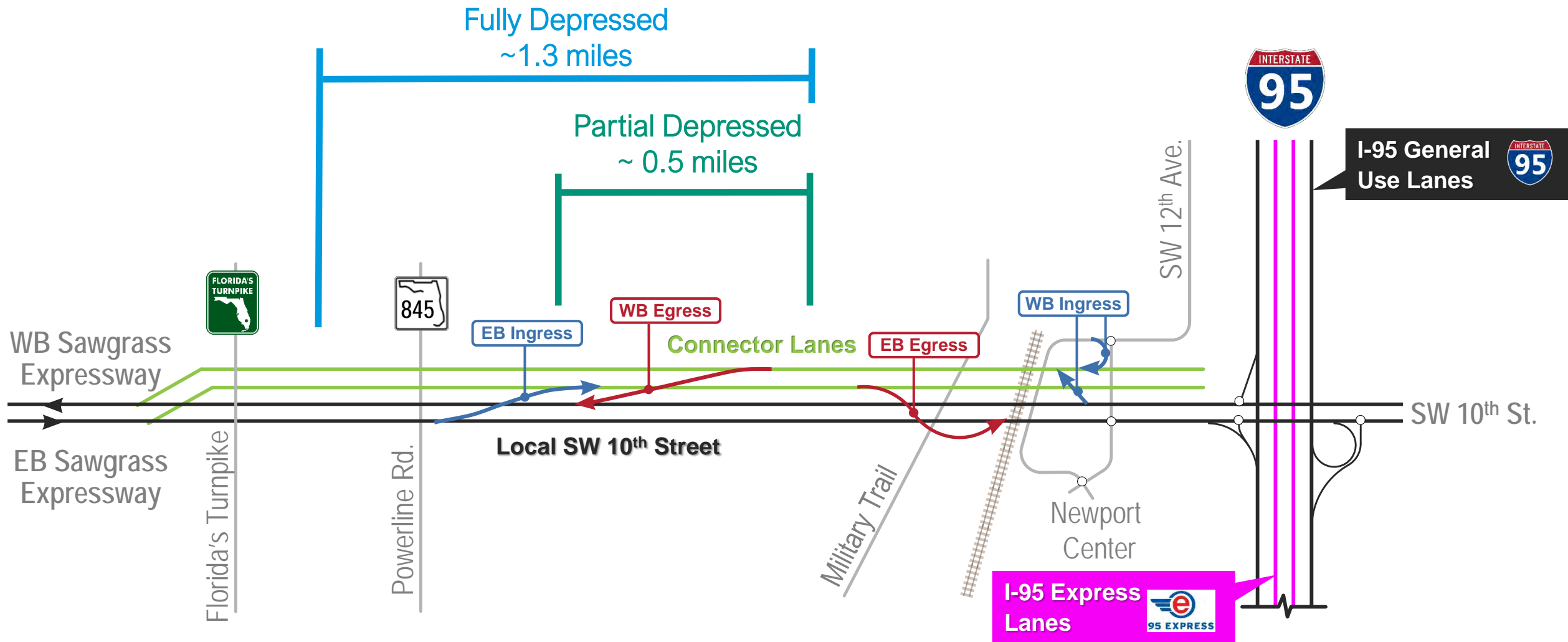
Depressed Elements - Flood Control

- Depressed Section will be sealed
- Pump System will be required to remove storm water runoff
- Pump System will require generator back up
- Conceptual Pump location (circled in red)



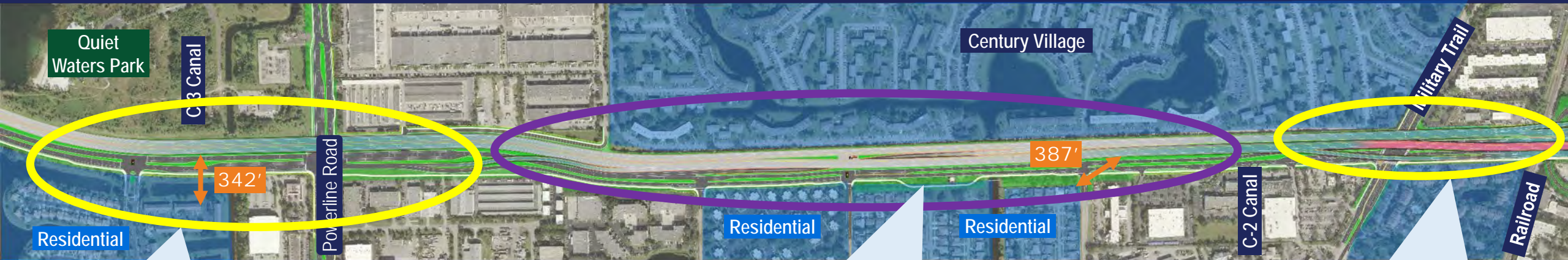
Length of Depressed Roadways Evaluated

[Q&A Categories](#)



Limitations for a Depressed Section

Q&A Categories



West Constraints

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

Minimal benefits

- Closest house is 342 feet away from 18-foot wall

Depressed Westbound Exit Ramp avoids elevating roadway in front of residential properties in the middle of the corridor

East Constraints

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

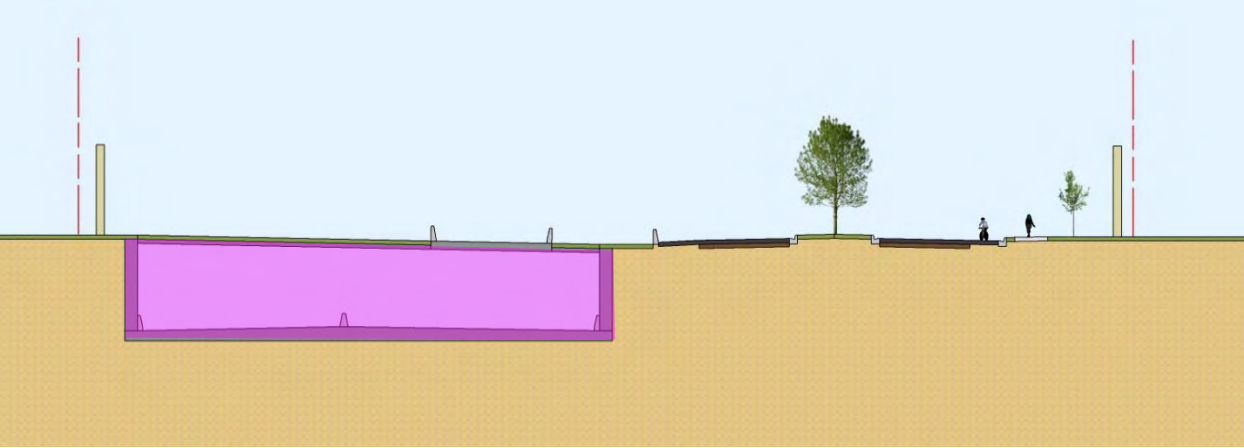
Minimal benefits

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

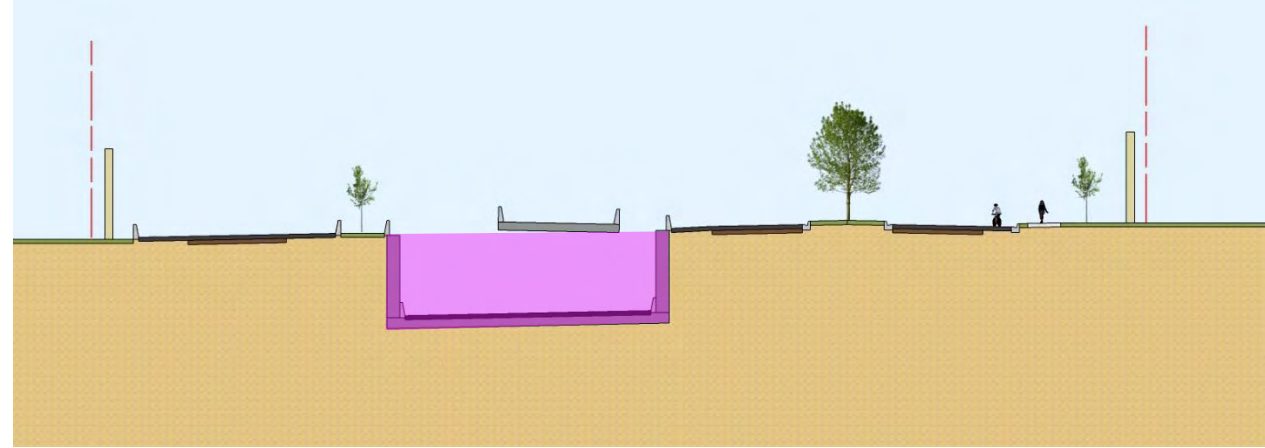
Depressed Section Alternatives

[Q&A Categories](#)

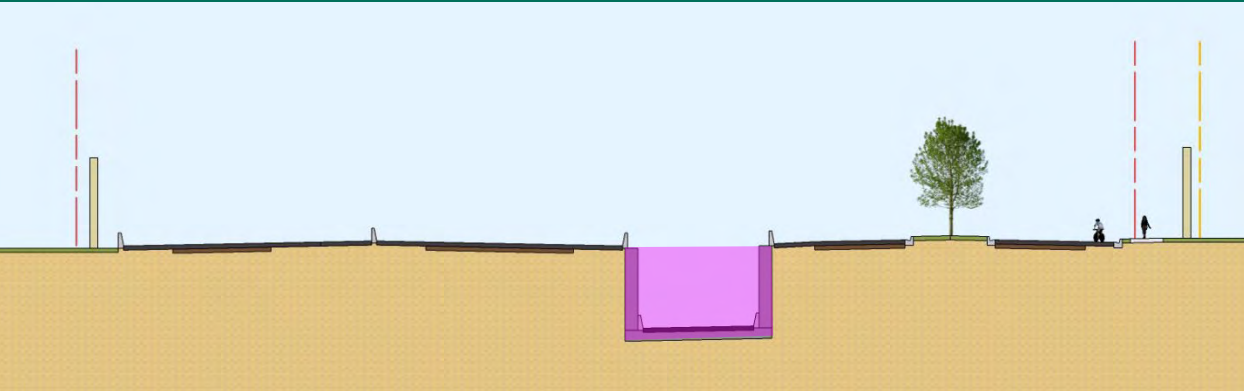
Depressed Eastbound and Westbound Connector Lanes



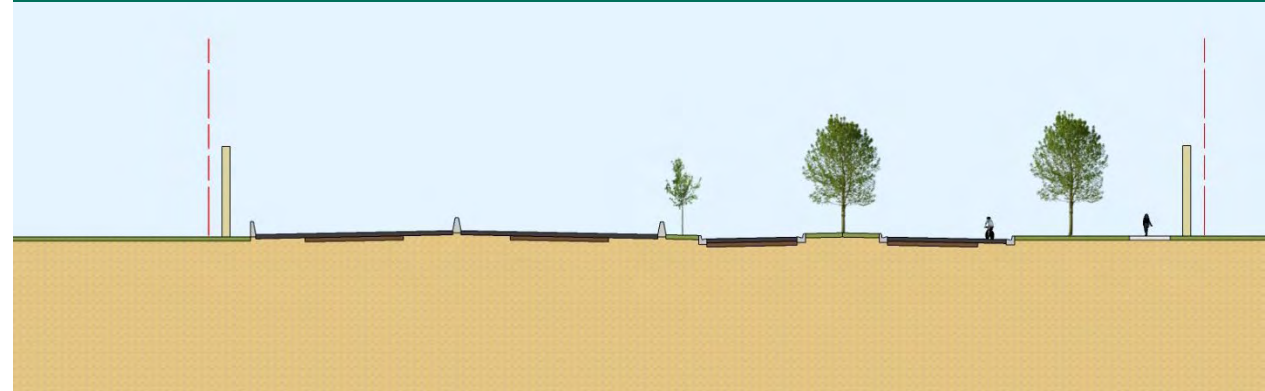
Depressed Eastbound Connector Lanes



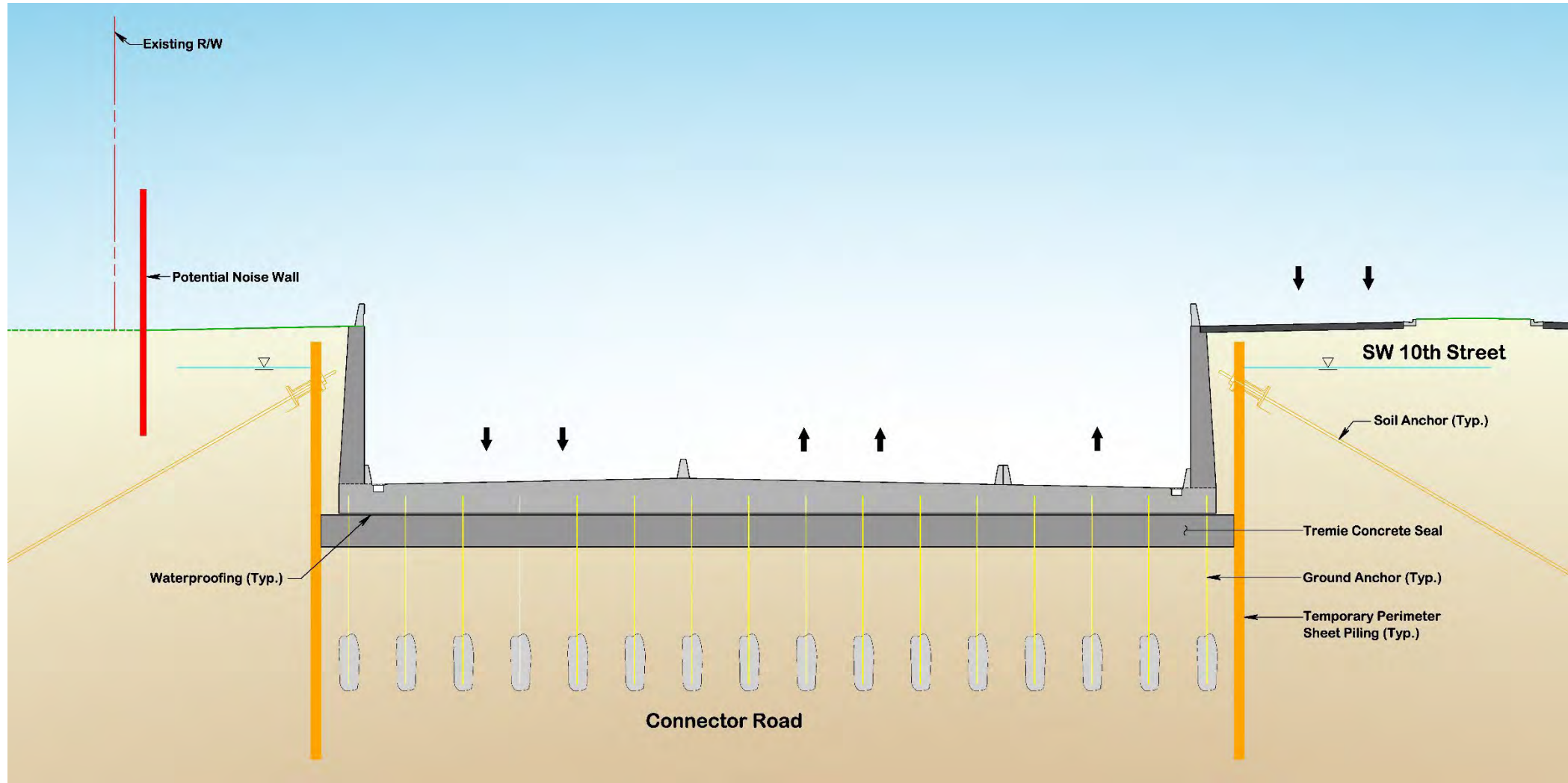
Depressed Westbound Exit Ramp



Non-Depressed / No Local Access



Depressed Section Challenges



Alternatives Development – Partial Depressed Options

- Alternatives Public Workshop No. 2 - November 18, 2018 (additional alternatives to full depressed north alignment and at-grade with no local access)

Depressed Eastbound and Westbound Managed Lanes



Depressed Eastbound Managed Lanes

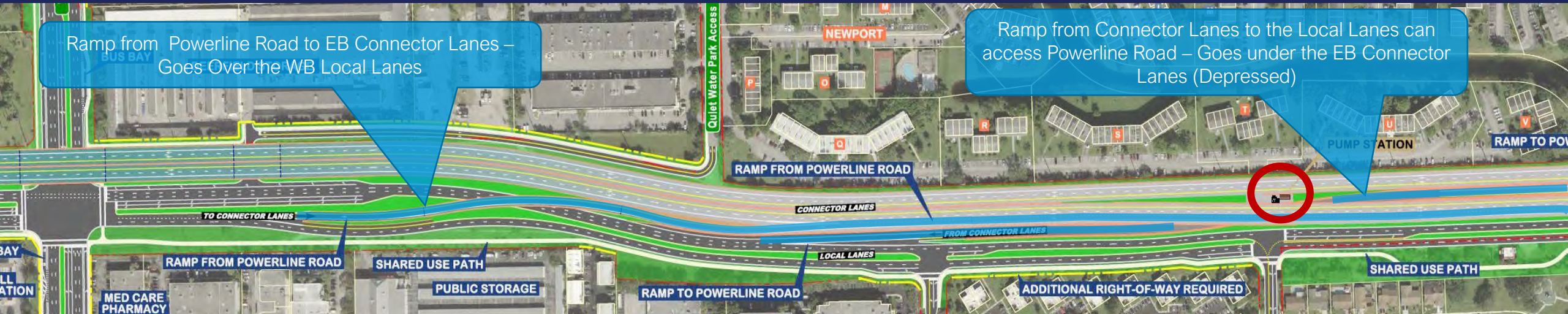


Depressed Westbound Exit Ramp



Alternatives Comparison

Q&A Categories



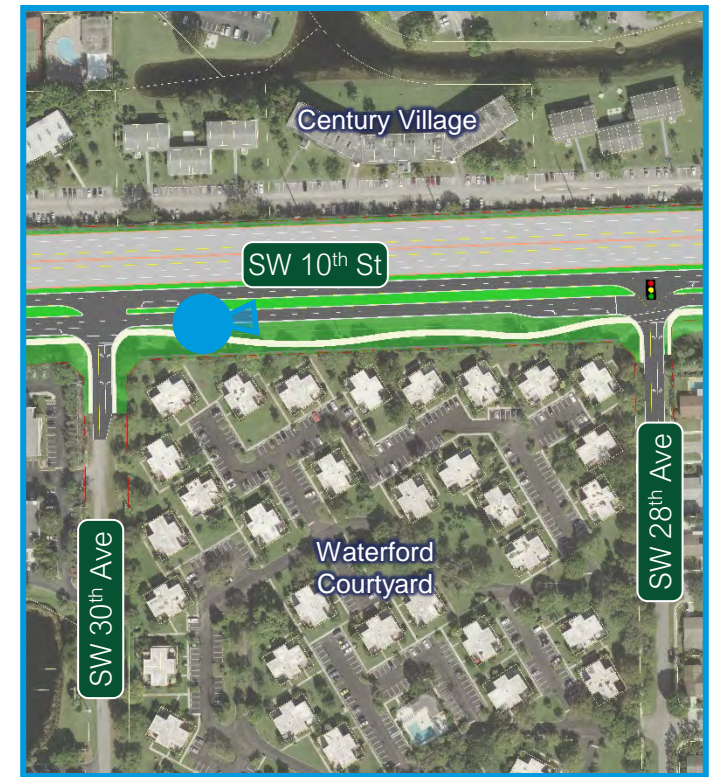
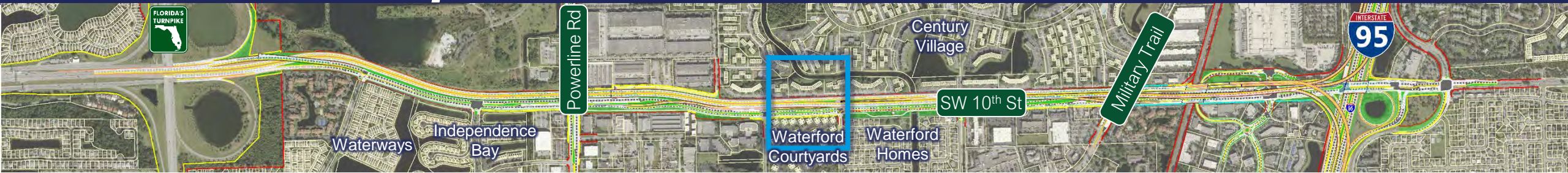
Alternative with the Local Access Ramps to and from Powerline Road



Alternative with No Local Access Ramps to and from Powerline Road

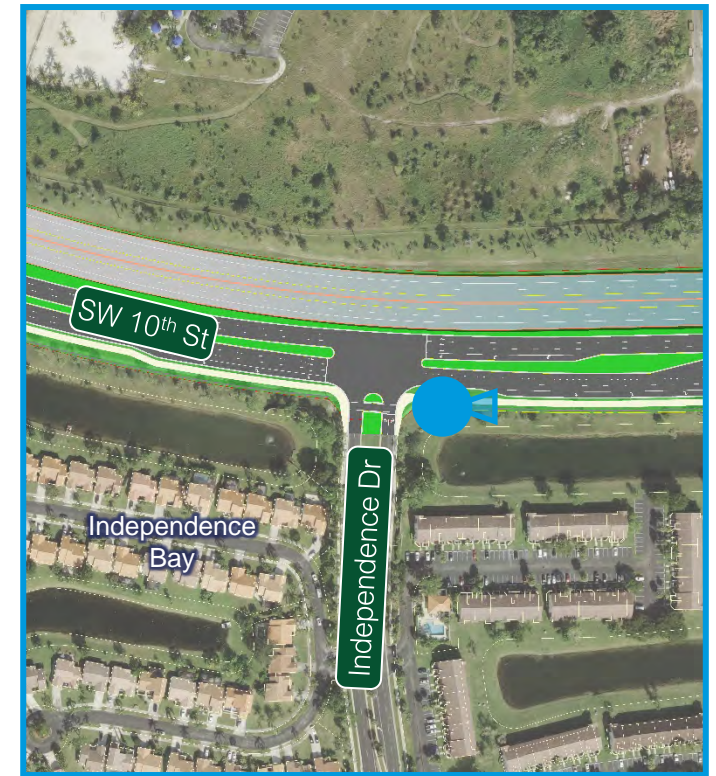
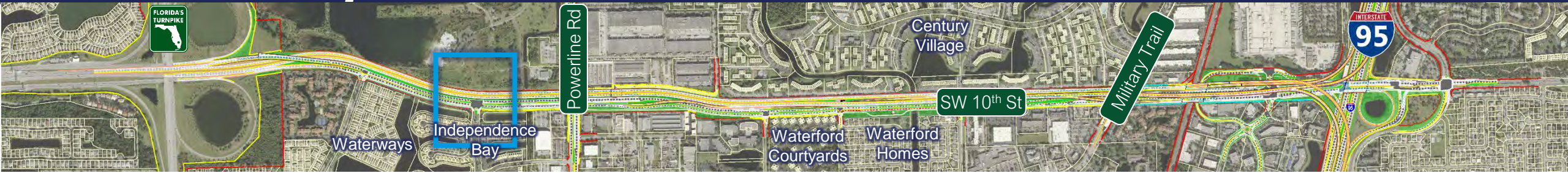
Renderings – East of SW 30th Ave – Looking East *Without Ramps to Powerline Road*

Q&A Categories



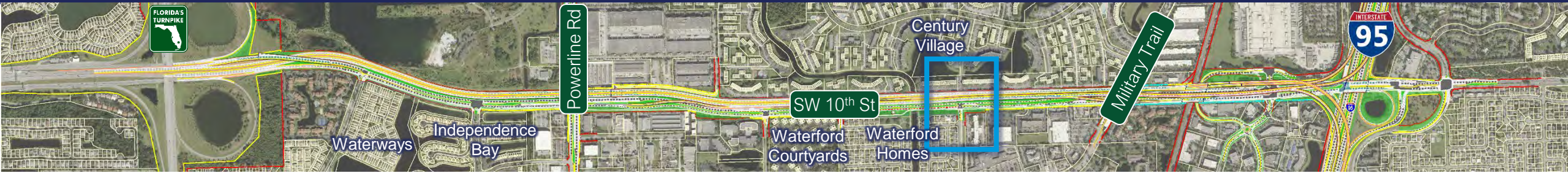
Renderings – Independence Bay – Looking East With Ramps to Powerline Rd

Q&A Categories



Renderings – SW 24th Ave – Looking East

Q&A Categories



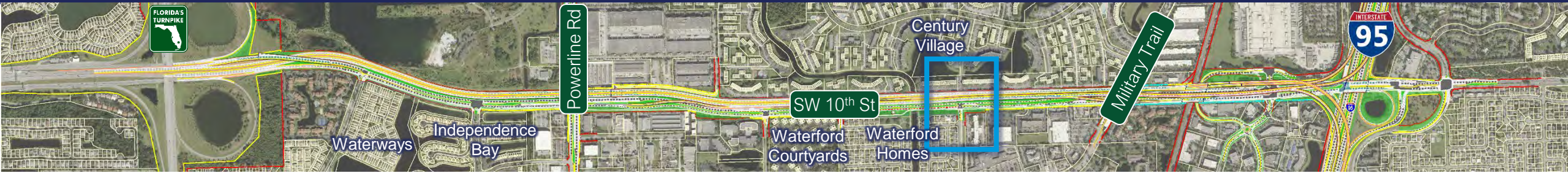
With Powerline Road Ramps

Without Powerline Road Ramps



Renderings – SW 24th Ave – Looking West

Q&A Categories



With Powerline Road Ramps



Without Powerline Road Ramps



Turnpike Study (1 of 3)

- Currently, if you are east of Turnpike, you have to go to Lyons Road, do a U-Turn, and then go east on Sawgrass to get to the Turnpike Northbound on-ramp. Is this going to be fixed?
 - Will a proper interchange be built, to allow you to go north and south on Turnpike, if you are traveling west of SW 10th Street?
 - It appears there is no direct connection to Turnpike from SW 10th Street going North and South with this new interchange. Why not?
 - Upon completion, can you access Turnpike directly from SW 10th Street (not Lyons Road)? As well as access SW 10th Street directly from Turnpike and have a seamless connection to I-95?
 - If the Turnpike widening project and / or Sawgrass Expressway widening project eliminates “managed lanes” as part of their concept, does this affect the total number of access ramps or bridges needed at the interchange?
 - Is a northbound flyover onto the Turnpike under consideration?
 - What is the maximum bridge height anticipated?
-







Turnpike Study (2 of 3)

- How will traffic noise mitigation be addressed as part of this project?
 - What is the Turnpike PD&E and where can I find more information about it?
 - If this is going to reduce traffic accessing the Sawgrass, are we going to remove the toll required if you access Lyons Rd from SW 10th Street and only have the toll when accessing the Sawgrass Expressway?
 - Will the tolling from SW 10th Street to Lyons Road be removed?
 - Broward County residents in the east need access to the Turnpike. Residents in the northeast of the County must use Glades Road to travel northbound on the Turnpike, causing congestion on Powerline Road from SW 10th Street to Glades Road. Is this traffic congestion being considered in this study?
 - What is the timing of the other adjacent roadway projects (Turnpike widening, Sawgrass widening, Turnpike/Sawgrass Interchange)?
-

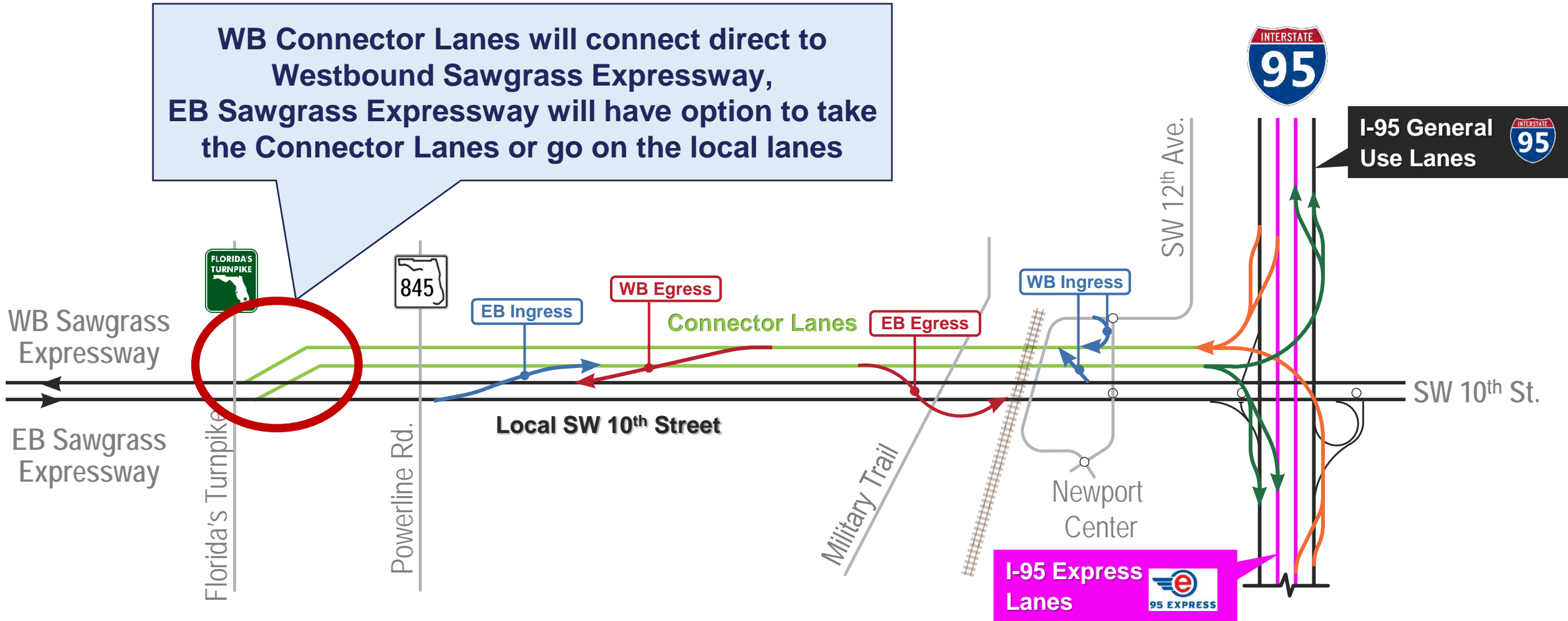
Turnpike Study (3 of 3)

- Is the interchange modification at the Turnpike mainline a required component of this project or can the 10th Street Connector be constructed without that improvement?
 - Will there be noise walls near Waterways as the Turnpike project moves forward?
-

Connection with Sawgrass Expressway

PROJECT MILESTONES	2020			2021			
	2nd Qtr.	3rd Qtr.	4th Qtr.	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.
Alternatives Analysis							
Public Information Meeting							
Preferred Alternative Refinements and Analysis							
Public Hearing							
Finalize Documents							
Complete and Approve PD&E Study							

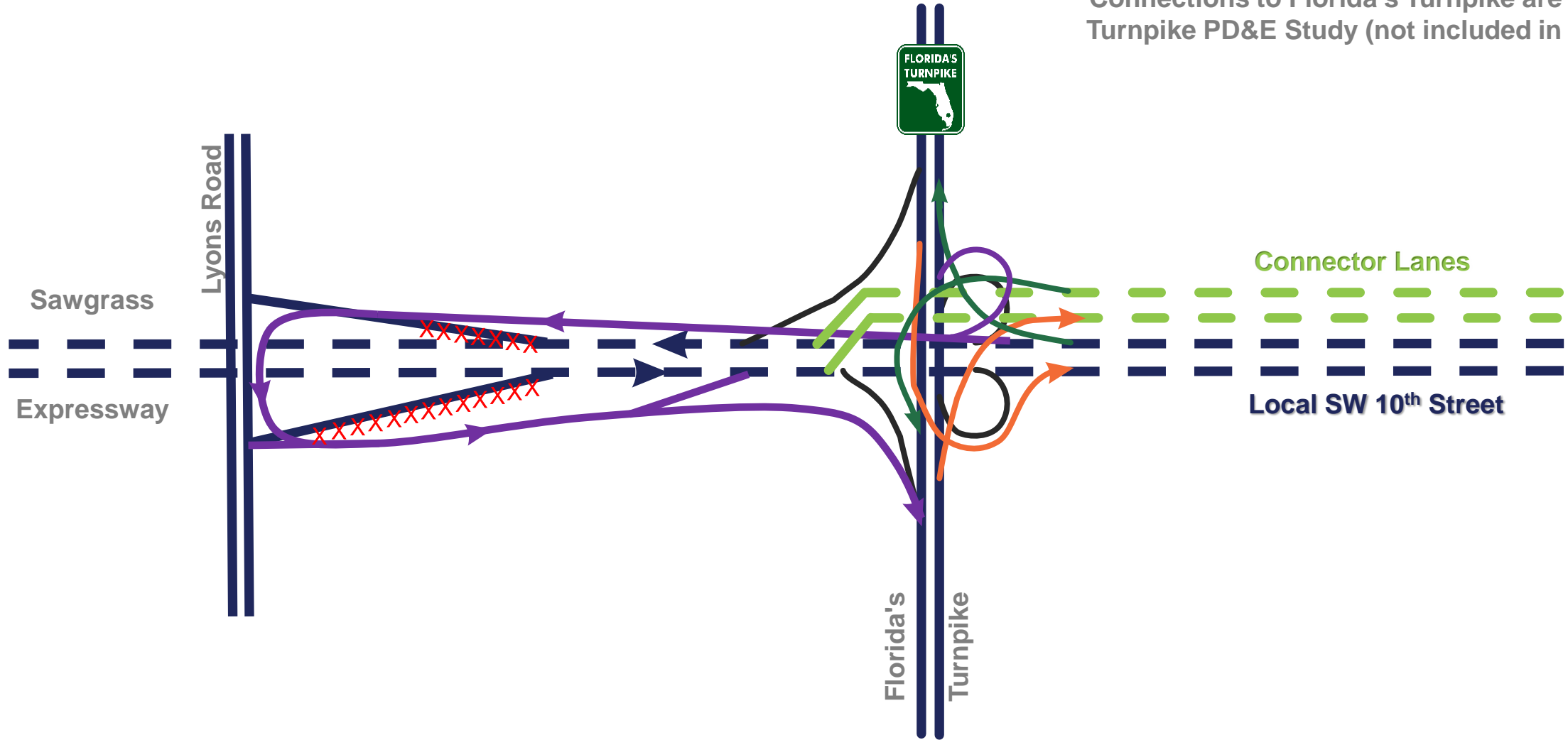
Connection with Sawgrass Expressway



Florida's Turnpike Future Connections

[Q&A Categories](#)

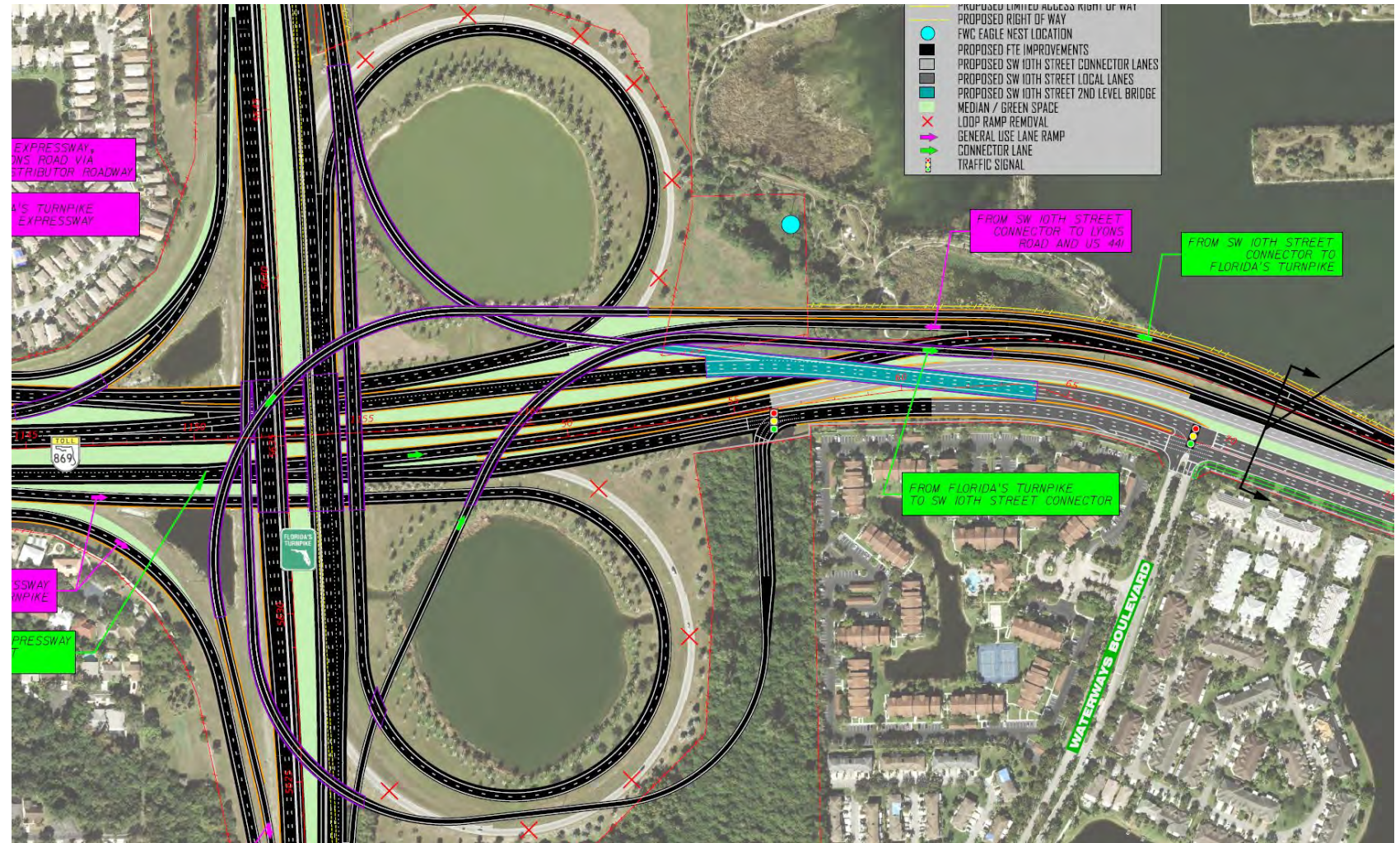
Connections to Florida's Turnpike are part of the Turnpike PD&E Study (not included in this study)



Florida's Turnpike Future Connections

Q&A Categories

- Turnpike is in Conceptual Development
- Anticipate Public Information meetings toward end of 2020
- Geometry has been coordinated to work with SW 10th Street Project



Noise Analysis and Process (1 of 4)

- Will there be noise walls adjacent to Century Village? If so, how tall will they be?
- What plans are proposed for protecting Century Village from noise impacts?
- Concerned about noise and dirt / dust the project will create. Are we getting a sound wall (Century Village)?
- Is there no way to prevent the roadway / project, which will cause more pollution and noise and is of no benefit to Century Village?
- Have you measured the noise at different heights and projected them for the Connector? A wall may not work with all elevations. Would soundproof windows and doors be a better solution?
- Since the road is at street level, what noise mitigation will be provided?
- Similar to the Sawgrass Expressway between Coral Springs and Coconut Creek, will FDOT present an alternative for sound walls between the Turnpike and Military Trail?
- Are there plans for sound walls for the Waterways vicinity?

Noise Analysis and Process (2 of 4)

- How will noise and smog be handled for condos along SW 10th Street?
- Is a taller soundproof wall behind the Waterways community under consideration?
- Will noise walls be the same height at Waterways and Independence Bay?
- Since more speed equals more noise, what will be the maximum speed on SW 10th Street in order to limit noise?
- When will the noise walls be installed – before or after construction, particularly in the vicinity of Waterford Courtyards?
- When will you “visit” the buildings to determine if sound walls will be erected? Not all Century Village residents are on property all-year long, owners need an equal opportunity to vote.
- What kind of dust and noise remediation protocols will be in place?
- Have you considered replacing windows to reduce noise and dust issues from this project?
- **New question**

Noise Analysis and Process (3 of 4)

- Century Village is planning on building a wall on its perimeter. To reduce noise impacts, you are proposing a noise wall. Hopefully the noise wall will be built instead of the perimeter wall and it's cost should be considered as part of the project.
- You should include noise levels for the proposed project and noise abatement measures to reduce impacts. 60 mph will generate how many decibels of noise for the Waterways residents?
- What will be the difference of noise levels between the current situation and proposed?
- Will the sound wall be tall enough to absorb the traffic noise?
- What considerations are being implemented in the project to control noise levels that would impact the residents in Century Village?
- Interested in the plans for a sound wall between Century Village and new construction on SW 10th Street.
- Who votes on whether a sound wall is implemented? And if there is no response, will that be counted?
- Suggest building noise walls first before construction starts.

New question

Noise Analysis and Process (4 of 4)

[Q&A Categories](#)

- Will a sound wall be built to protect Century Village residents on the 4th floor?
- Why have a 20-foot noise wall adjacent to a 6-foot privacy wall?
- How will this affect Waterford Homes and surrounding communities for noise?




Noise Analysis and Process

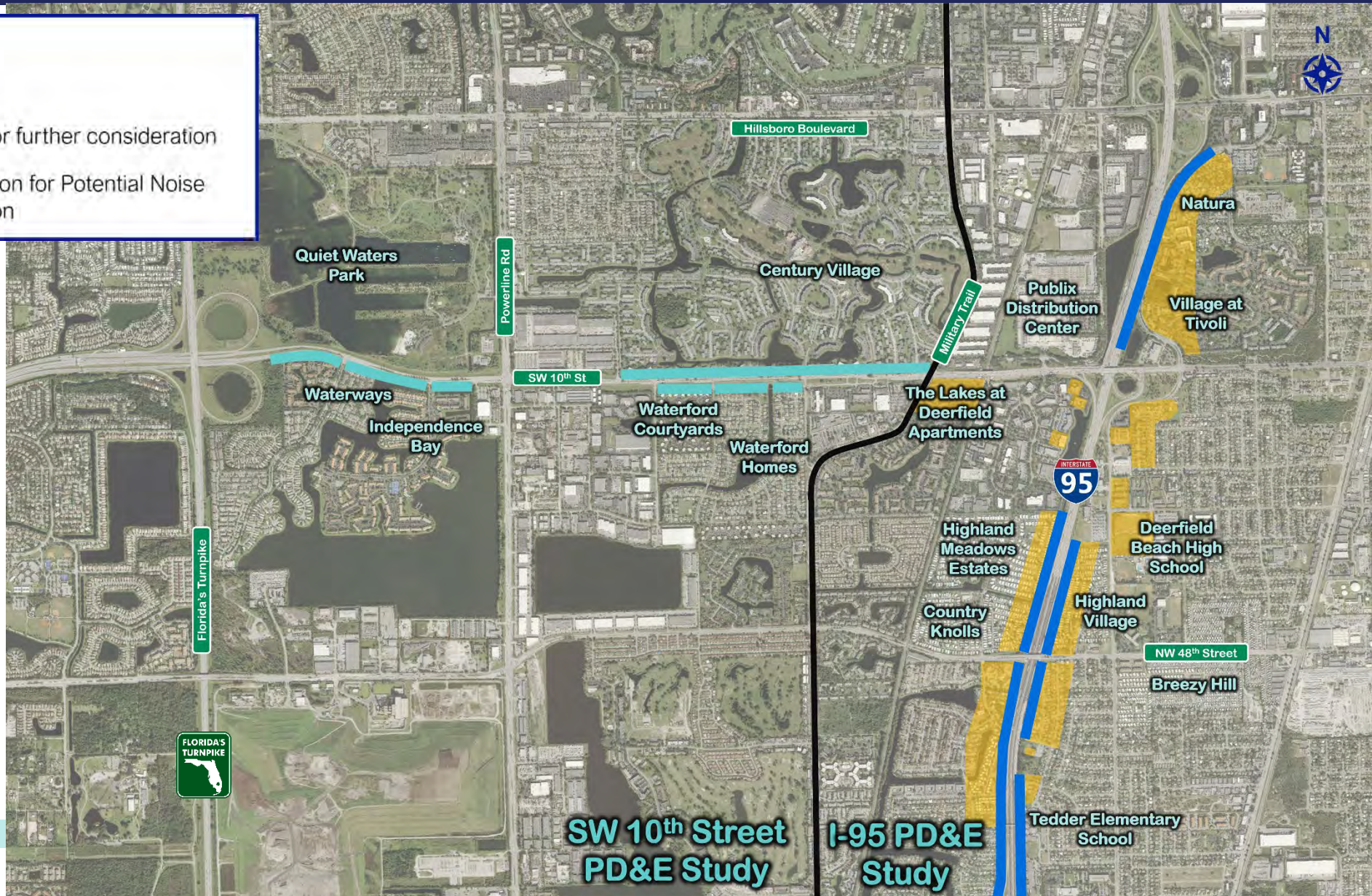
- Preliminary Noise analysis has been conducted for the corridor (SW 10th Street) and all residential areas are warranted for noise barriers.
- If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City.
- Per the FHWA 23 CFR 772 as well as State Statute 335.17, it has been determined that interior noise abatement may only be considered for public facilities (**medical facilities, libraries, places of worship**, etc.) or nonprofit institutions. FDOT currently does not have authorization to provide noise abatement outside of the FDOT proposed right-of-way except for those facilities listed above, if warranted.
- 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.

Potential Noise Barrier Locations

[Q&A Categories](#)

Legend

-  Existing Noise Barriers
-  Noise Barrier Location Warranted for further consideration
-  Noise Sensitive Sites under evaluation for Potential Noise Barriers or Noise Barrier Modification



Sample Noise Renderings

- East of SW 30th Avenue – Looking East

With Powerline Road Ramps



Without Powerline Road Ramps



Sample Noise Renderings

- With and Without Powerline Road Ramp Alternatives (identical in this area)

Waterways – Looking East



East of Independence – Looking West



Noise Evaluation Process - Aesthetics

- Noise Barrier Aesthetics
 - Heights, limits, color, and texture will be coordinated with the City and community during Final Design

Example ground-mounted noise wall texture



Example shoulder-mounted noise wall



Environmental (1) and Community Features

[Q&A Categories](#)

Environmental

- What environmental issues were raised during the PD&E studies?
- How will the connection to the Sawgrass Expressway affect Quiet Waters Park and the eagle's nest on the southwest side of the park?
- Does this proposed project change the flow of water?
- Will you be using Century Village to put your “runoff pools” from cars on the highway?
- Have you taken into account the health of residents living on the corridor?
- Does the project require water to be rerouted into Century Village? If so, does Master Management get any funds to handle that inside Century Village? Do we have the right to shape the flow and look of future ponds?
- Favor the Without Powerline Road Ramps since it provides more green space and buffer to residents.
- What are the plans for air pollution mitigation

Environmental Impacts

- A Categorical Exclusion Type II Report was prepared and will be available for review prior to the Public Hearing
- No Significant Impacts are anticipated as a result of this project
 - No impacts to Quiet Waters Park or Crystal Heights Park – North
 - No wetland impacts
 - No significant air quality impacts (temporary impacts during construction)
 - Noise walls are warranted at all residential locations along SW 10th Street
 - USFWS determined that the project was *not likely to adversely affect* any federally listed species or designated critical habitat

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Other Protected Public Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Water Quality and Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

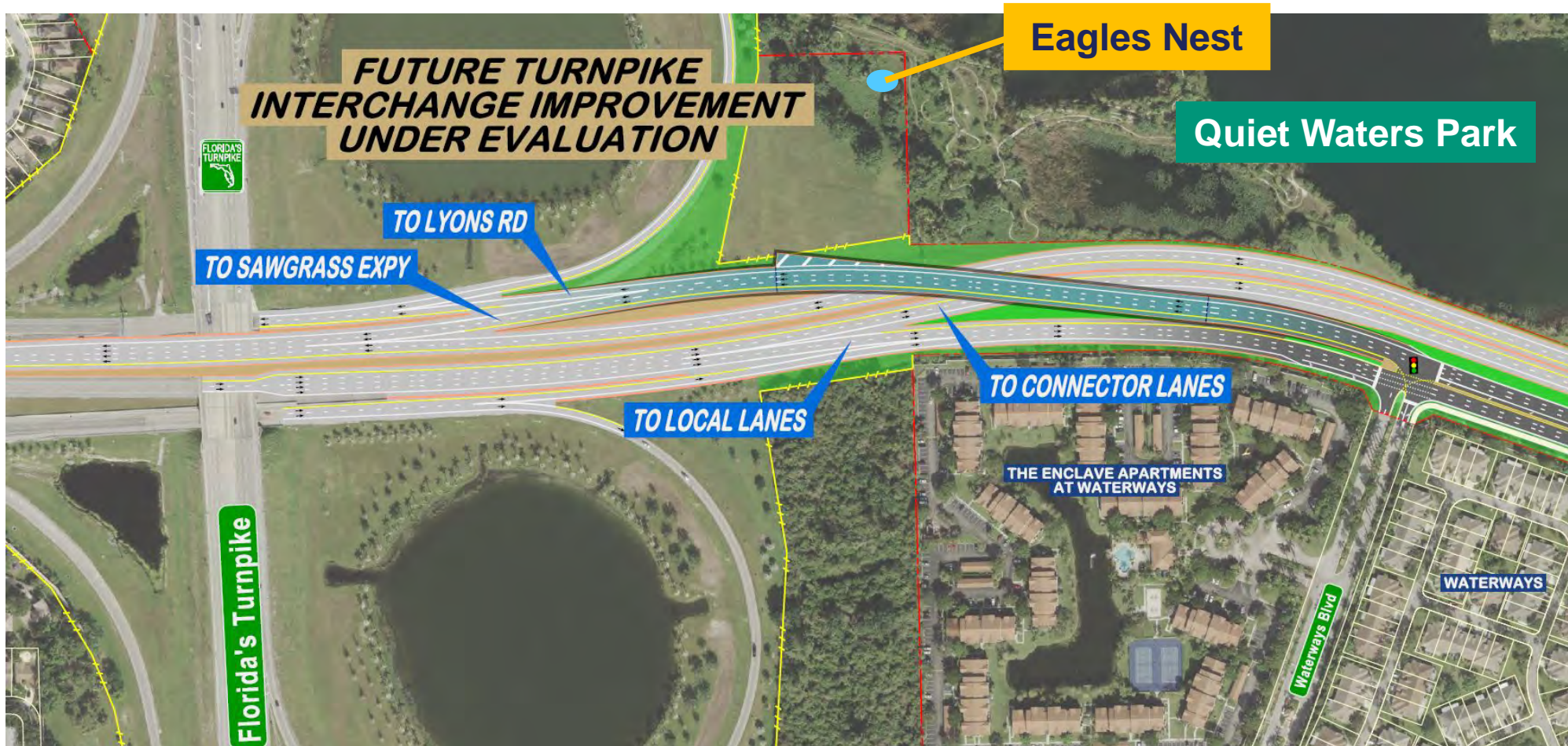
USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

Bald Eagle Nest Location with SW 10th Street

Q&A Categories



FDOT commits to conducting an updated bald eagle survey during the nesting season prior to the start of construction and will coordinate the results with USFWS.

Environmental and Community Features (1)

[Q&A Categories](#)

Community Features

- Will there be a safe walking area and bicycle path for pedestrians and cyclists?
- Is it possible to have a multi-use path on the south side of the local lanes?
- I have been using SW 10th Street and the Sawgrass Expressway since its opening. I believe I have seen 25 pedestrians total. Pedestrian accommodations should not be used to deter an extension of the Sawgrass Expressway to I-95.
- I am a pedestrian who frequents SW 10th Street for exercise and accessing restaurants. Thank you for keeping us in mind during this study.
- Is a pedestrian bridge from Century Village to the south side of SW 10th Street or Military Trail being considered?
- How will this affect Waterford Homes and surrounding neighborhoods in regard to pedestrian access and safety?
- Will there be trees or vegetation adjacent to the noise wall?
- Can you describe the landscaping scope of this project?

One Corridor, Dual Facilities

1

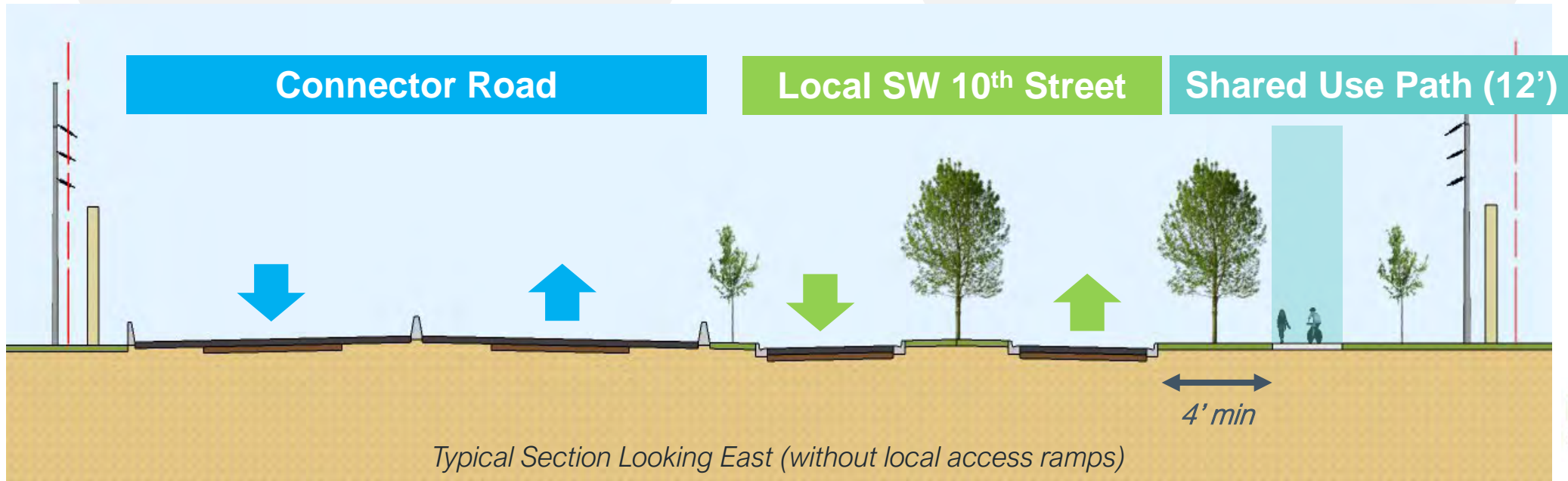
Connector Road

- Regional connection
- Higher speed
 - (60 mph)
- Limited Access
- Trucks allowed

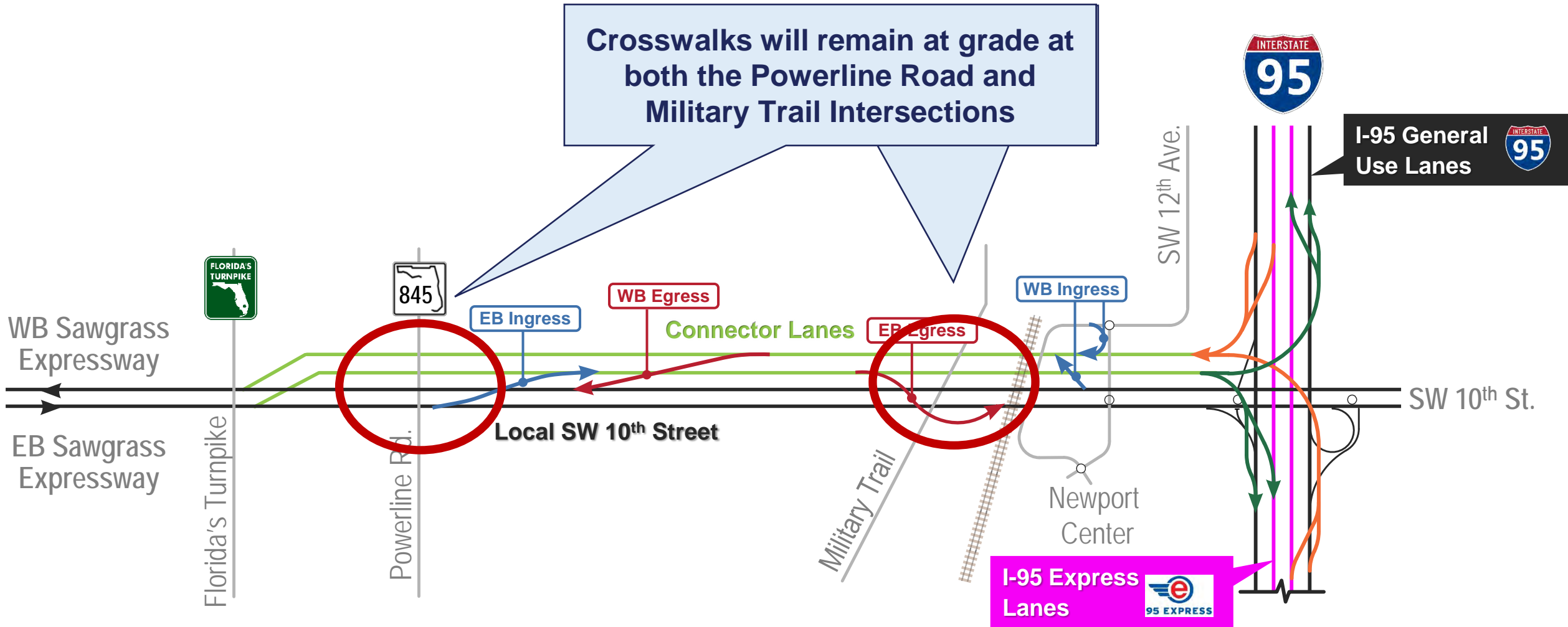
2

Local Roadway

- Access for businesses and communities
- Lower speed
 - (35 mph)
- Bicycle and Pedestrian Facilities



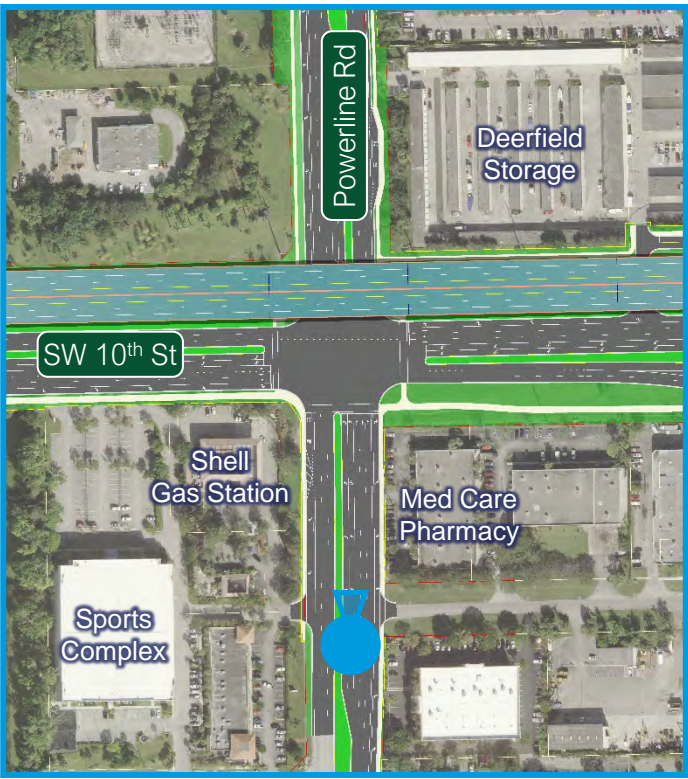
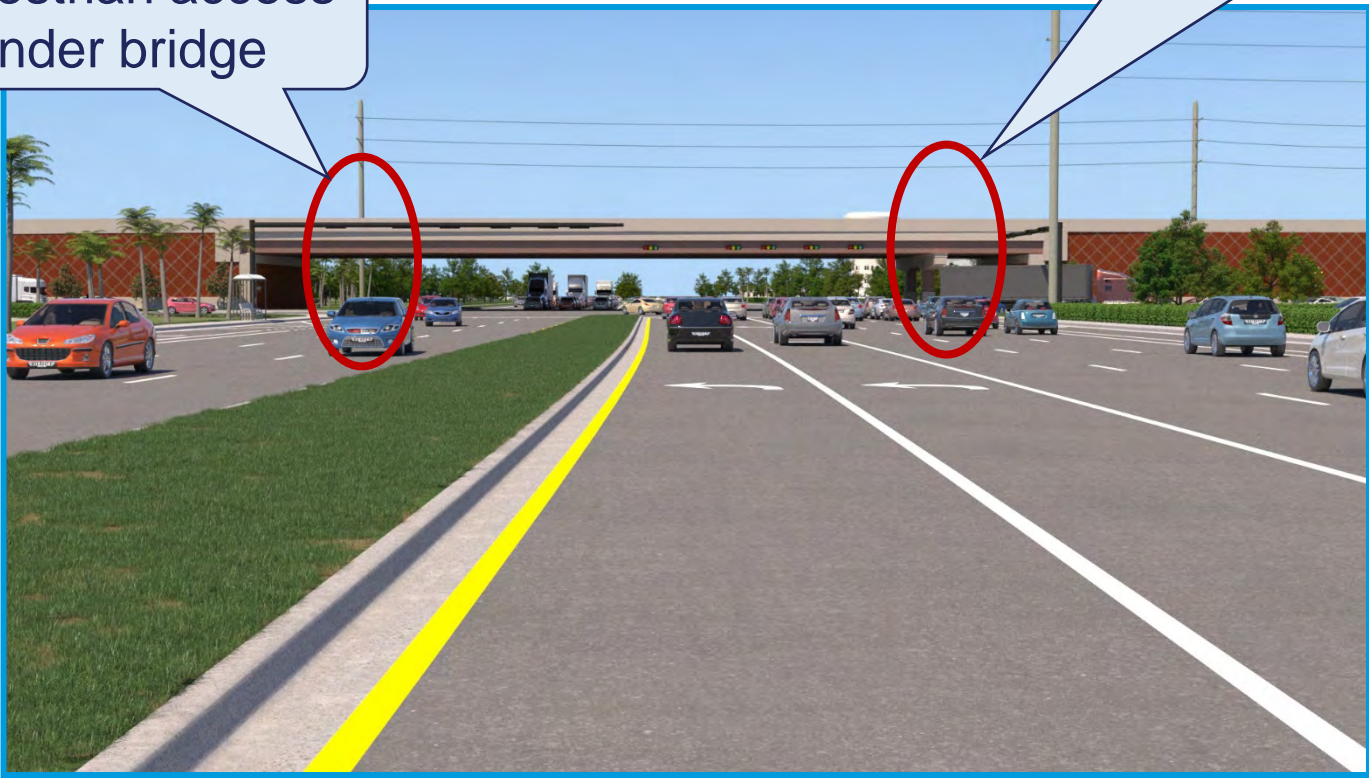
Bicycle and Pedestrian Connections



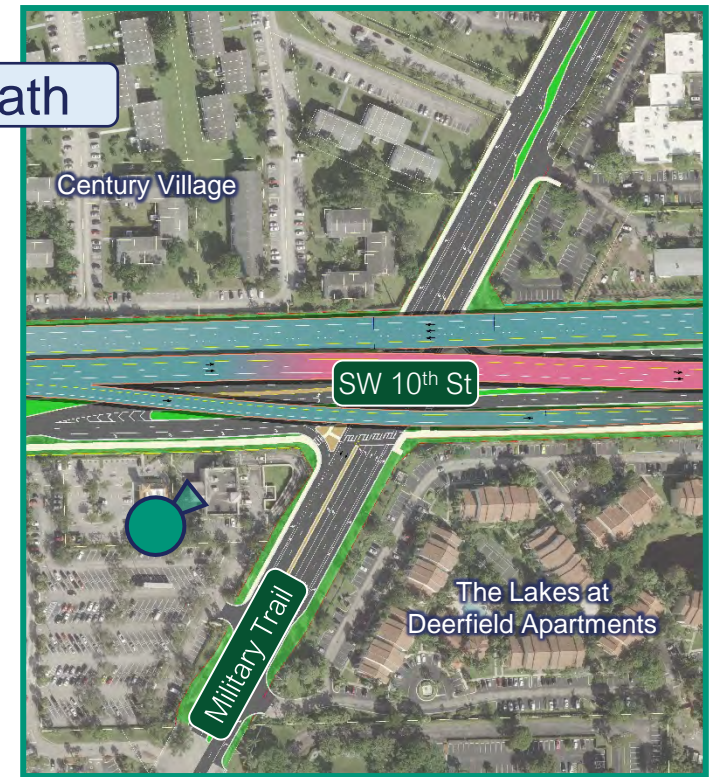
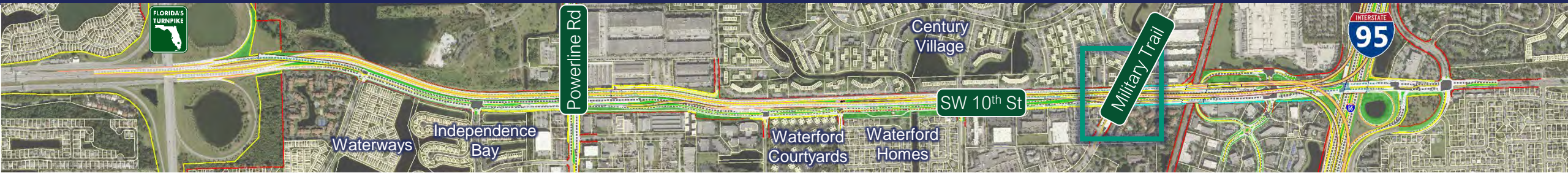
Renderings – At Powerline Road – Looking North



Pedestrian access under bridge

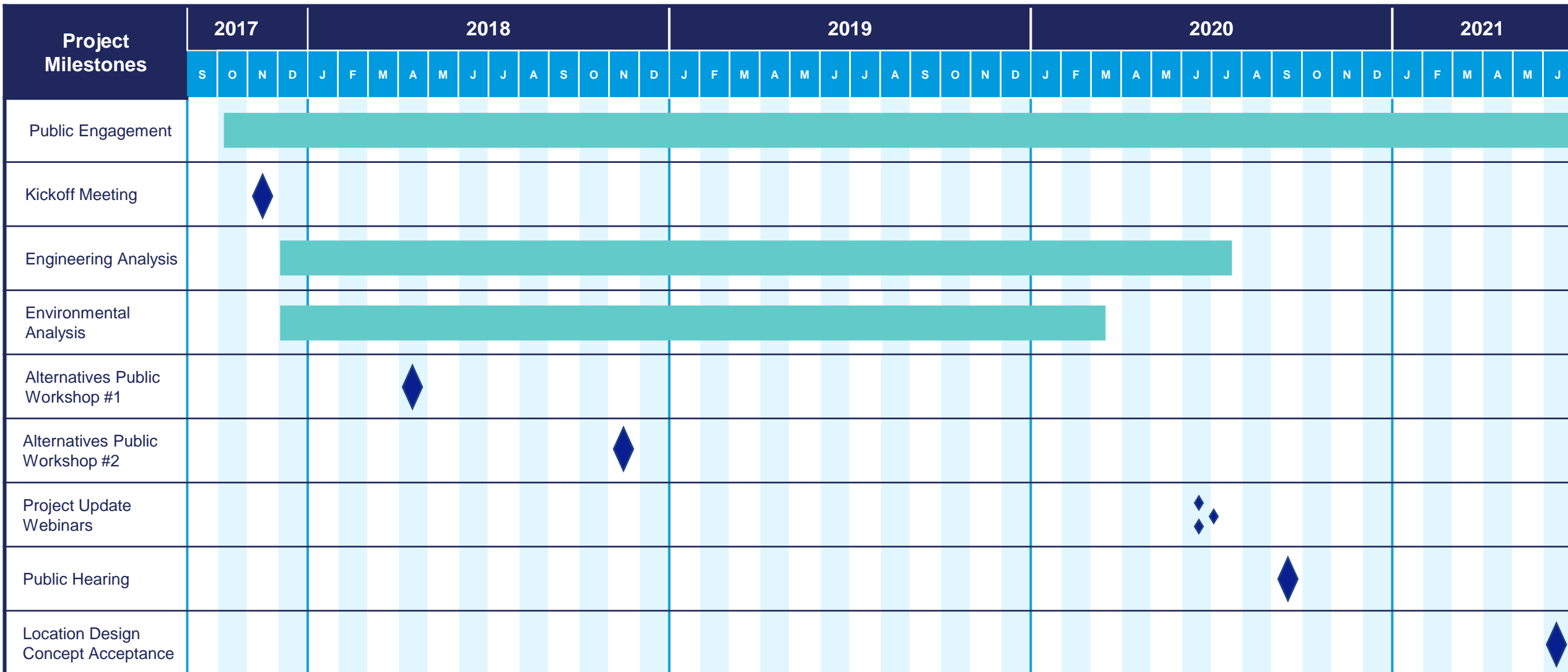


Renderings – Military Trail – Looking North



Schedule

[Q&A Categories](#)



Major Construction Activities
Anticipated to Start 2023



Anticipated Completion
2027/2028