



SW 10th Street Connector and I-95 PD&E Study

Project Update Webinar



**SW 10th Street Connector
PD&E Study**

FM #439891-1-22-02, ETDM #14291



**I-95 from SW 10th Street to Hillsboro
Boulevard PD&E Study**

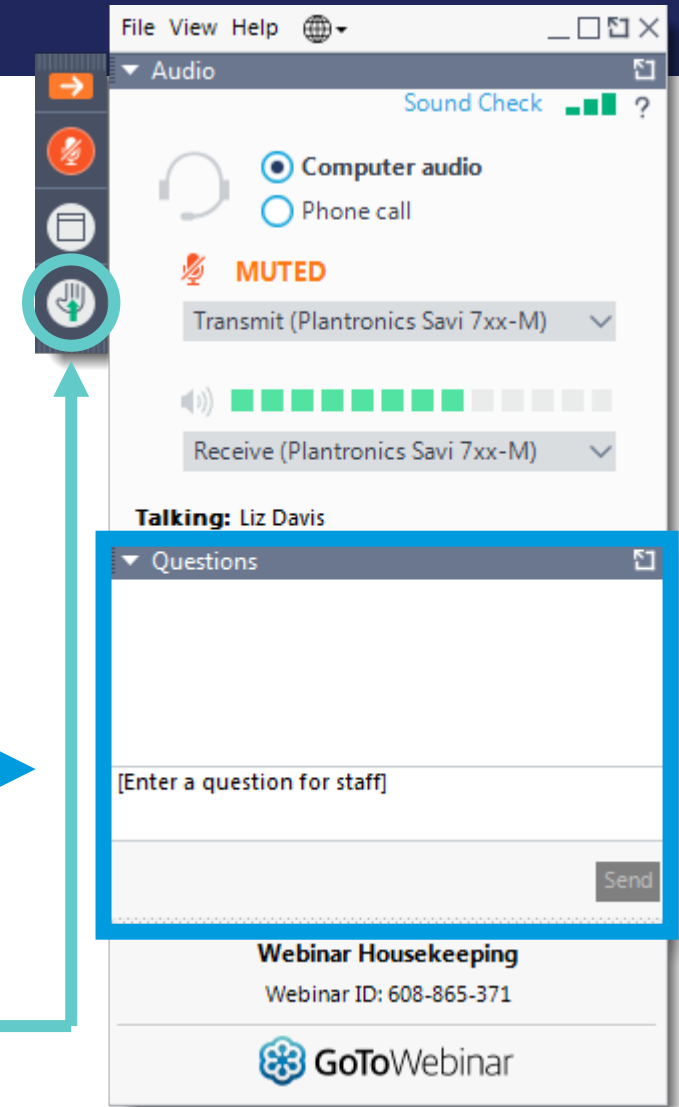
FM #436964-1-22-02, ETDM #14244

Agenda

- Welcome and General Items
- Goals and Objectives of the Webinar
- Project Background and History
- Purpose and Need
- Project Development and Environment (PD&E) Process
- PD&E Study Alternative Development / History (including recent changes)
- Preliminary Alternative Comparison
- Next Steps

Meeting Tips to Attendees

- Attendees are automatically muted throughout the webinar
- Downloading Info
 - PDF slideshow available in the handout section
- Asking Questions and Providing Comments
 - Website
 - Call 1-800-418-0524 or (305) 573-0089
 - Submit via the question box
- Get Technical Assistance
 - Call 1-800-418-0524 or (305) 573-0089
 - Raise your hand



Non-discrimination Policy

“Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status”

For questions or concerns, you may contact either:

District Four

Florida Department of Transportation
District 4 Title VI Coordinator

Sharon Singh Hagyan

3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309



(954) 777-4190



Sharon.SinghHagyan@dot.state.fl.us

Tallahassee Office

Florida Department of Transportation
State Title VI Coordinator

Jacqueline Paramore

605 Suwannee Street, MS 65
Tallahassee, Florida 32399



(850) 414-4753



Jacqueline.Paramore@dot.state.fl.us

General Information

- Acknowledgment of Elected Officials in attendance
- Confirmation of current number of attendees
- Webinars for the other zones will have the same presentation:
 - June 29th
 - July 1st
- Introduction of Presentation and Q&A Team
- Other acknowledgments

Webinar Presentation Team

- Maria Alzate, SW 10th Street Connector Public Involvement Team Member
 - Presentation Moderator
- Robert Bostian, FDOT Project Manager
 - Presentation and Q&A
- Phil Schwab, SW 10th Street Connector PD&E Project Manager
 - Presentation and Q&A
- Vilma Croft, I-95 PD&E Project Manager
 - Q&A
- Lisa Dykstra, SW 10th Street Connector Traffic Team Member
 - Q&A
- Brian Ribaric, Turnpike PD&E Project Manager
 - Q&A

What has happened since Postponement of Public Hearing in October 2019?


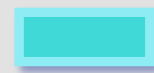
- Multiple coordination Meetings with the City of Deerfield Beach to better define concerns over the project
- Additional analysis to evaluate changes to address concerns
- Development of several exhibits to help explain project details, challenges, and options under consideration
- Worked with stakeholders to help expand notices of the webinar
 - Signs
 - Retweets
 - Website postings

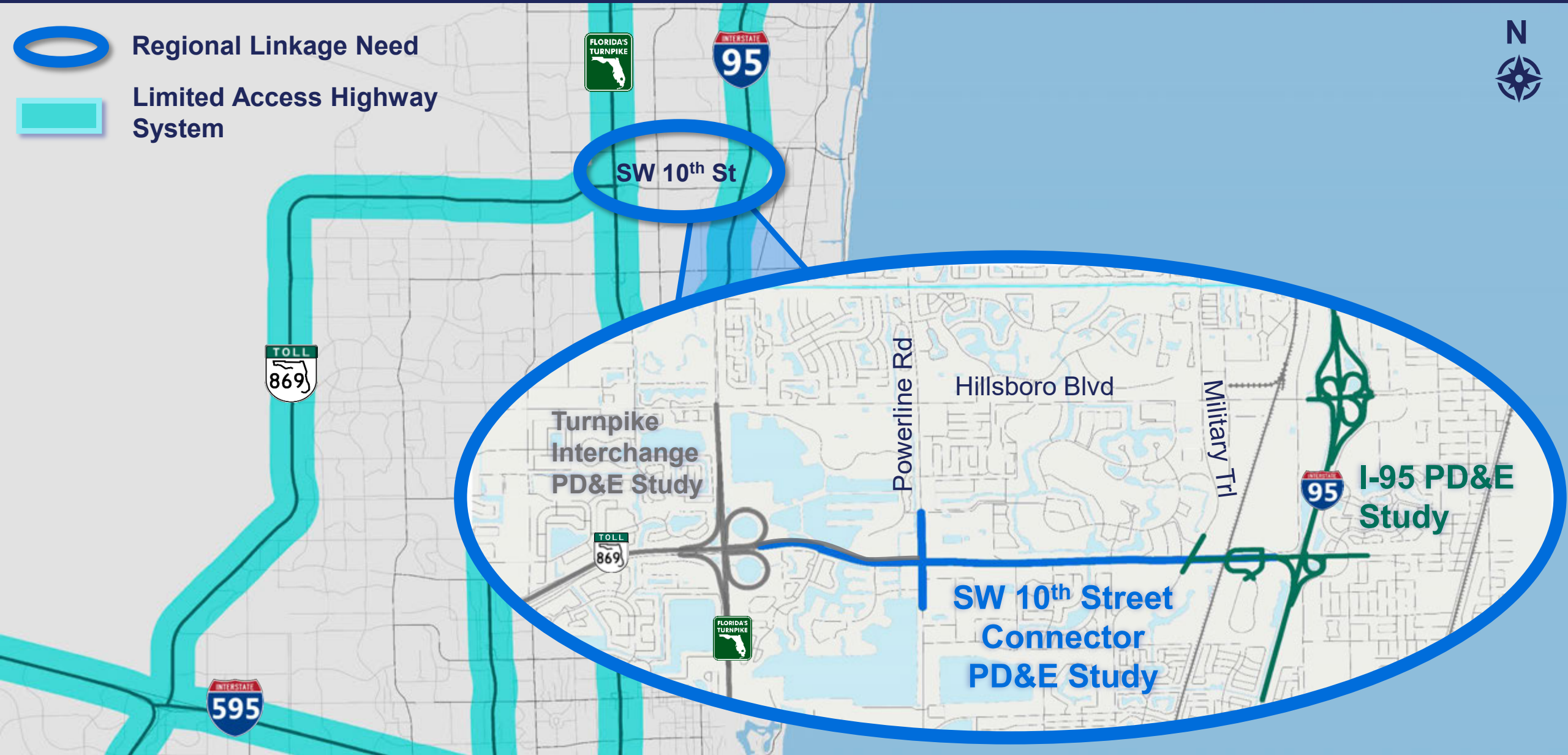
Goals and Objectives of these Webinars

- Present and explain the project, the recent project modifications, and the options under consideration as well as the project study schedule
- Provide answers and clarifications to questions, as time permits
- Ensure everyone knows we are open to additional meetings and discussion on the project and can set up separate calls, webinars, and smaller face-to-face meetings
- Receive feedback on the project and project options
- Gain feedback on the effectiveness of the webinar, exhibits, registration process and questions process to help improve future webinars

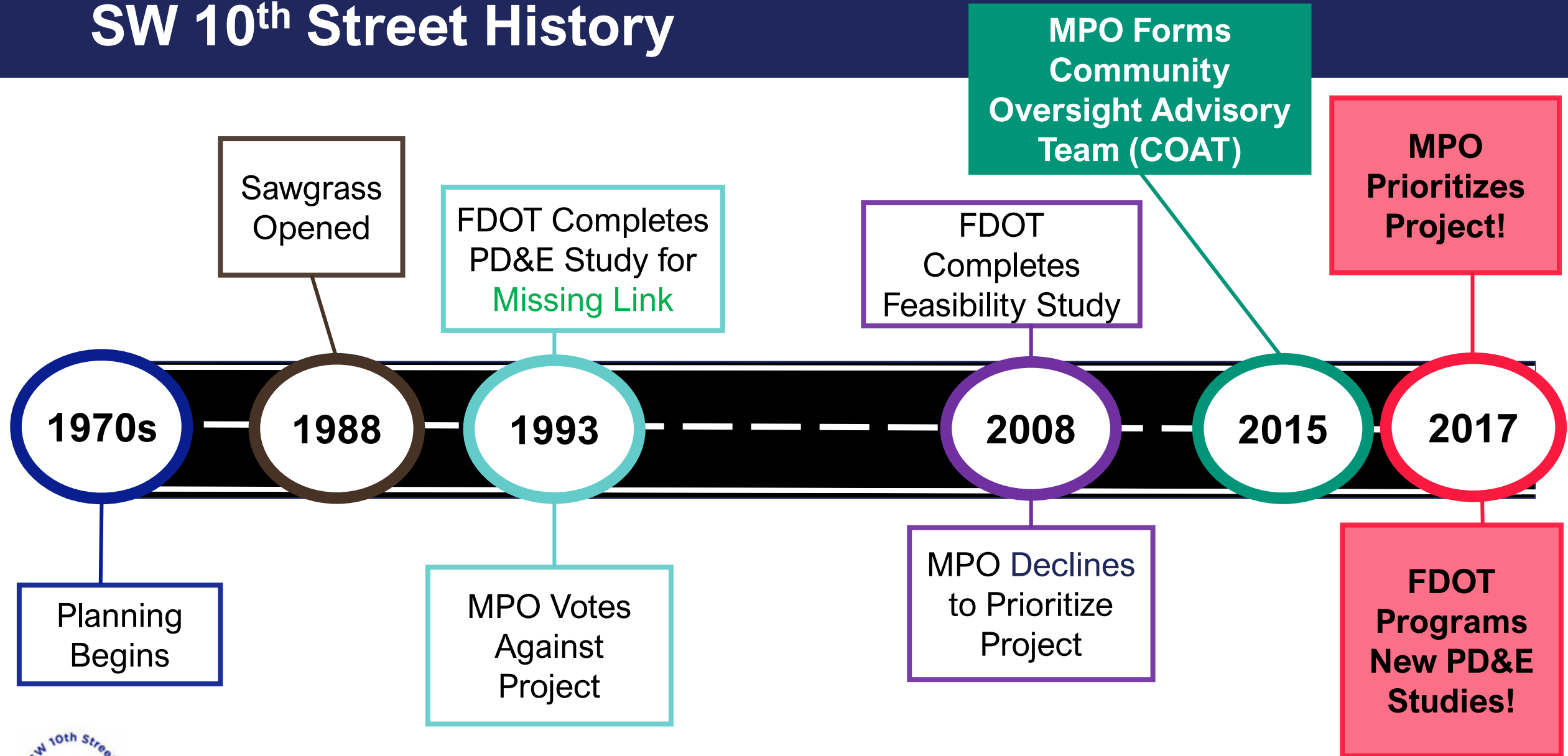
Project Location



-  Regional Linkage Need
-  Limited Access Highway System



SW 10th Street History



Broward MPO: COAT

- Outreach to the community
- Provided recommendations that helped formulate the project's Purpose and Need
- Recommendations are providing guidance in the development and refinement of all alternatives



Broward MPO: COAT

- Recommendations are focused on 8 core areas identified below:



Improve Safety



Minimize Noise Impacts



Provide Aesthetics(including depressing the road)



Minimize Environmental Impacts



Provide Traffic Relief



Minimize Construction Impacts



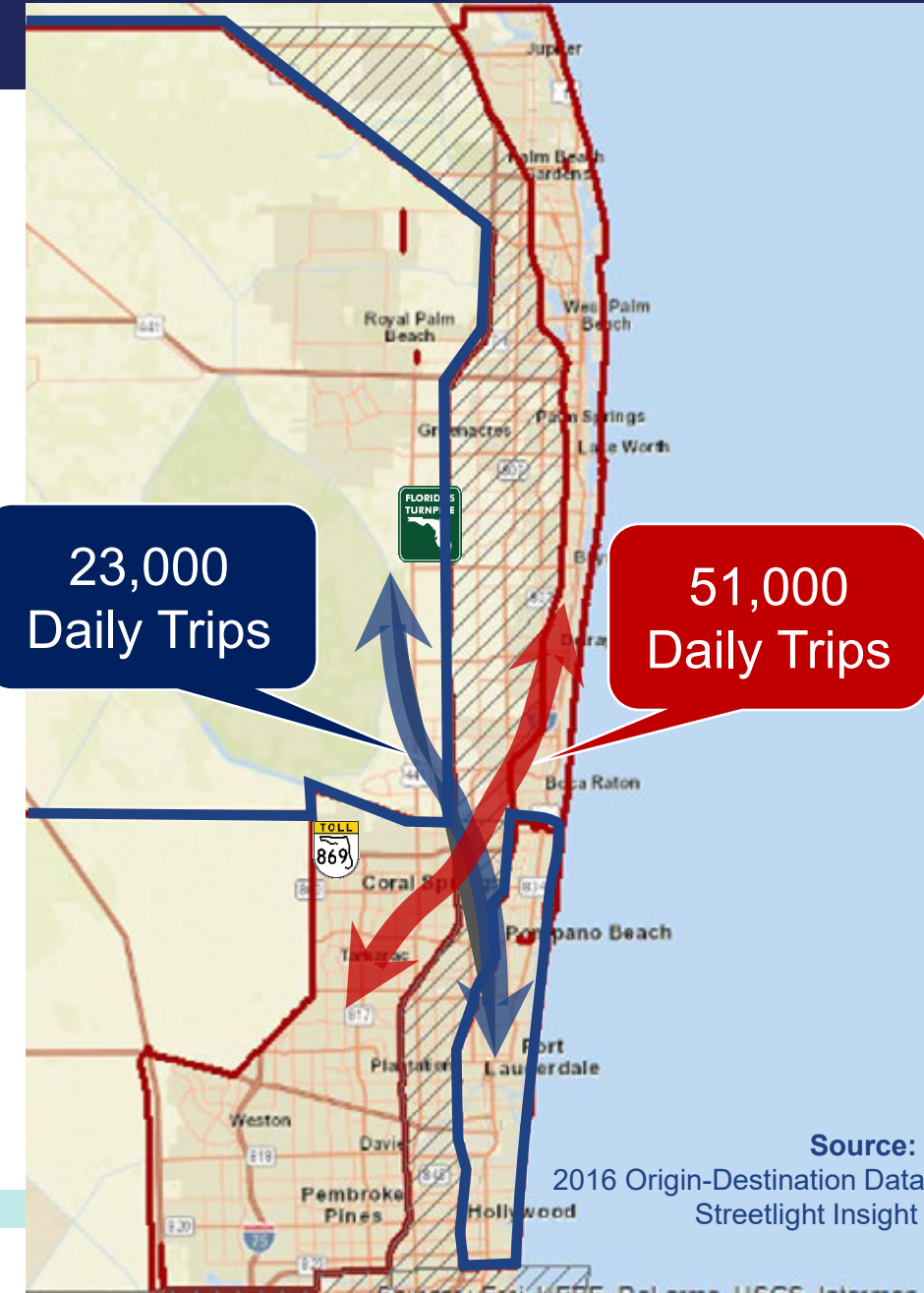
Accessibility / Local Traffic Volumes



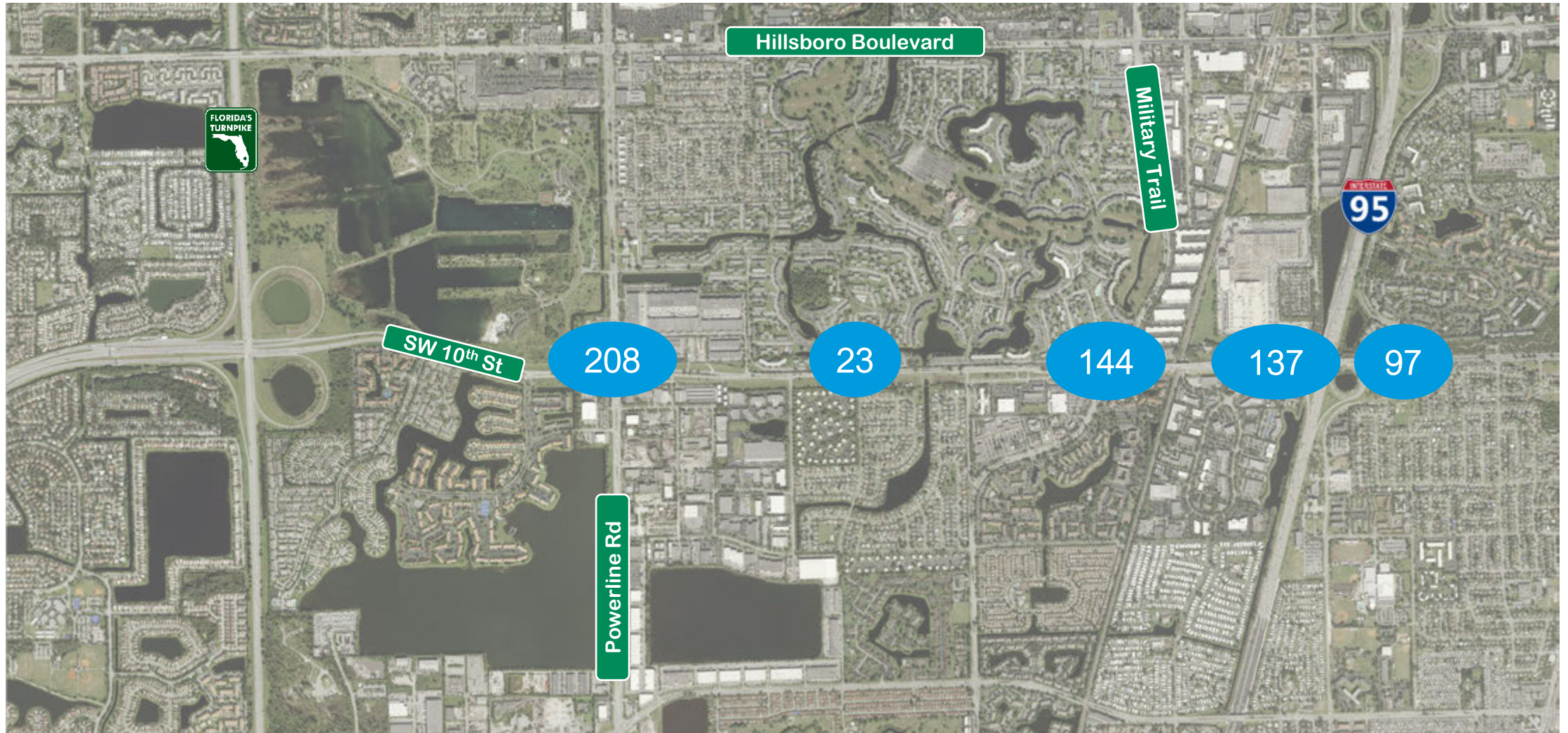
Provide Multi-Modal Accommodations

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)



Purpose and Need

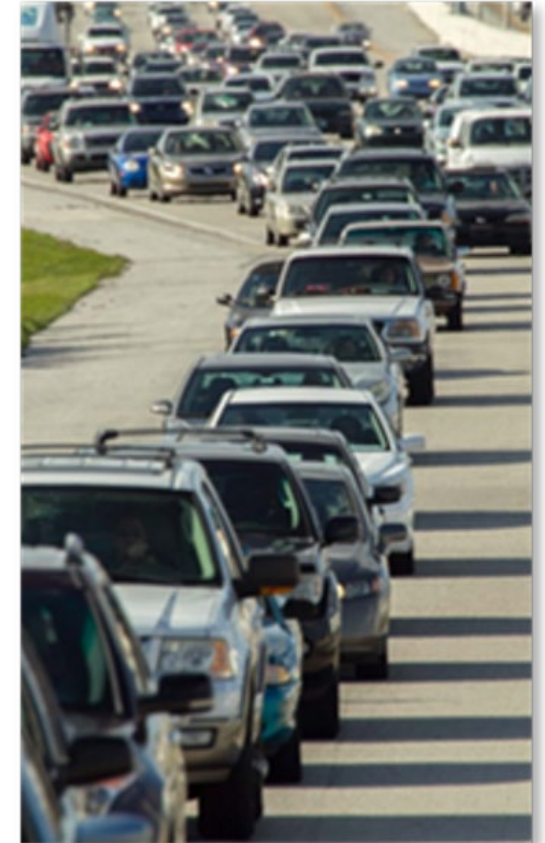
SW 10th Street PD&E Study

- Improve connectivity of Strategic Intermodal System (SIS) and limited access facilities
- Address safety and operational issues caused by congestion
- Address local SW 10th Street needs
- Enhance intermodal and economic development
- Enhance emergency response times and evacuation operations



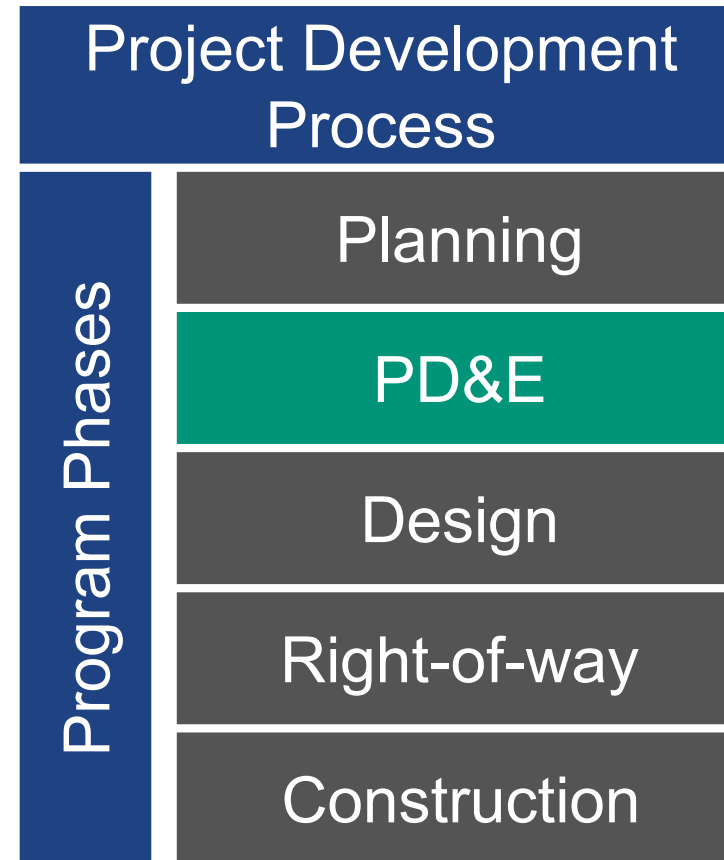
Purpose and Need – I-95 PD&E Study

- Primary Need
 - Capacity / Operational Deficiencies
 - Safety – Higher than the statewide average crash rate
- Secondary Considerations
 - Evacuation and emergency services
 - Transportation demand
 - System connectivity



Where does PD&E fit in the Project Delivery Process?

- FDOT delivers a project utilizing a 5-phase process
- PD&E is the second phase
 - Considers a range of alternatives to address needs
 - Includes a No-Build Alternative
 - Evaluates improvement concepts
 - Includes public and agency involvement



- Existing Conditions
- Future Traffic Needs
- Alternatives Development
- Environmental / Engineering Analysis
- Public Information Meetings
- Draft Environmental & Engineering Documents
- Public Hearing
- Final Environmental & Engineering Documents
- Location and Design Concept Acceptance

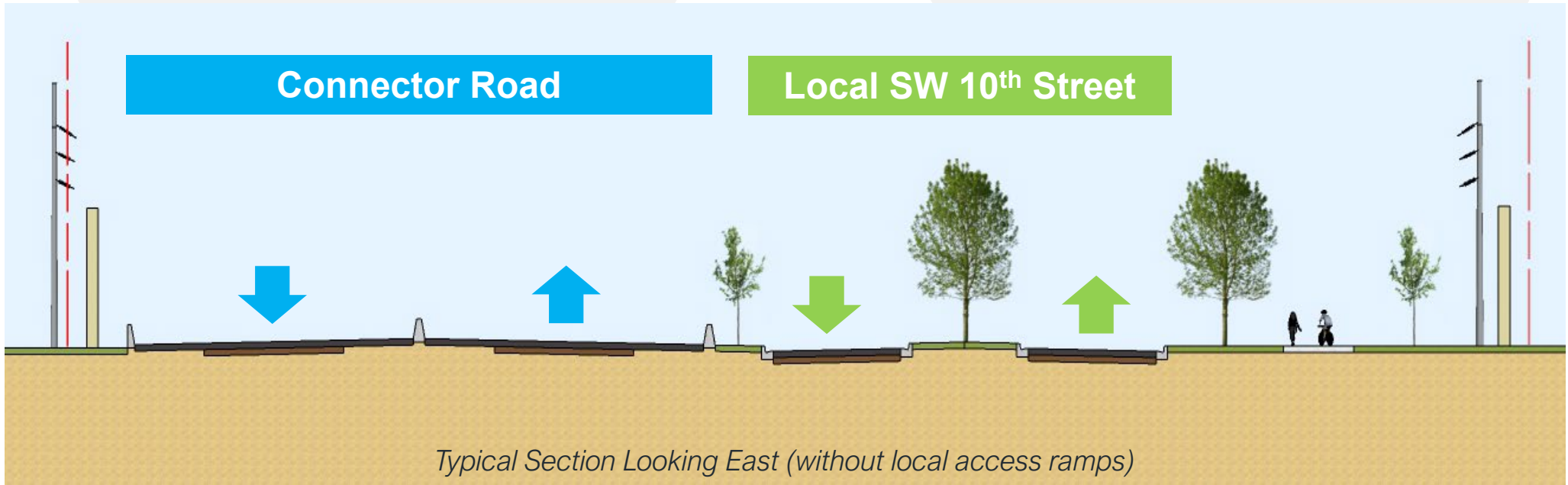
Overview: One Corridor, Dual Facilities

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

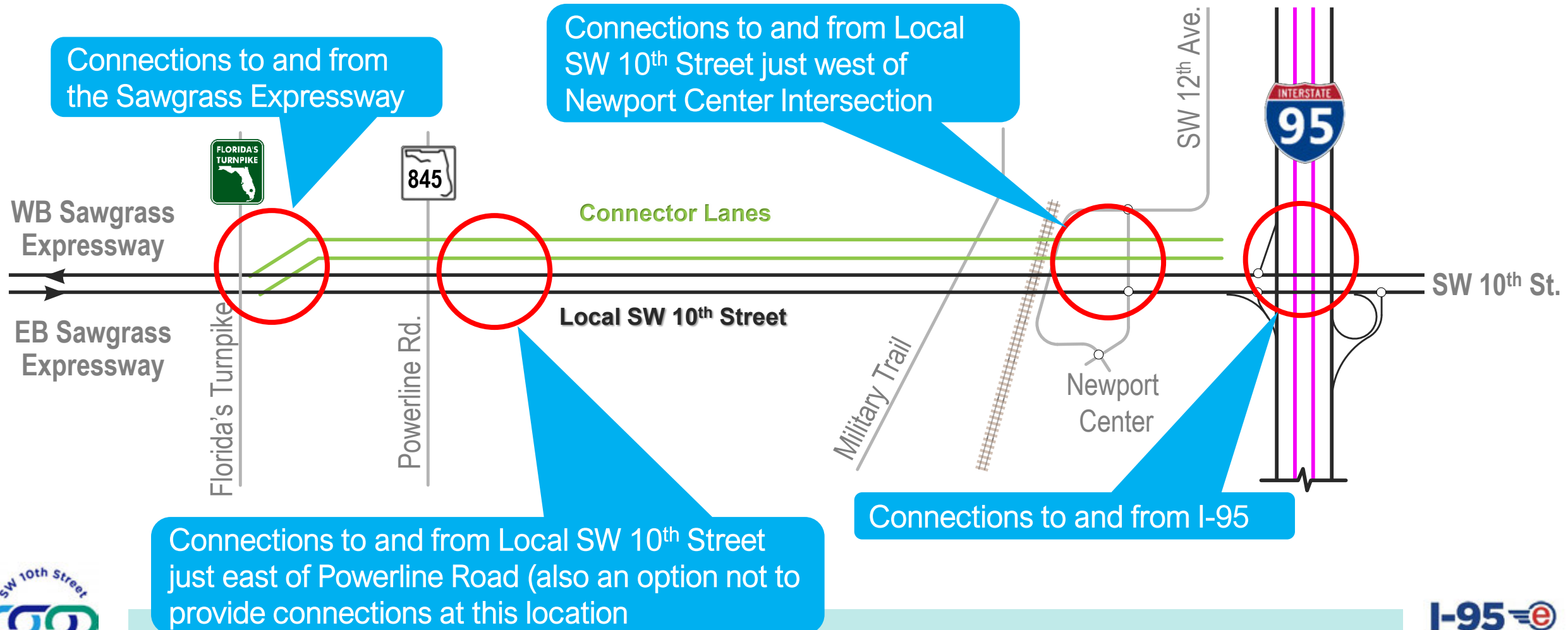


Typical Section Looking East (without local access ramps)



Overview: Access to the Connector Lanes

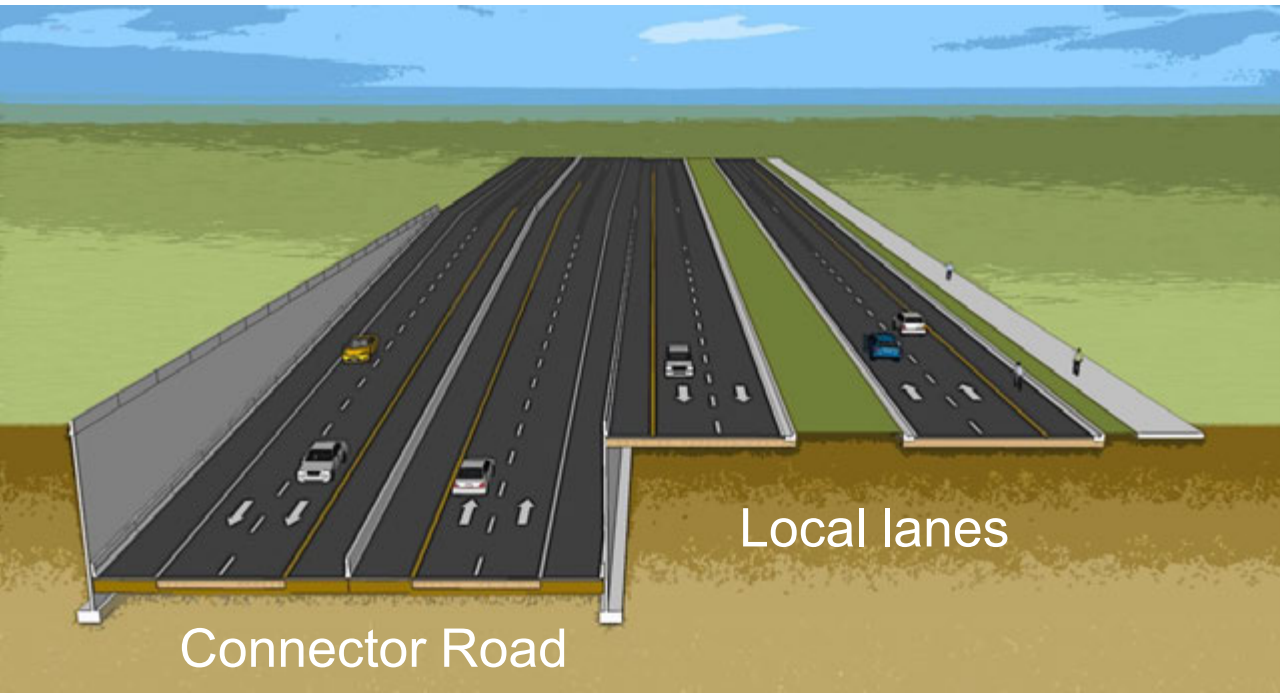
NOTE: Local SW 10th Street will have some median opening modifications as well as some combined driveways will require individual connections to Local SW 10th Street.



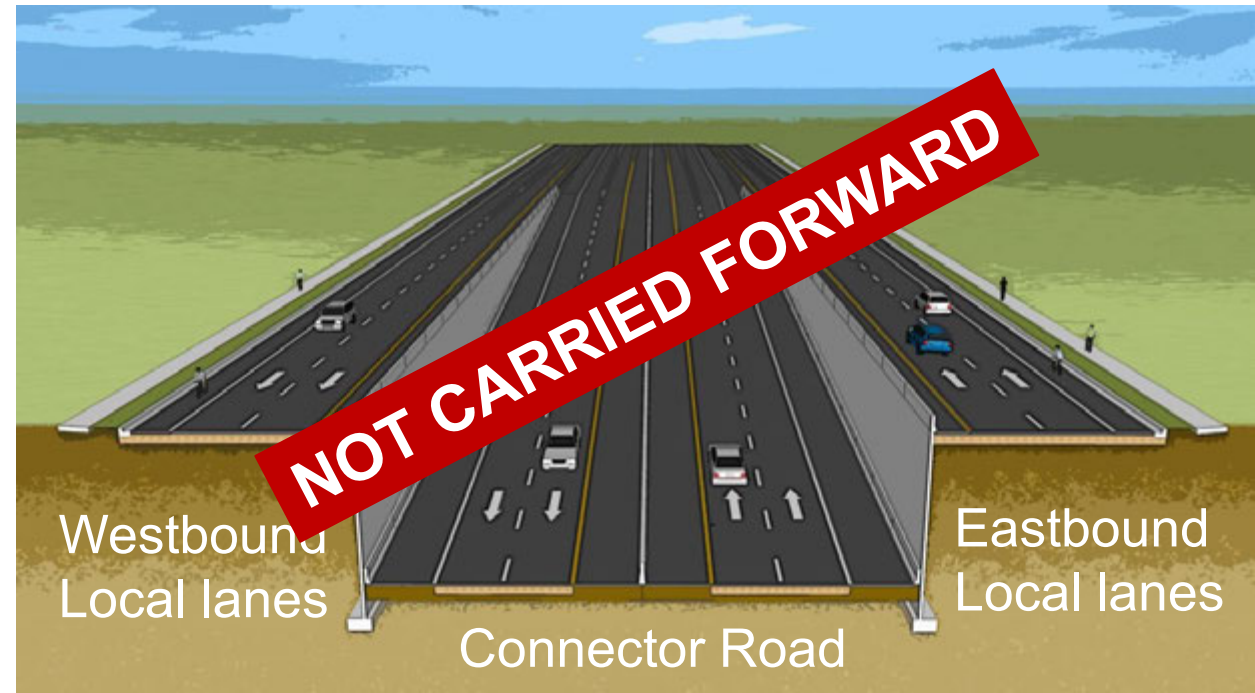
Alternatives Development – Workshop #1

- Alternatives Public Workshop No. 1 - April 24, 2018
 - North and Center Alignment were presented
 - *Both assumed fully depressed Connector Road (west of Powerline to west of Military Trail)*
 - No Build Alternative

North Alignment



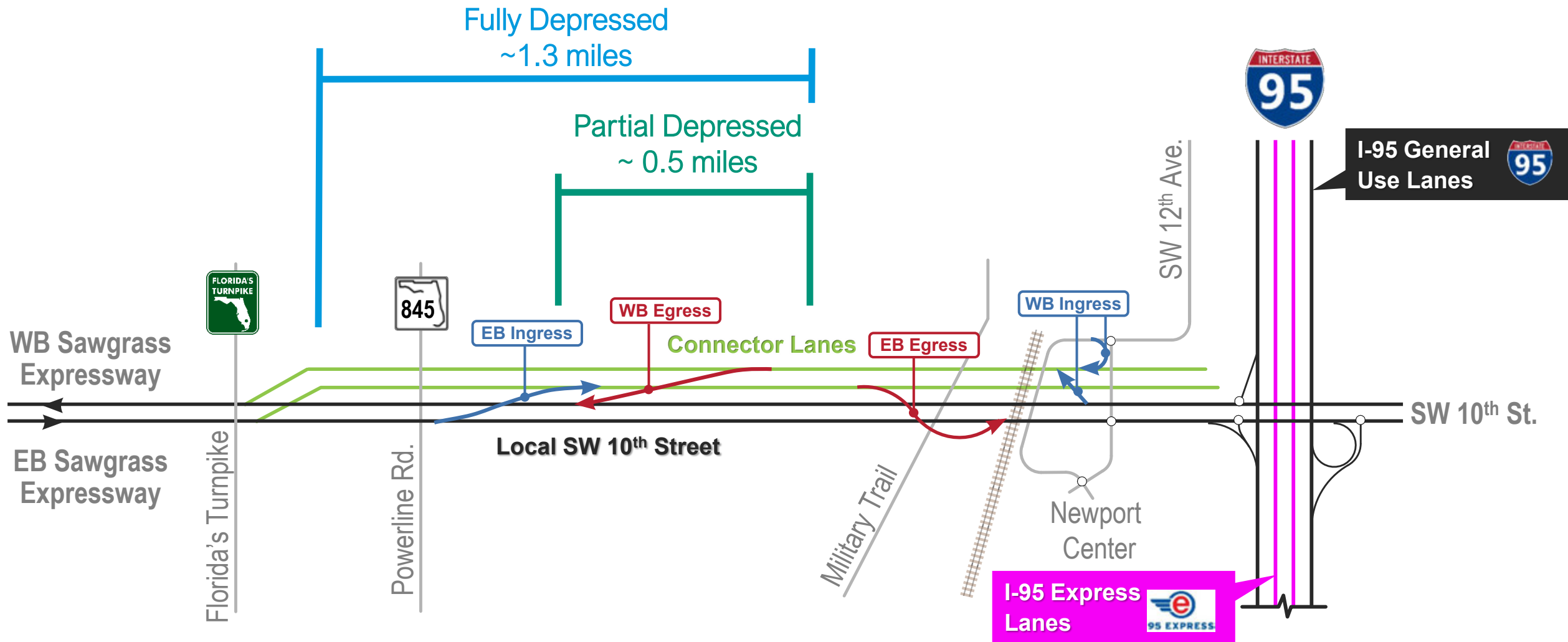
Center Alignment



Alternatives Development – Workshop #2

- Alternatives Public Workshop No. 2 – November 27, 2018
 - Three primary build alternatives:
 1. *Full Depressed Alternative (from Alternatives Public Workshop No. 1)*
 2. *Partial Depressed Alternative*
 - Depressed Westbound Exit Ramp
 - Depressed Eastbound Managed Lanes
 - Depressed Eastbound and Westbound Managed Lanes
 3. *Non-Depressed / No Managed Lane Access Alternative*
 - No Build Alternative

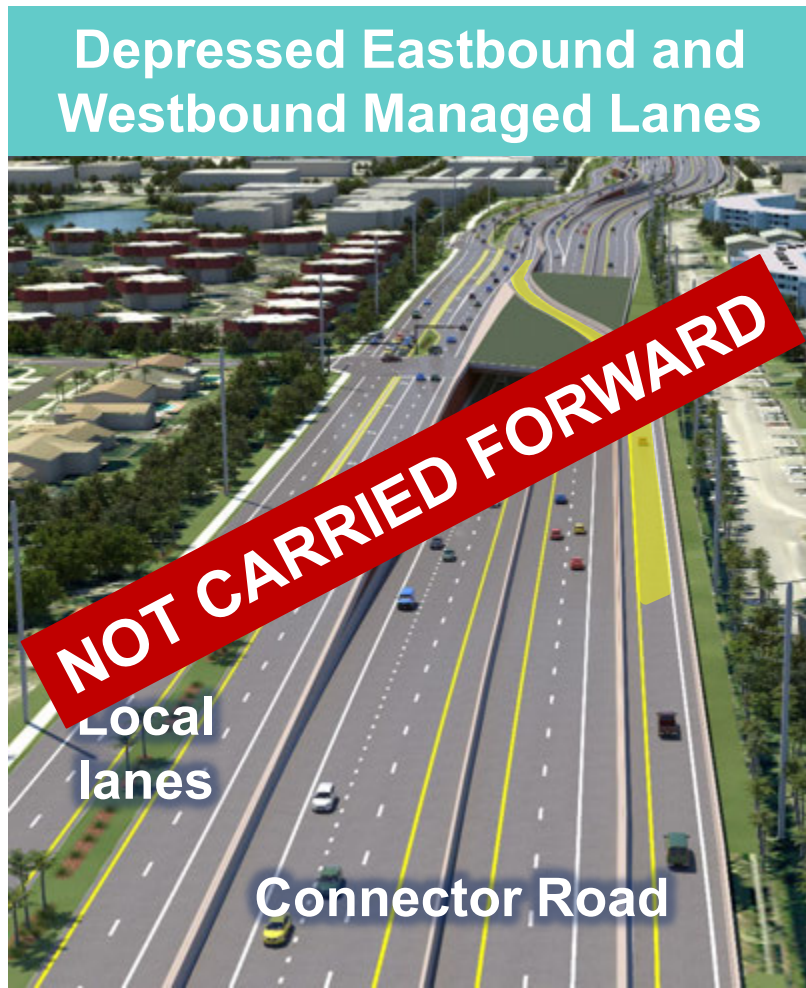
Length of Depressed Roadways Evaluated



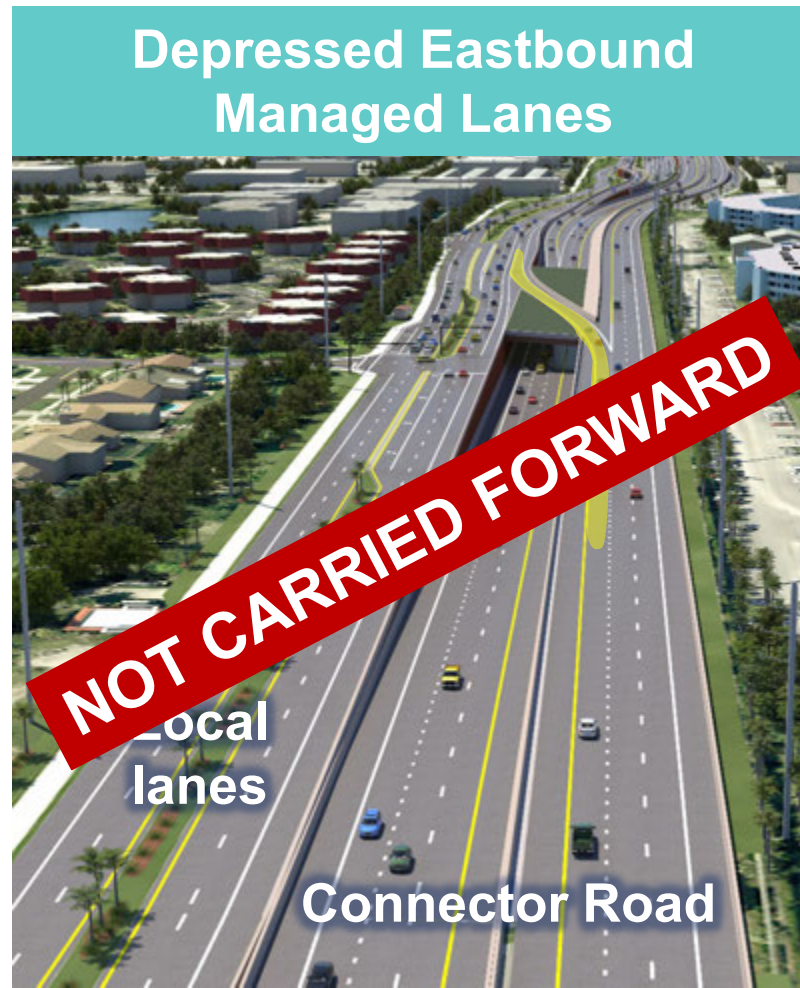
Alternatives Development – Partial Depressed Options

- 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



Public Engagement

- Public Kickoff Meeting (November 2017)
- Alternatives Public Workshop #1 (April 2018)
 - Northern alignment decided
 - Need to develop more alternatives to lessen impact of depressed elements
- Alternatives Public Workshop #2 (November 2018)
 - Presented various depressed and non-depressed alternatives
 - Local SW 10th Street similar in all options
- Refinements after Workshop #2 (December 2018 to October 2019)
 - Moving bridge to the west of the Waterways entrance
 - Trucks allowed on the Connector Road
 - Not tolling the Connector Road
 - FDOT identified the Depressed WB Ramp as Preferred Alternative



Waterways Entrance – Alts Workshop #2



Waterways Entrance – After Alts Workshop #2

Public Engagement

- Reduce Impacts (provide range of depressed elements)
- Northern Alignment

MPO Prioritizes Project and provides COAT recommendations

Notice to Proceed

Kickoff Meeting

Alternatives Public Workshop

City/MPO Raises Concerns over Preferred Alt

2017

July 2017

Nov 2017

April 2018

Nov 2018

Oct 2019

FDOT Programs new PD&E Studies

- Allow Trucks
- Move overpass bridge away from Waterways Entrance
- Collector Lanes will not be tolled
- FDOT selects the WB Depressed Ramp as their Preferred Alternative

Alternatives Public Workshop #2

Postpone Public Hearing

Summary of the of City of Deerfield Beach's Concerns





FDOT Selected Preferred Alternative- WB Depressed Ramp

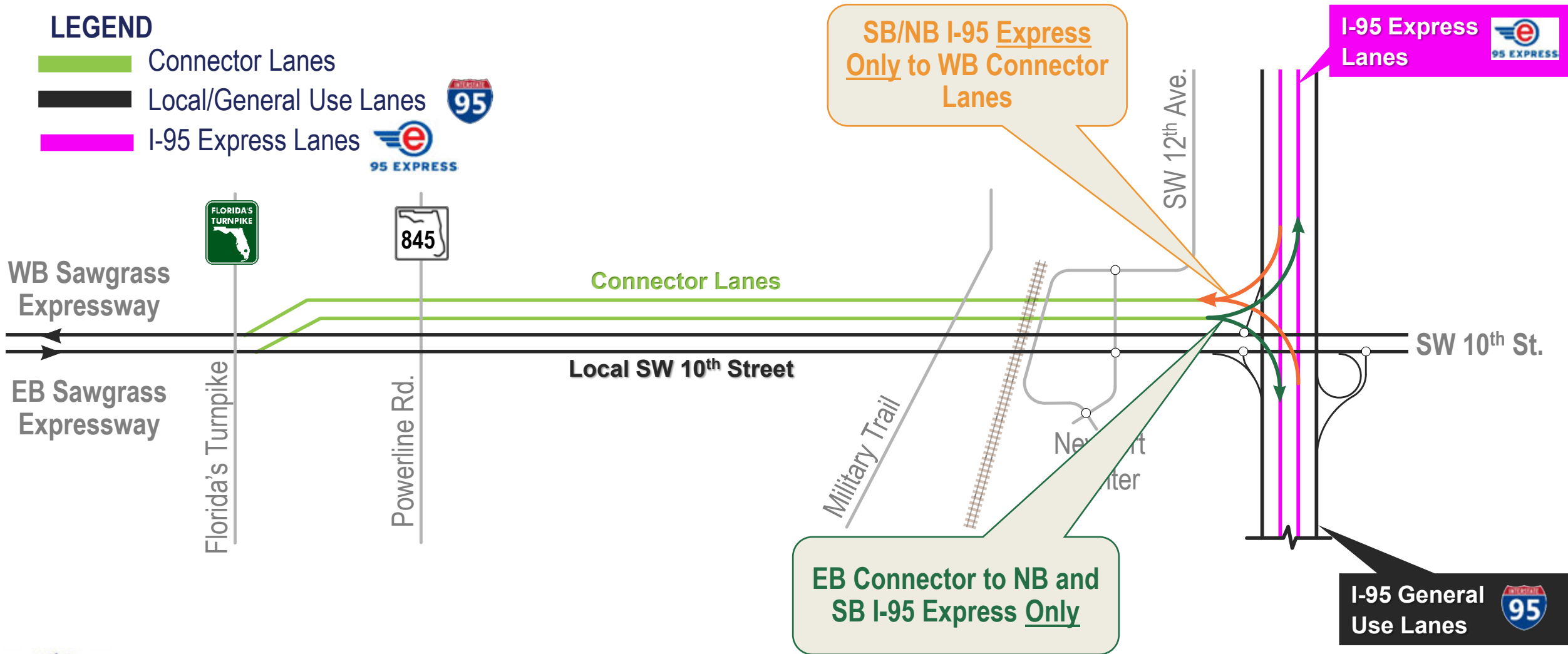
Concerns:

1. Does not connect to I-95 General Purpose Lanes
2. Needs more Complete Street elements on local SW 10th 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 SW 10th Street Local

I-95 Connections - Serve Express Lanes




LEGEND

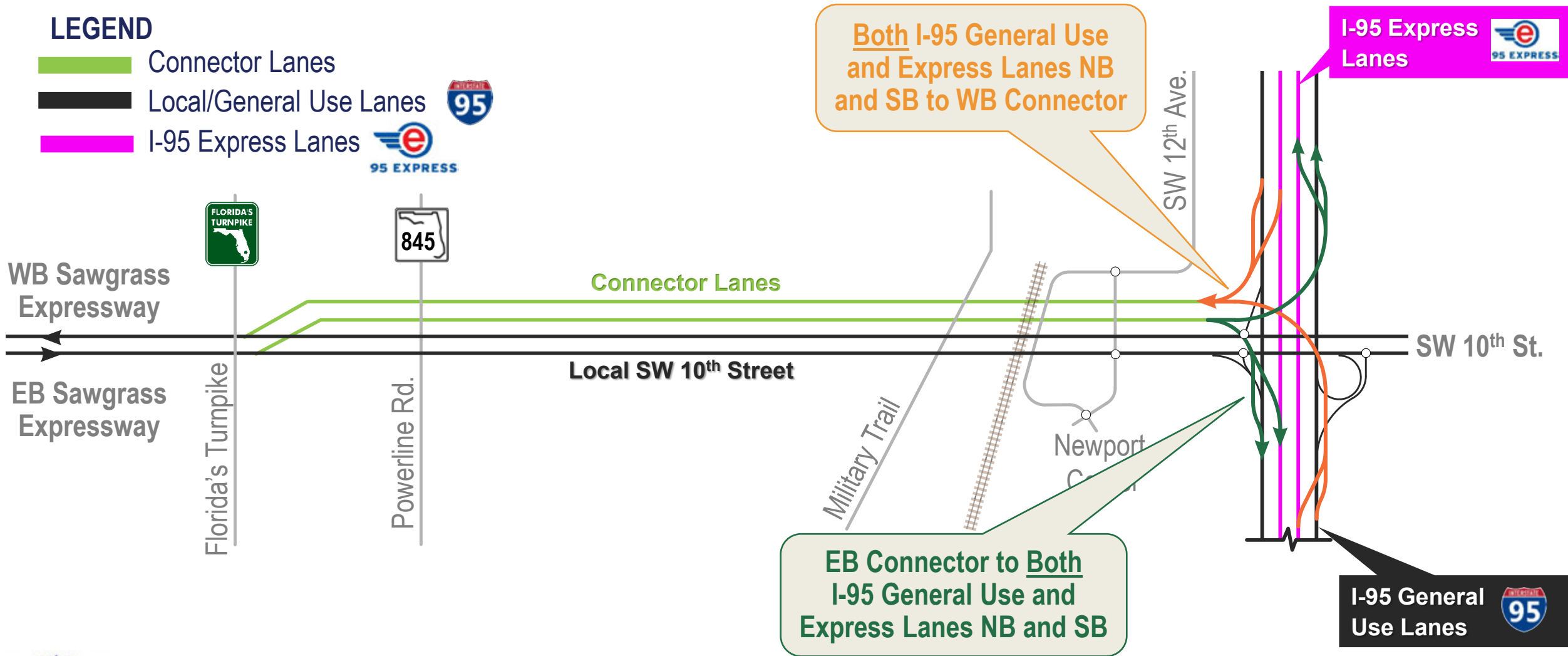
-  Connector Lanes
-  Local/General Use Lanes
-  I-95 Express Lanes 



I-95 Connections - Serve Express and General Purpose Lanes





LEGEND

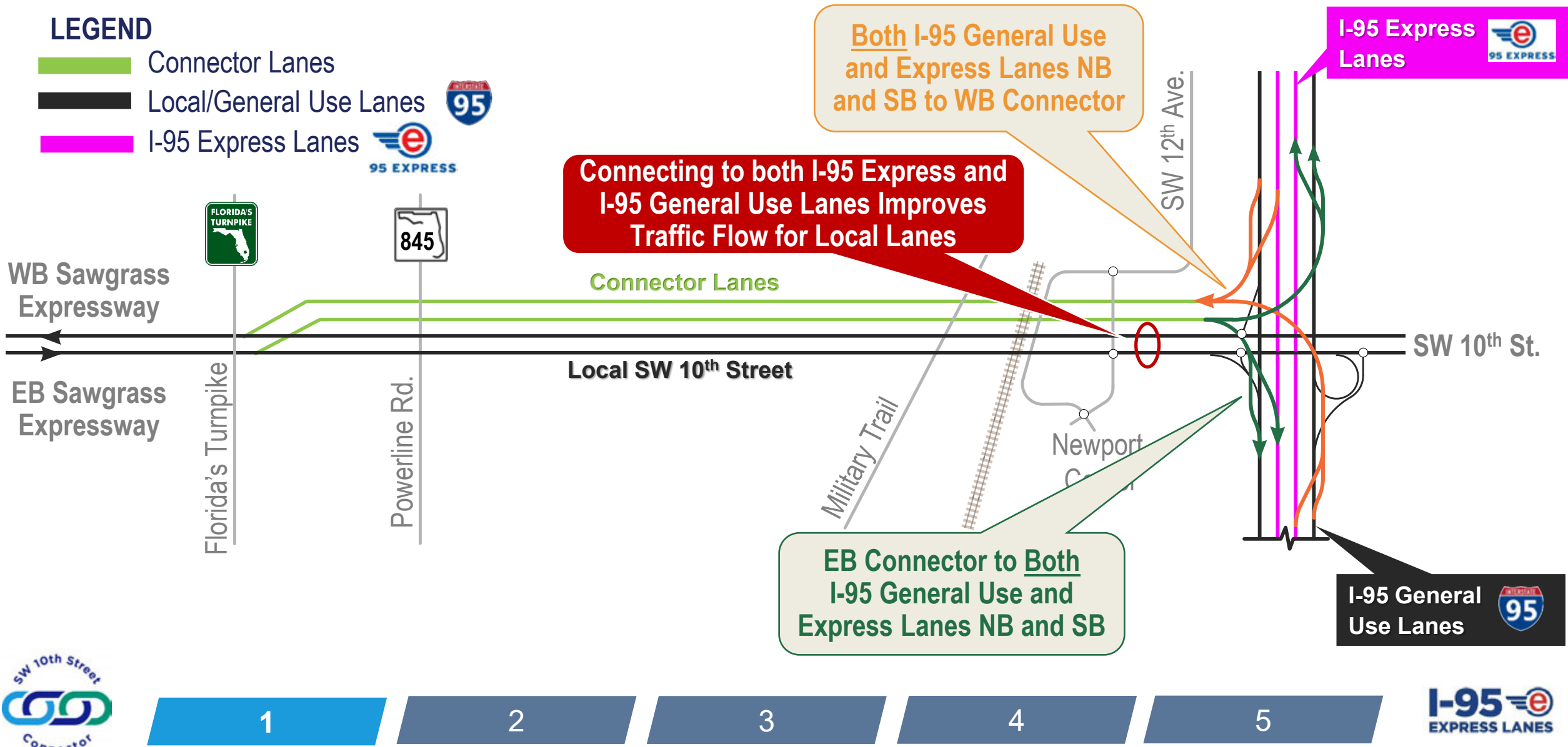
-  Connector Lanes
-  Local/General Use Lanes
-  I-95 Express Lanes



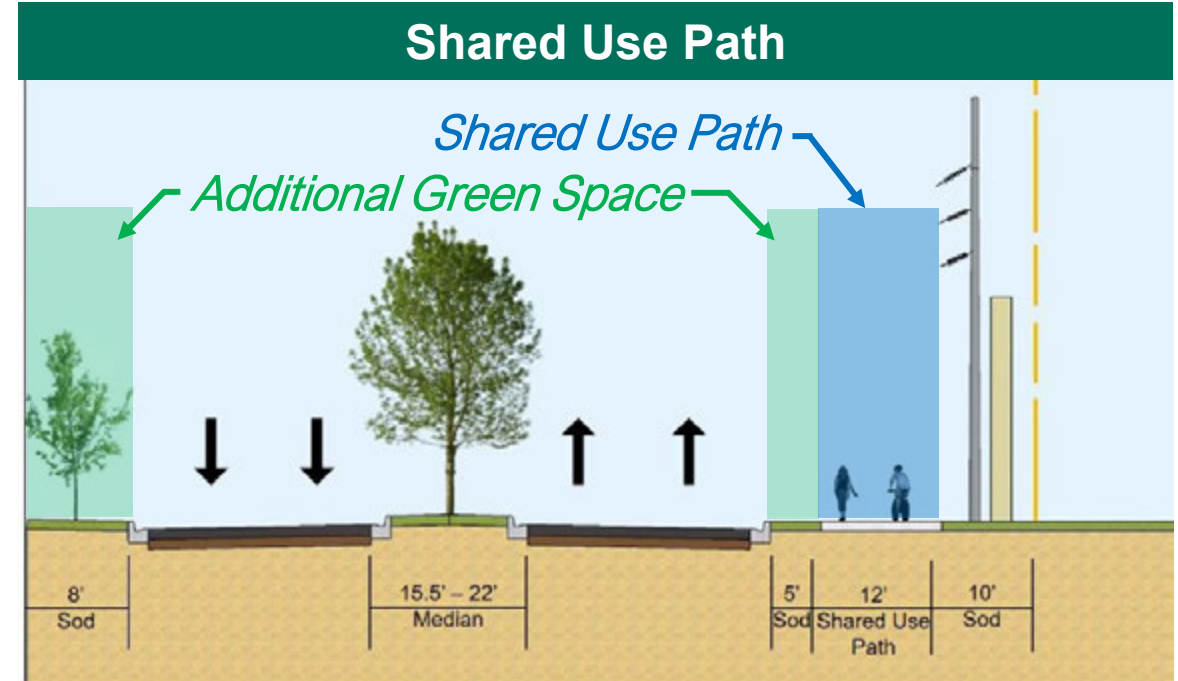
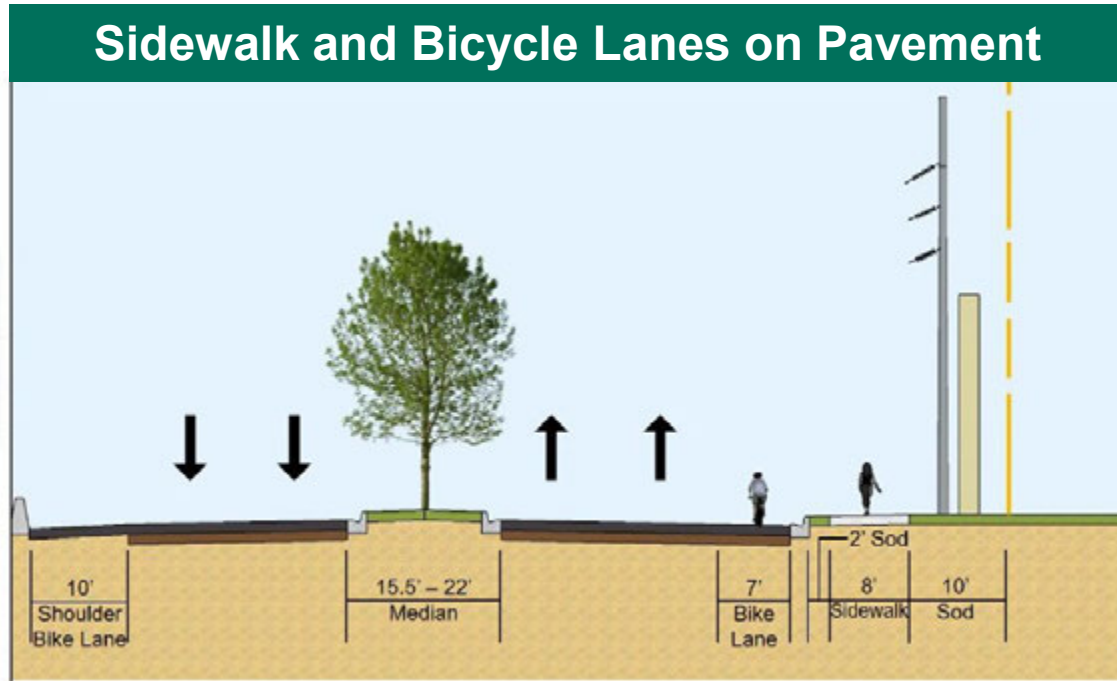
I-95 Connections - Serve Express and General Purpose Lanes

LEGEND

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

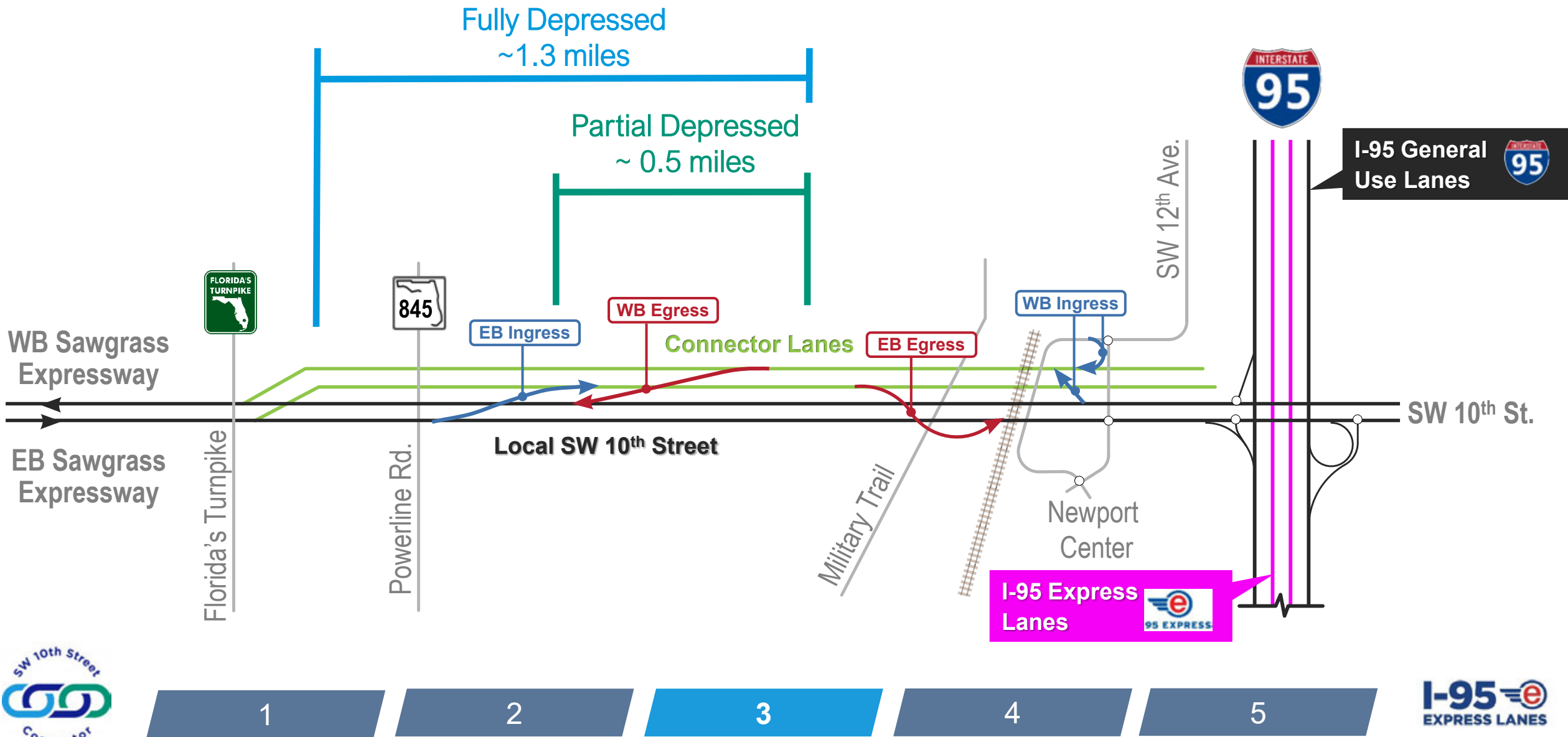


Make Local 10th a Complete Street



- Provides additional green space
- City concerned with bicycles interacting with local access ramps
- FDM now allows for removal of bike lanes on the pavement in lieu of shared use path
- City staff and officials very supportive of the change

Length of Depressed Roadways Evaluated



Increase the Length of Depressed Roadway



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

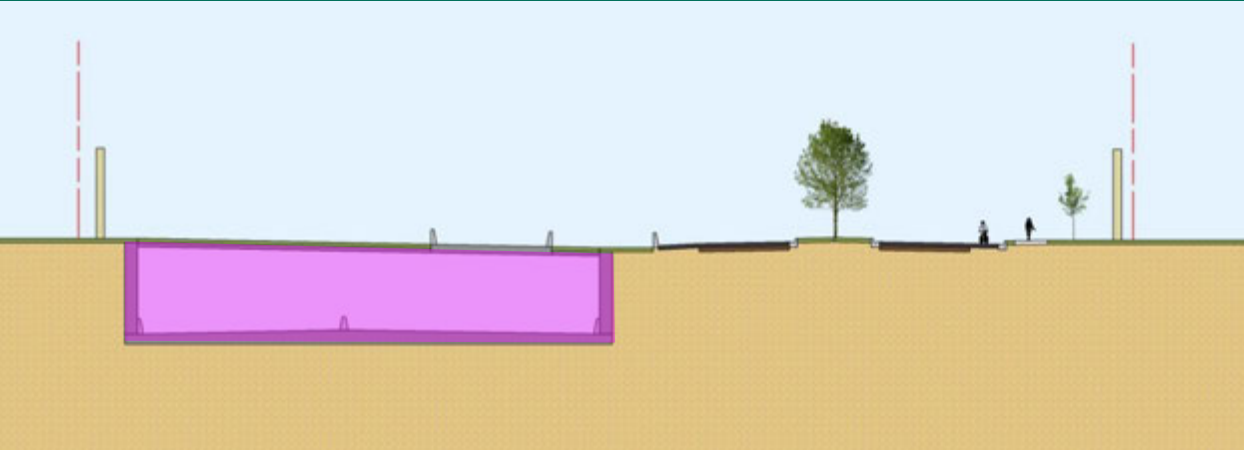
- C-2 Canal
- Roads must elevate over Military Trail
- Roads must elevate over the Railroad

Minimal benefits

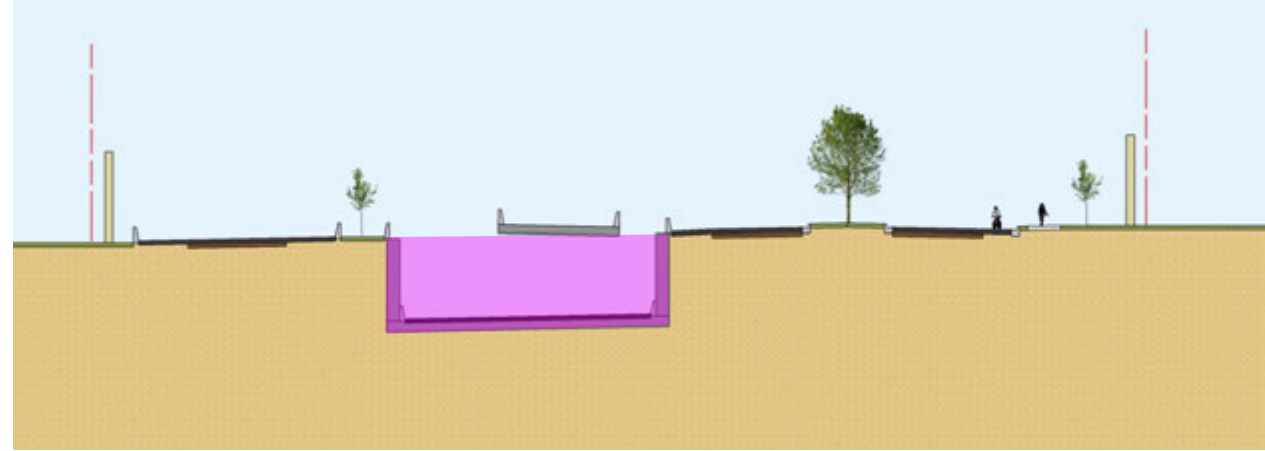
- Closest house on south is 387 feet away from start of wall
- Century Village has expressed desire for noise wall

Increase the Amount of Depressed Section

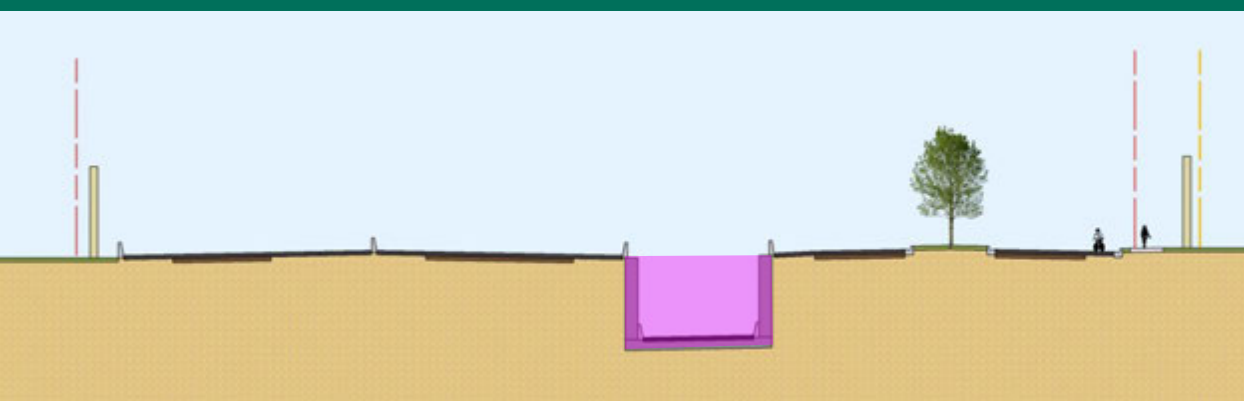
Depressed Eastbound and Westbound Connector Lanes



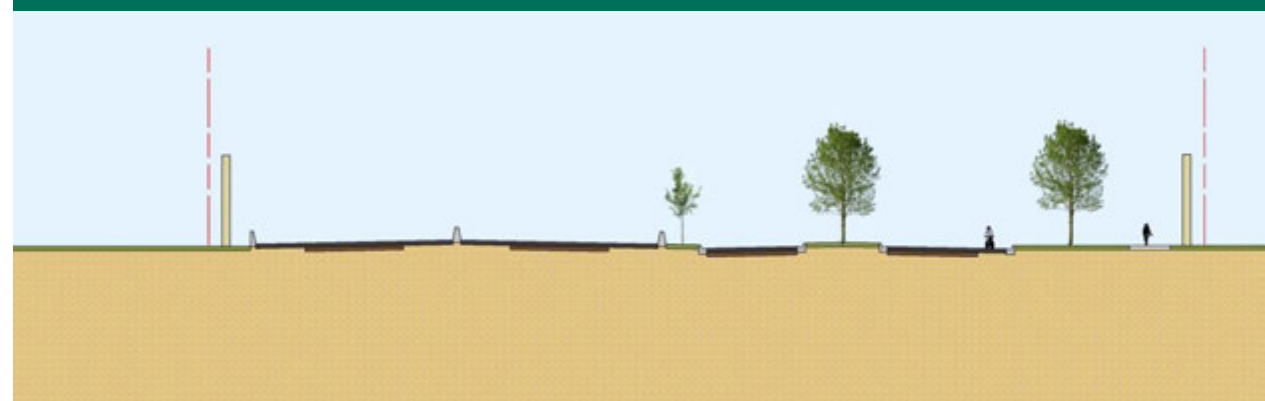
Depressed Eastbound Connector Lanes



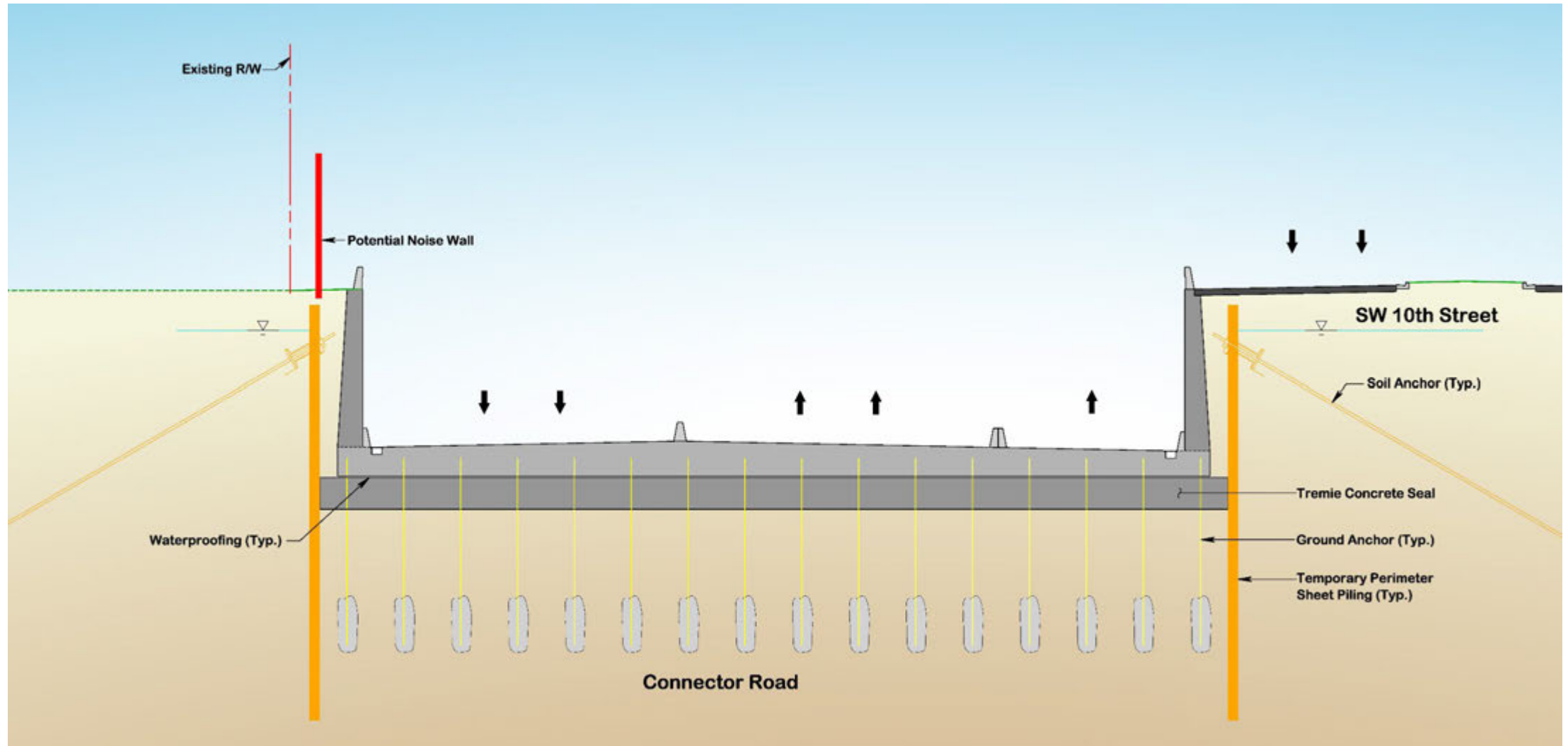
Depressed Westbound Exit Ramp



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



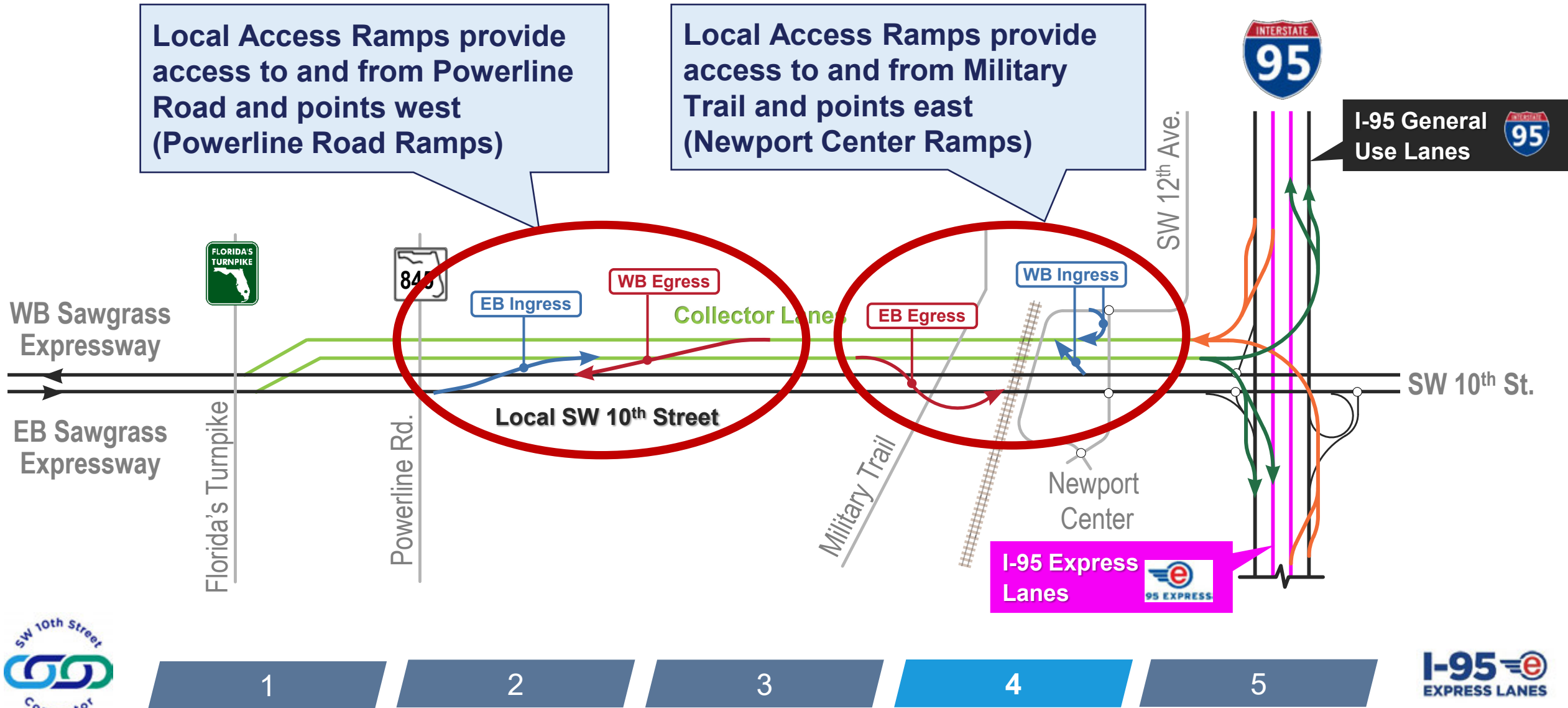
Depressed Eastbound Managed Lanes



Depressed Westbound Exit Ramp



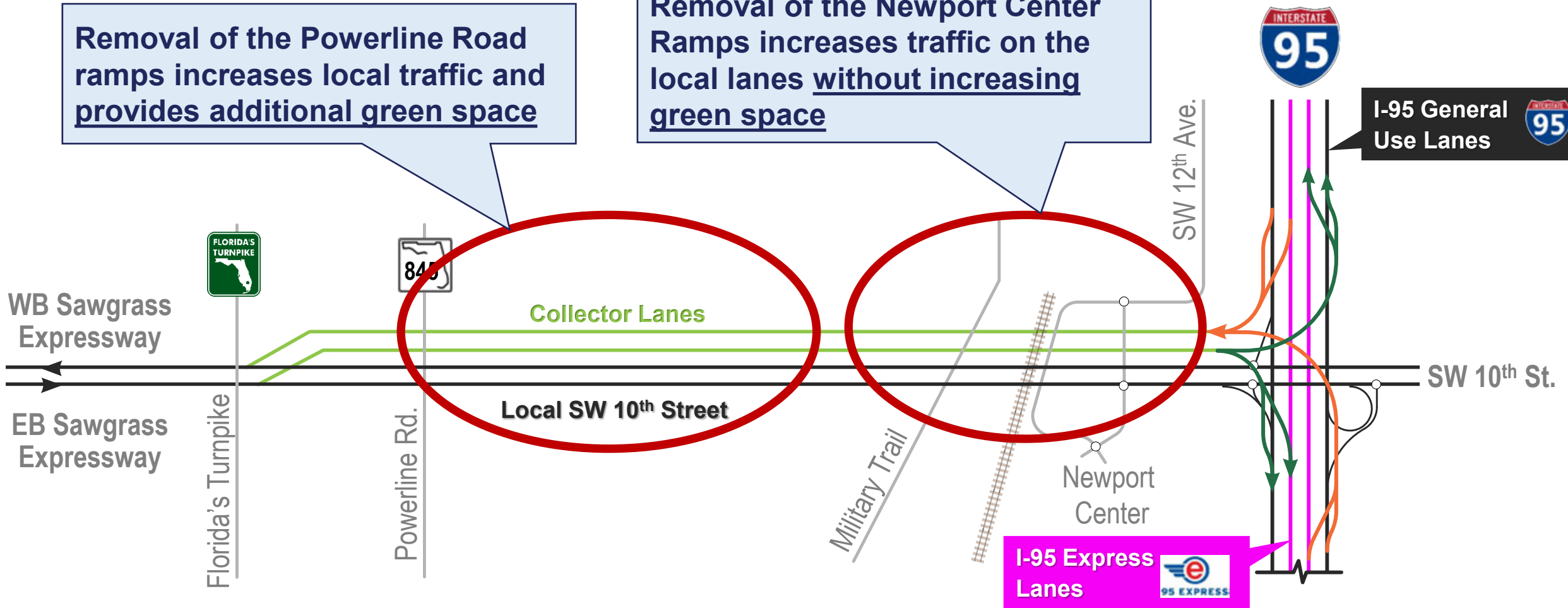
Eliminate Local Access Ramps (to Increase Green Space)



Eliminate Local Access Ramps (to Increase Green Space)

Removal of the Powerline Road ramps increases local traffic and provides additional green space

Removal of the Newport Center Ramps increases traffic on the local lanes without increasing green space

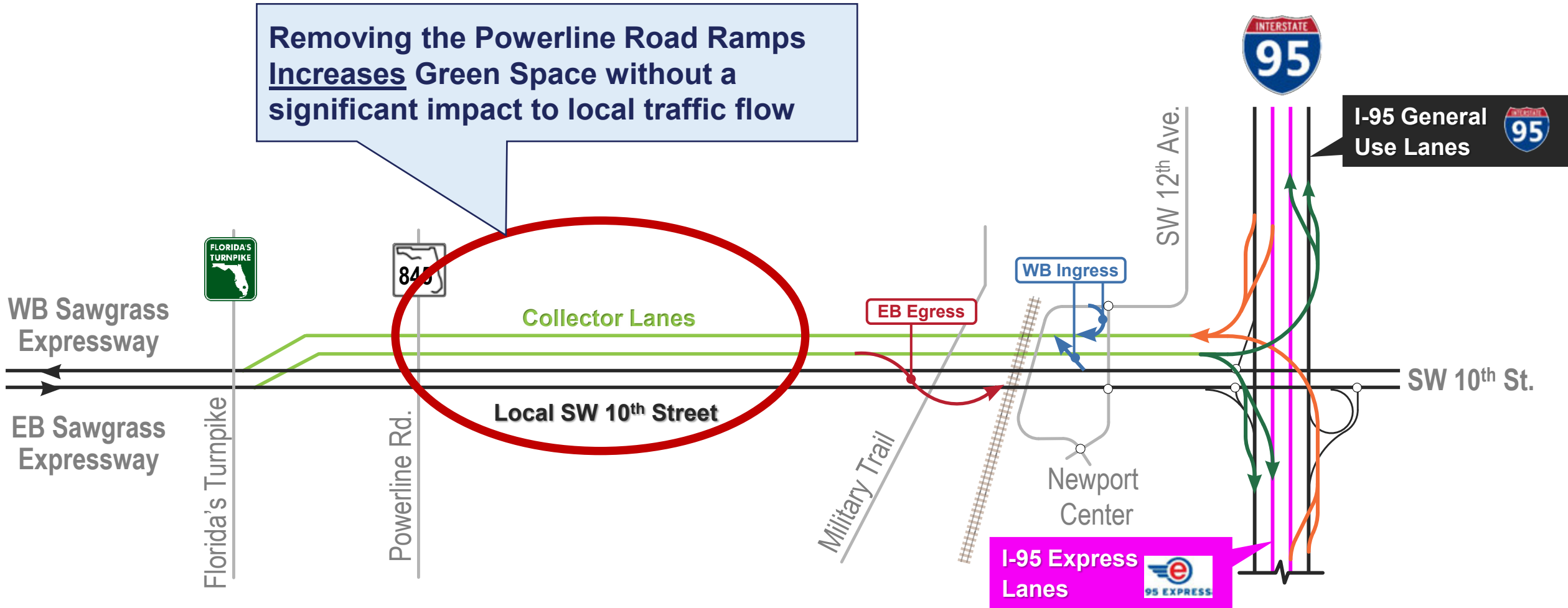


- 1
- 2
- 3
- 4
- 5



Eliminate Local Access Ramps (to Increase Green Space)

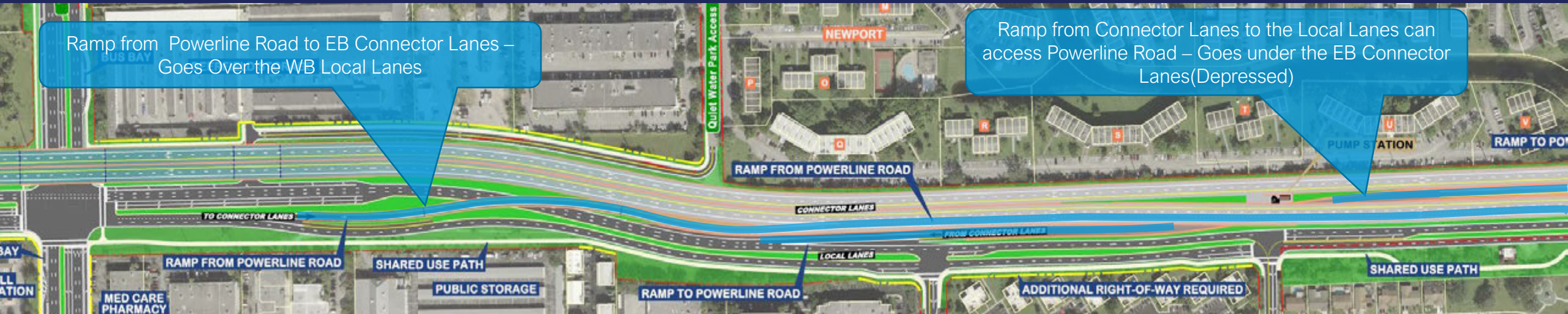
Removing the Powerline Road Ramps Increases Green Space without a significant impact to local traffic flow



- 1
- 2
- 3
- 4
- 5



Alternatives Comparison



Alternative with the Local Access Ramps to and from Powerline Road

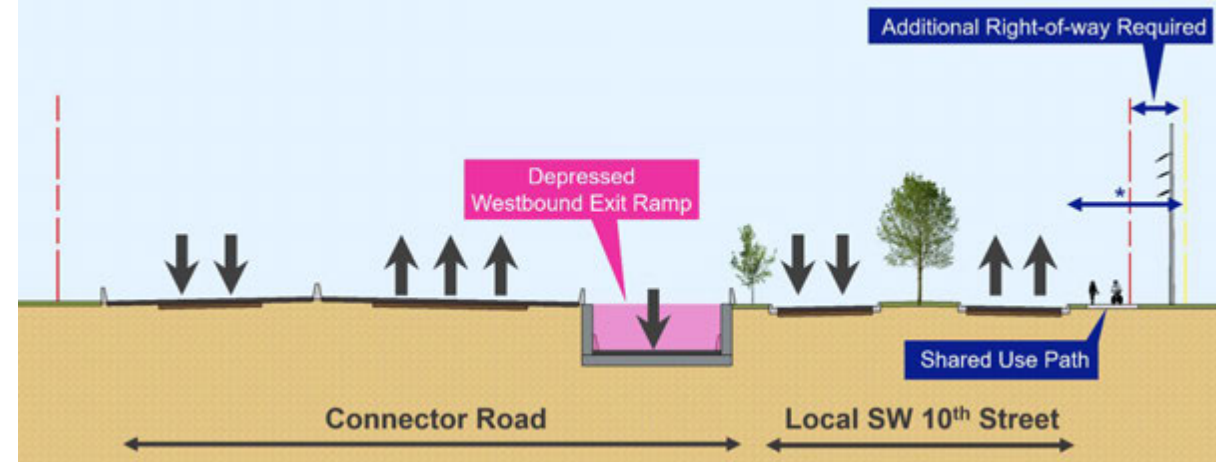


Alternative with No Local Access Ramps to and from Powerline Road

Typical Section Comparison

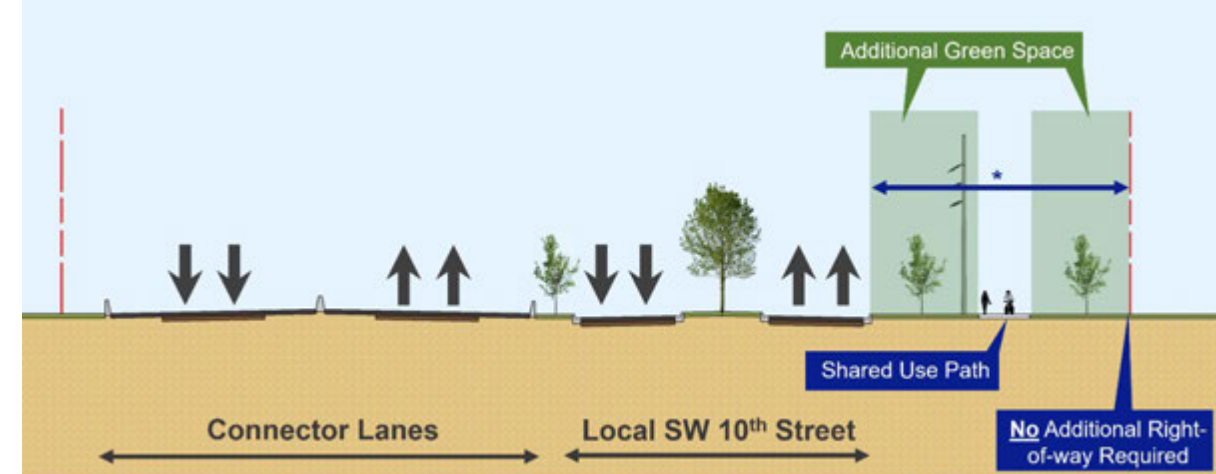
With Powerline Road Ramps (between SW 30th Avenue and SW 24th Avenue)

- Four-lane Connector Road and four-lane local SW 10th Street
- 12-foot Shared Use Path
- 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



Without Powerline Road Ramps (between SW 30th Avenue and SW 24th Avenue)

- Four-lane Connector Road and four-lane local SW 10th Street
- 12-foot Shared Use Path
- 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



Alternative Comparison

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

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

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

Without Powerline Road Ramps



Rendering Comparison

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

With Powerline Road Ramps



Without Powerline Road Ramps



Noise Evaluation Process

- Detailed Noise Barrier Analysis
 - Performed for future traffic conditions
 - Determines location of potentially reasonable and feasible noise walls (shown on next board)
- Noise Barrier Surveys
 - Input from benefited properties during Final Design will be used to determine support for noise walls
- 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






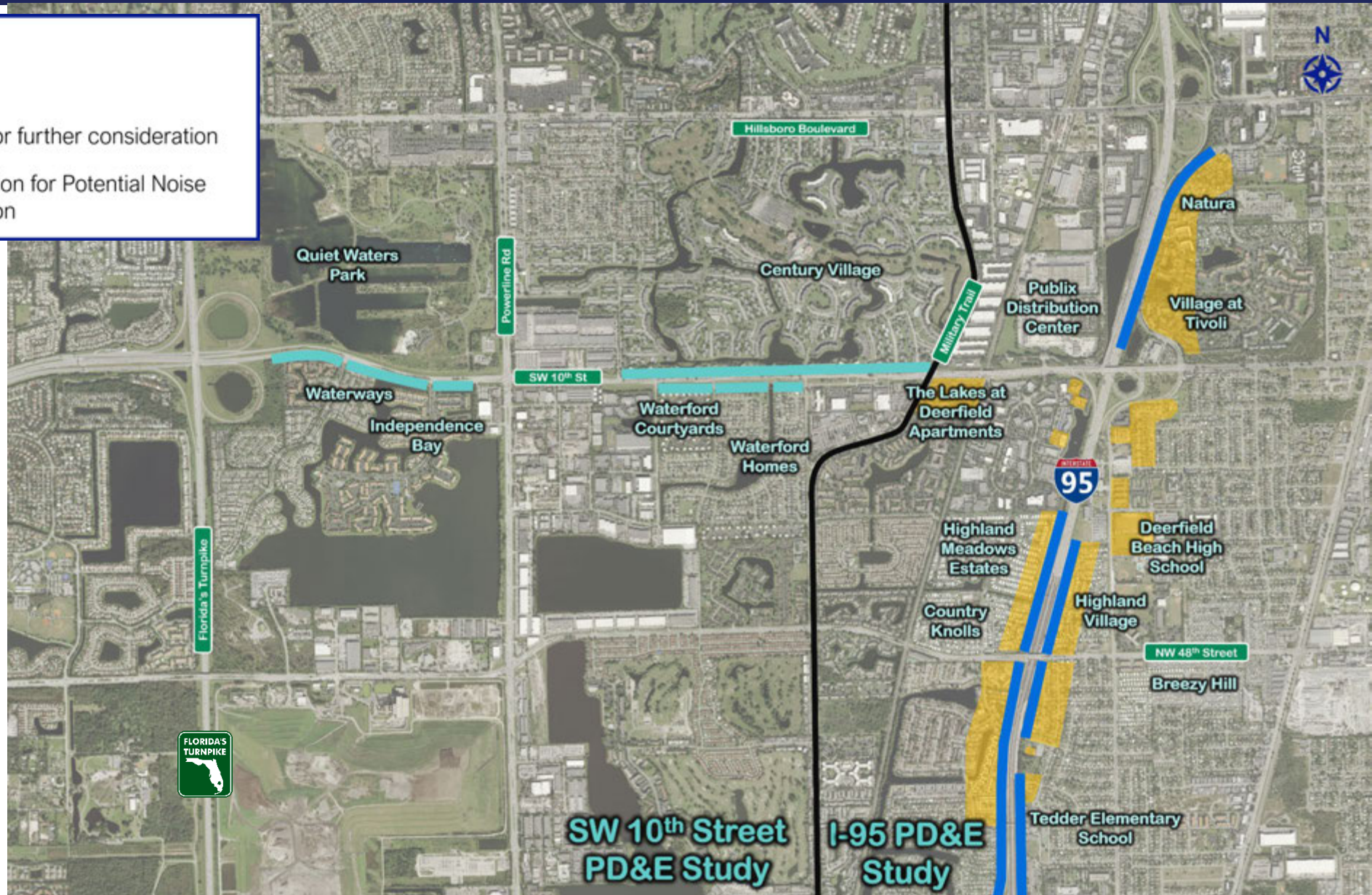
Example shoulder-mounted noise wall



Potential Noise Barrier Locations

Legend

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











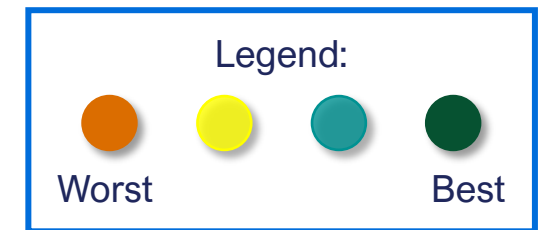
SW 10th Street
PD&E Study

I-95 PD&E
Study

Tedder Elementary
School

DRAFT - Preliminary Evaluation Matrix

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	●	●	●



DRAFT - Preliminary Evaluation Matrix



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

Turnpike Interchange Study Update

- Separate PD&E Study is on-going
- Florida's Turnpike Enterprise is developing preliminary concepts
- Concepts will prioritize:
 - Minimizing Impacts to Neighborhoods
 - Improving Benefits to the Community
 - Not including Express Lanes
 - Including new connections
 - *SW 10th Local Lanes to / from Turnpike North*
 - *SW 10th Connector Lanes to / from Turnpike South*
 - Improving the Lyons Road 'U-Turn' by providing a Texas U-turn that can by-pass the traffic signals



Anticipate Public Information Meeting at the End of the Year (2020)



Status of Addressing Concerns



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

PROPOSED SOLUTION – Project now includes connecting to both I-95 General Purpose Lanes and I-95 Express Lanes.



B. Needs more Complete Street elements on local SW 10th Street (Safety and Multi-Modal)

PROPOSED SOLUTION – The Project now includes a Shared Use Path that is located further from traffic in all build alternatives.



C. Not enough depressed section elements (Aesthetics & Noise)

PROPOSED SOLUTION – FDOT has evaluated several depressed alternatives. Neither build option has an elevated roadway in the middle of the corridor near residences and landscaping and buffer areas have been enhanced in all build options.



D. Not enough green space

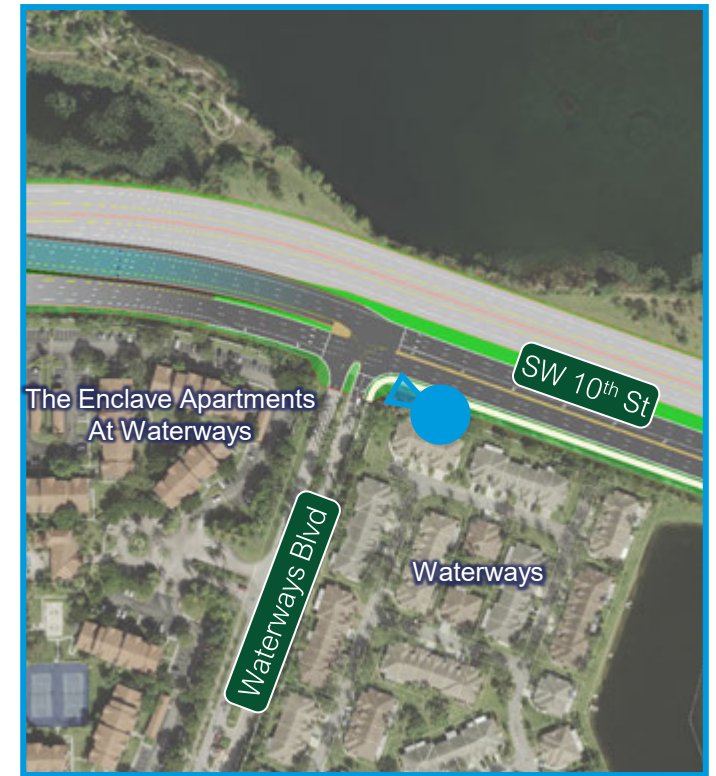
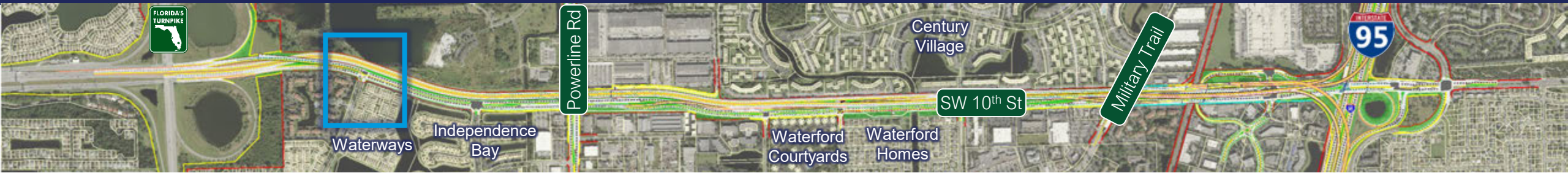
PROPOSED SOLUTION – Additional green space has been added to all build options. One option adds an additional 30 feet of green space in the middle of the corridor and moves the road approximately 50 feet further away from homes.



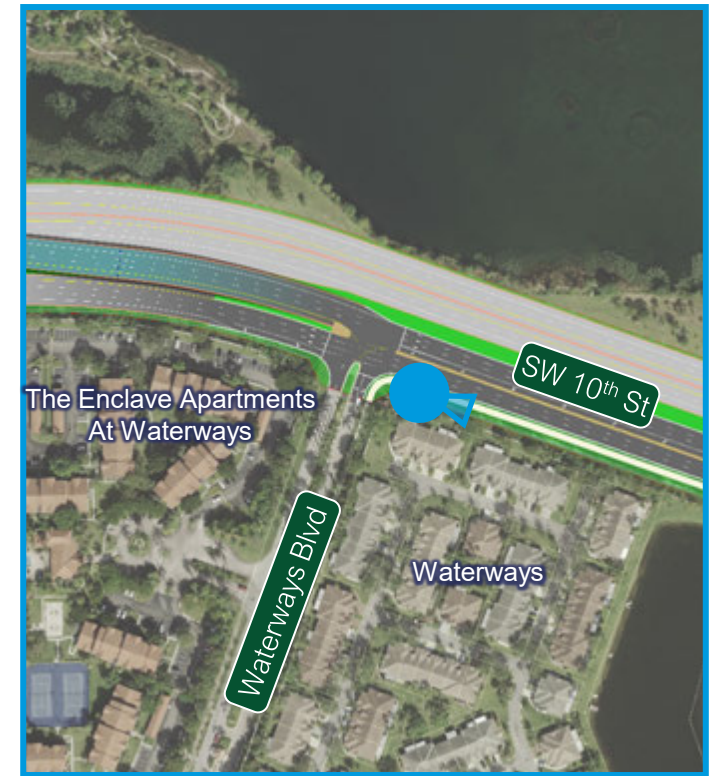
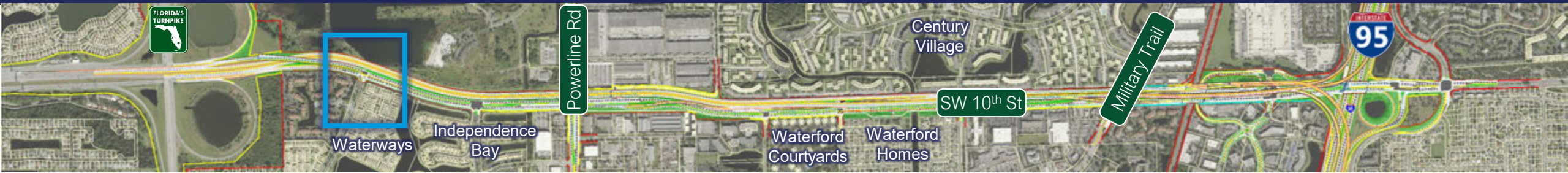
E. Does not provide full access to/from Turnpike from SW 10th Street Local

PROPOSED SOLUTION – FTE has dropped its express lane concept for Sawgrass Expressway and will make a general use lane connection to the connector lanes from the south.

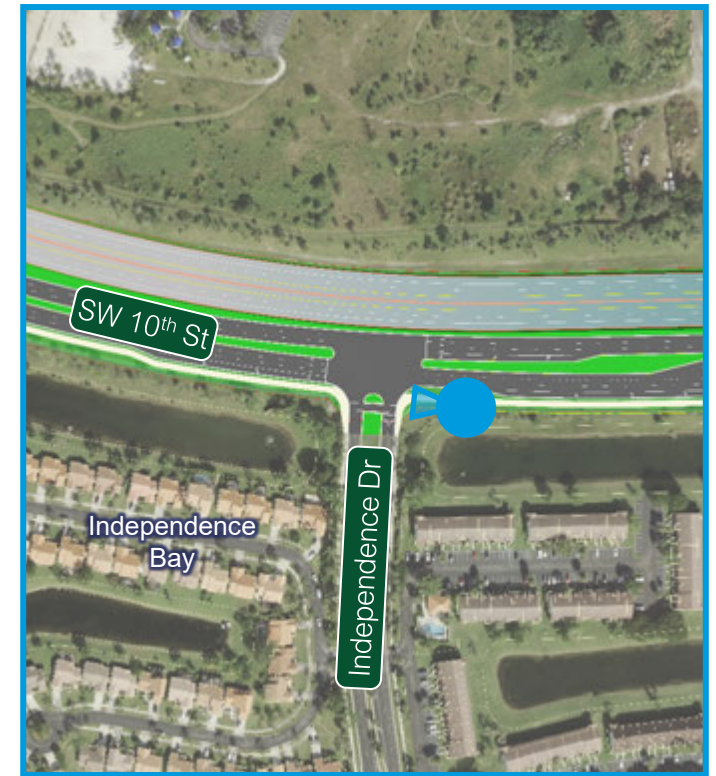
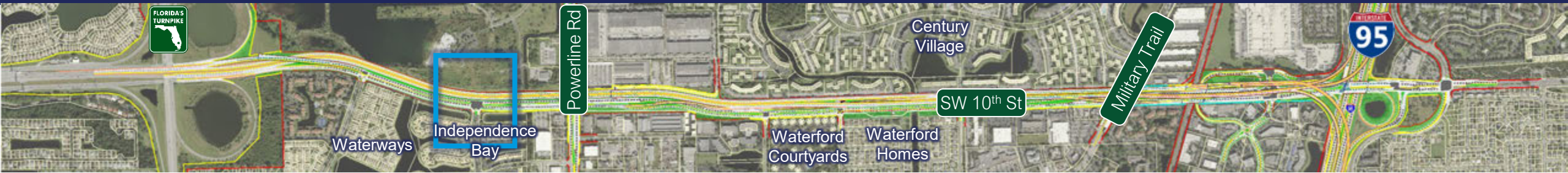
Renderings – At Waterways – Looking West



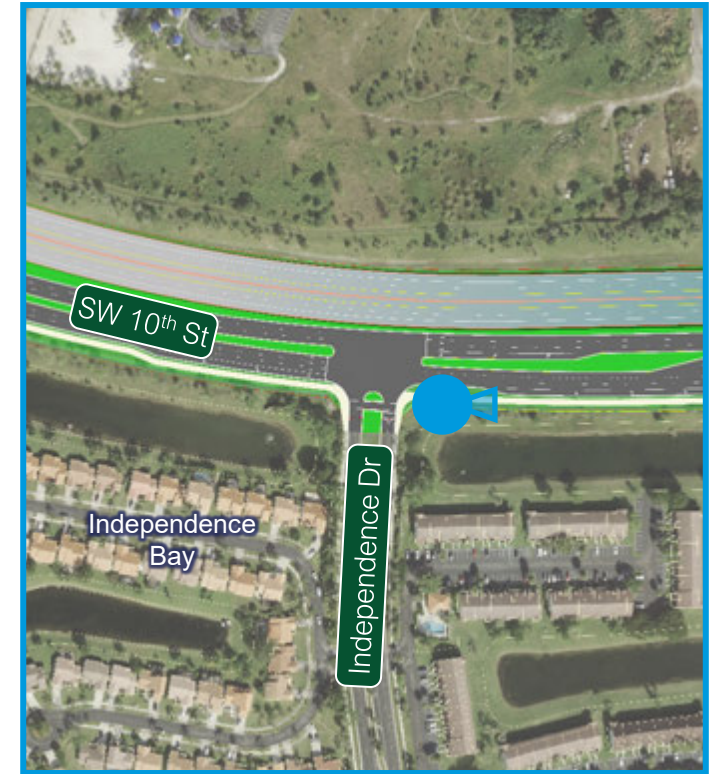
Renderings – At Waterways – Looking East



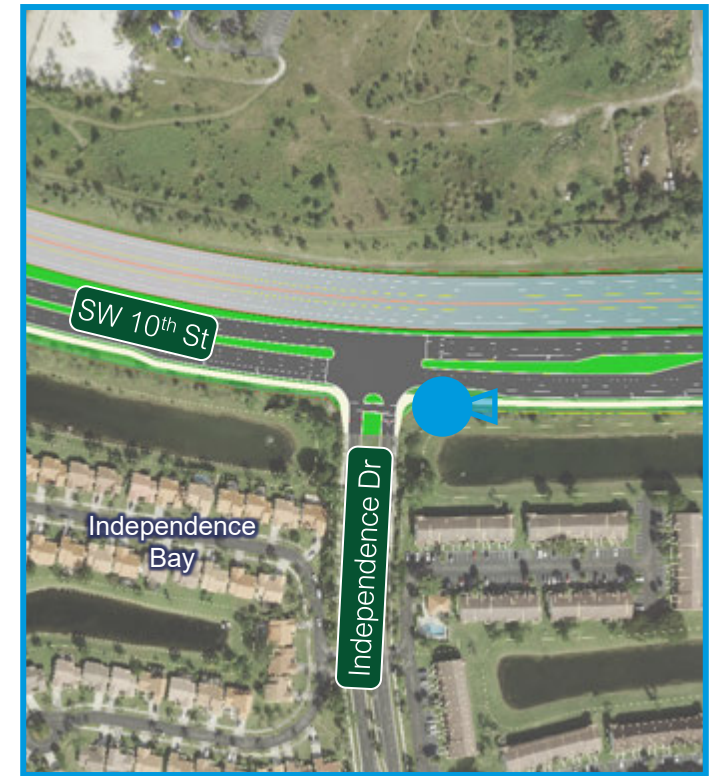
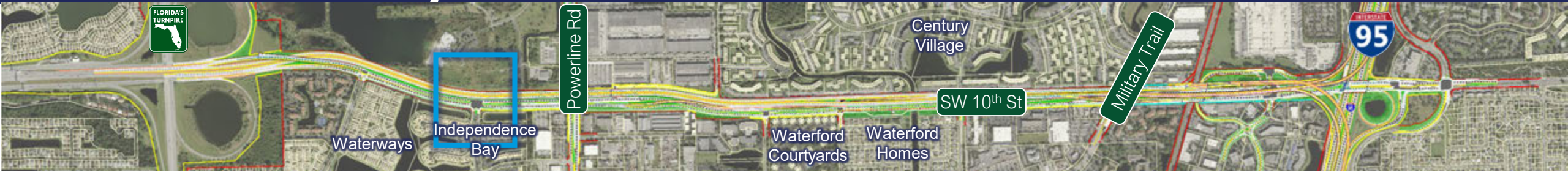
Renderings – Independence Bay – Looking West



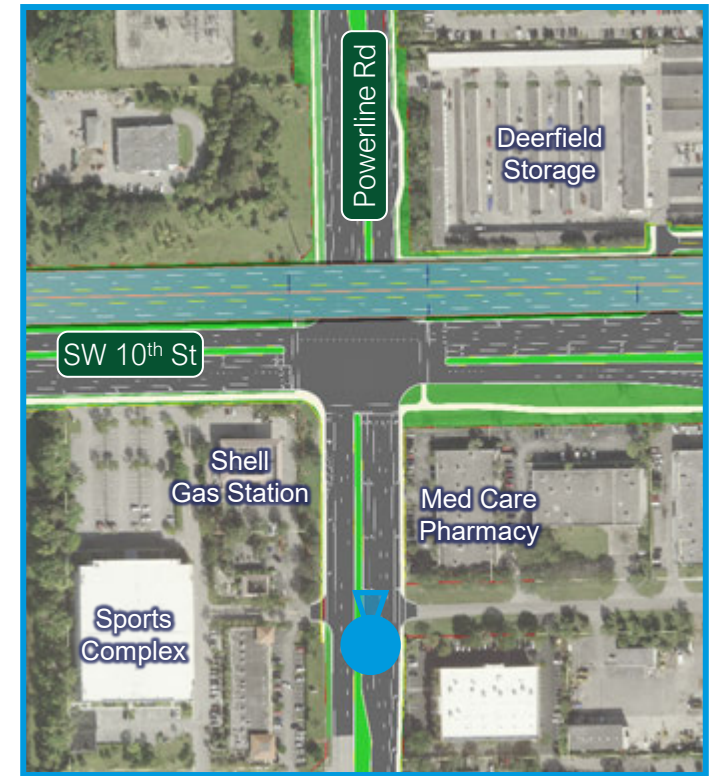
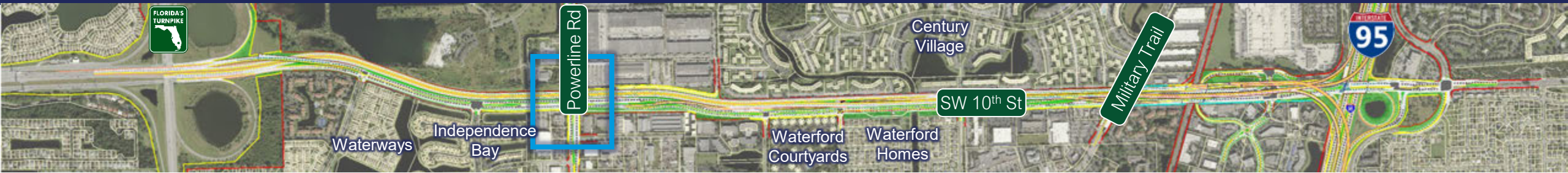
Renderings – Independence Bay – Looking East With Ramps to Powerline Rd



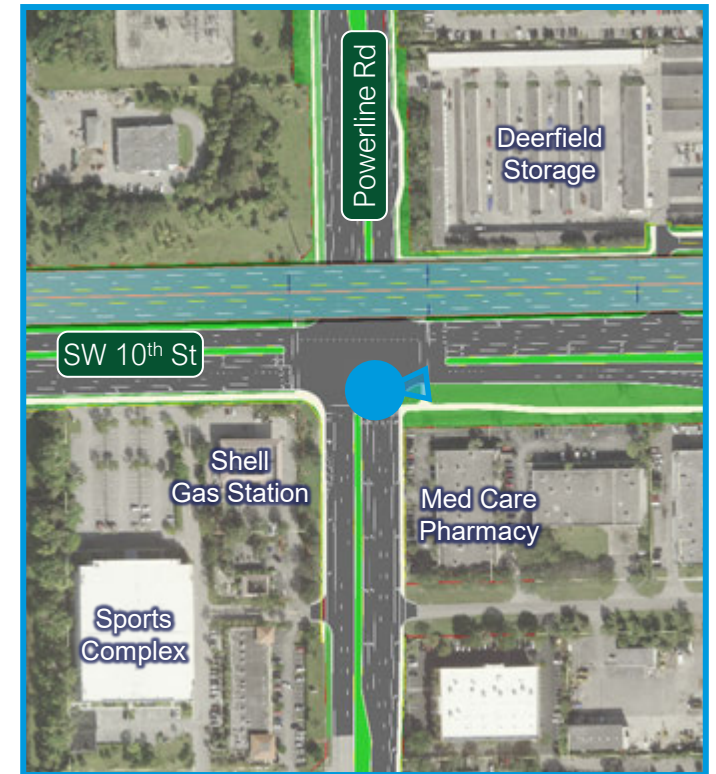
Renderings – Independence Bay – Looking East *Without Ramps to Powerline Rd*



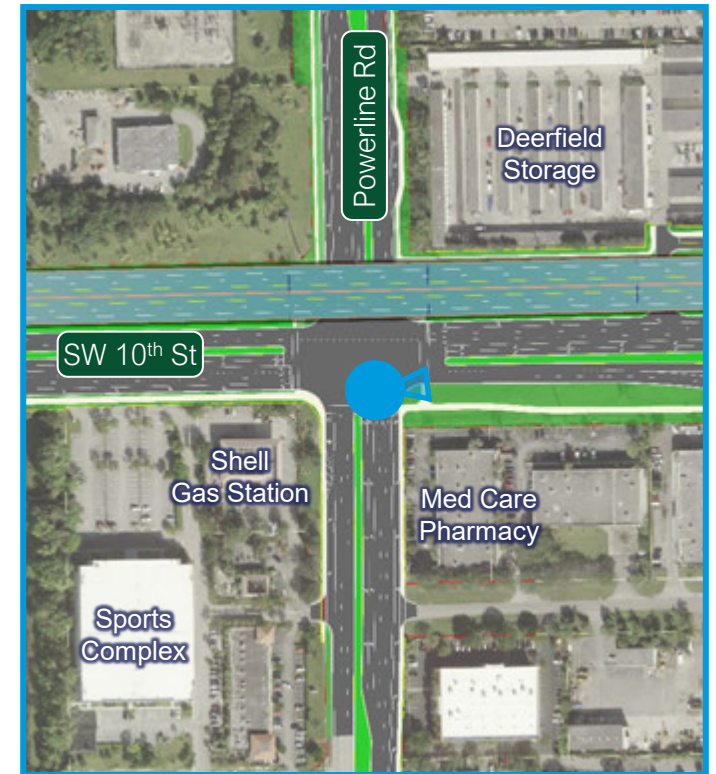
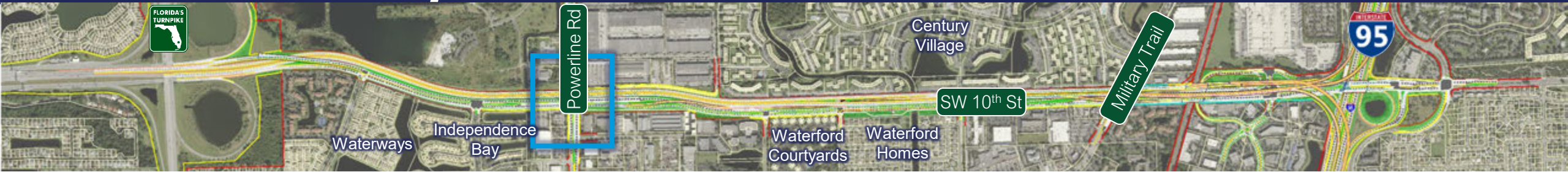
Renderings – At Powerline Road – Looking North



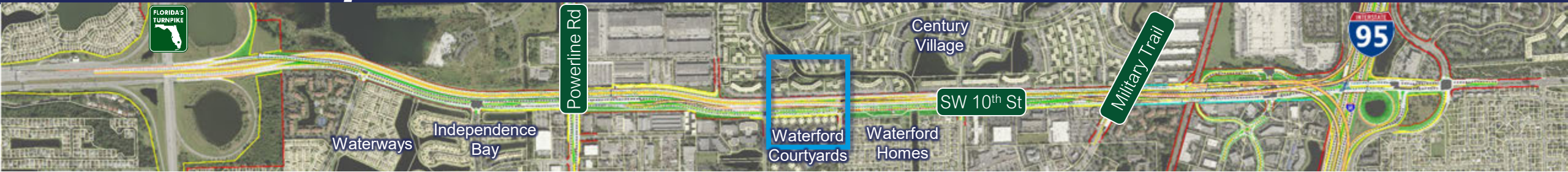
Renderings – At Powerline Road – Looking East With Ramps to Powerline Road



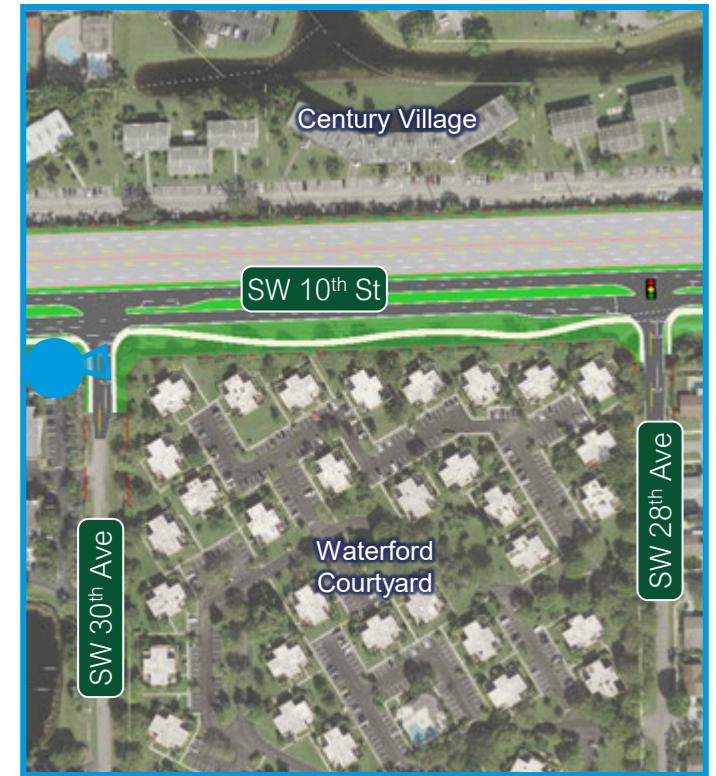
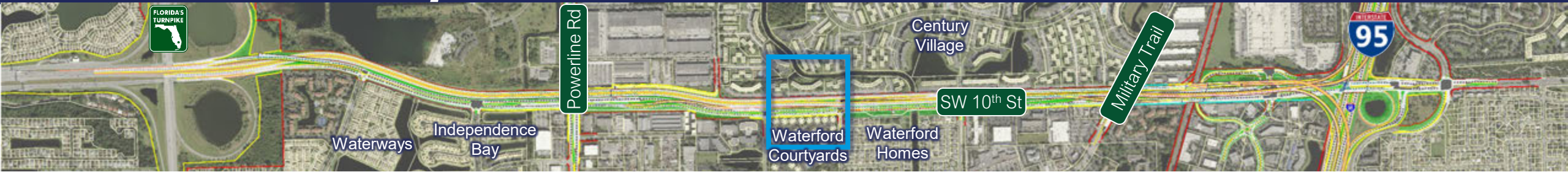
Renderings – At Powerline Road – Looking East *Without Ramps to Powerline Road*



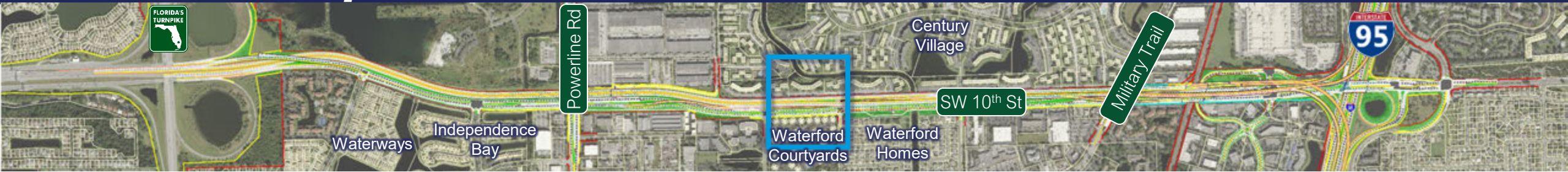
Renderings – At SW 30th Ave – Looking East With Ramps to Powerline Road



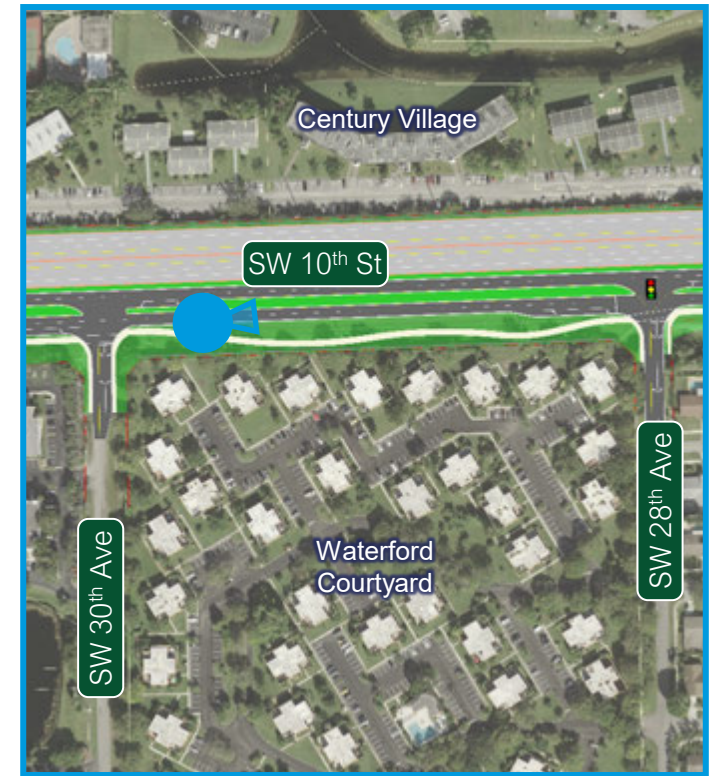
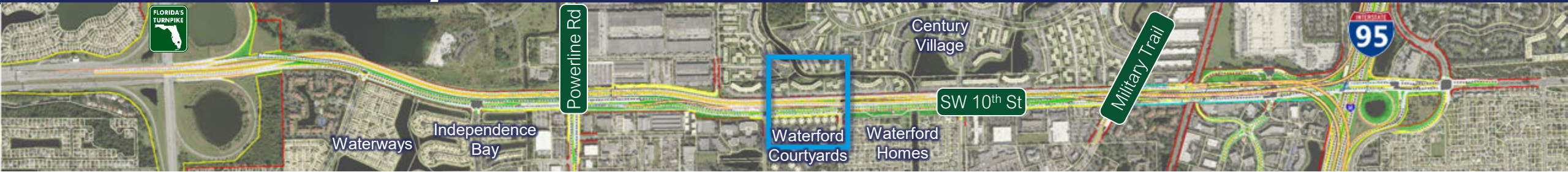
Renderings – At SW 30th Ave – Looking East *Without Ramps to Powerline Road*



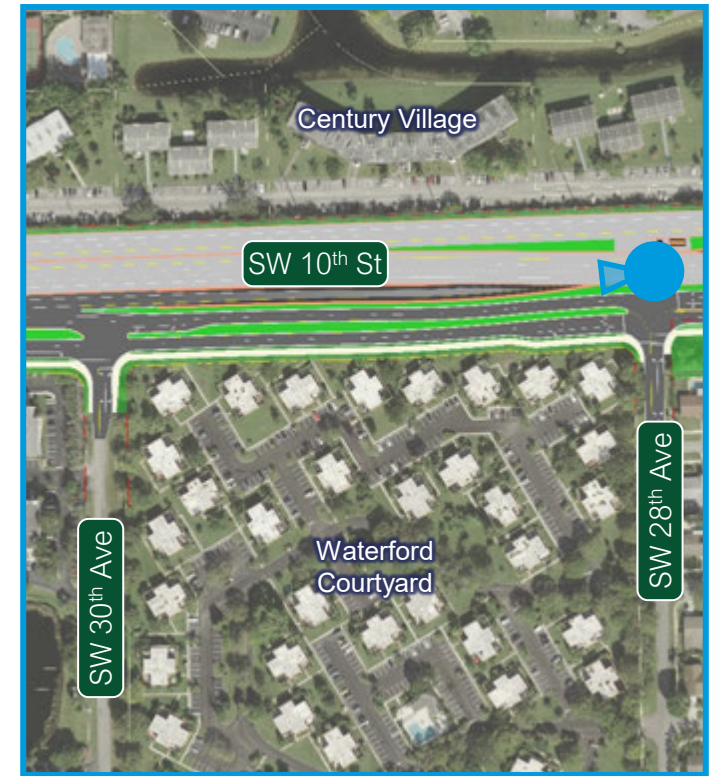
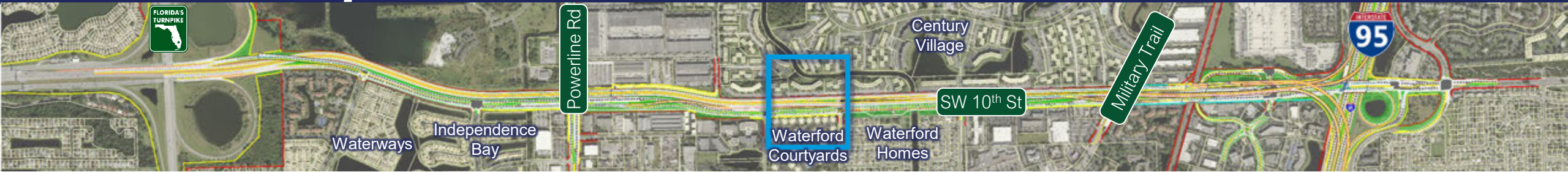
Renderings – East of SW 30th Ave – Looking East With Ramps to Powerline Road



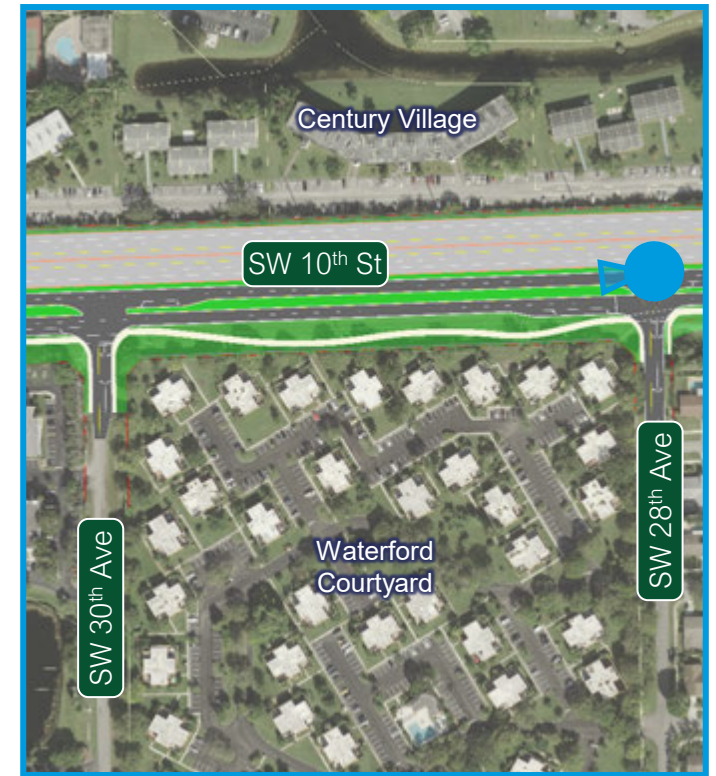
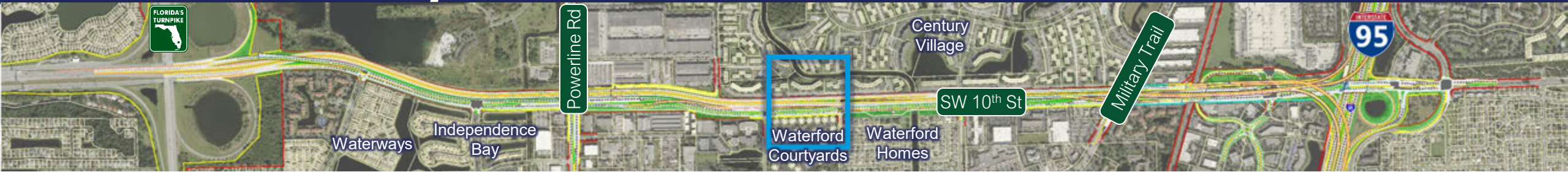
Renderings – East of SW 30th Ave – Looking East *Without Ramps to Powerline Road*



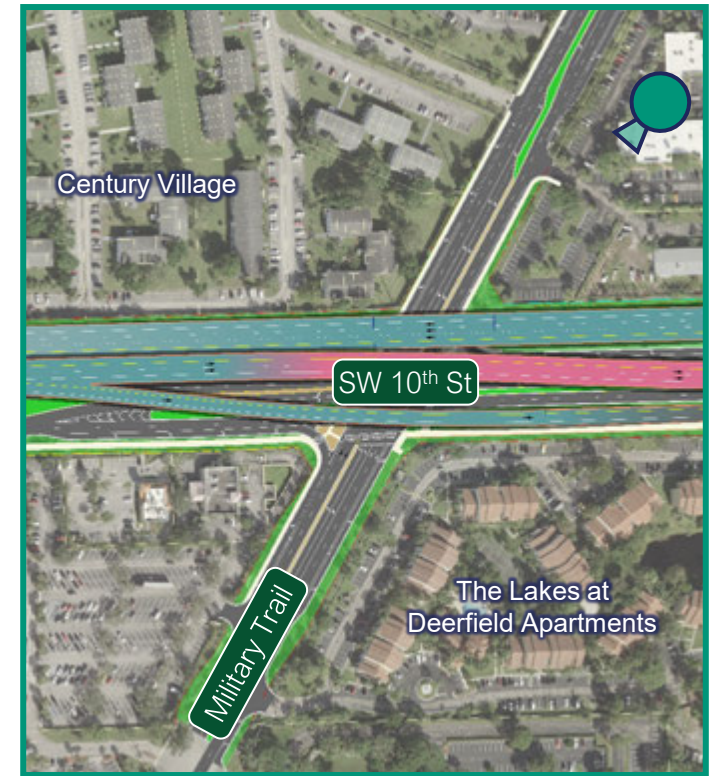
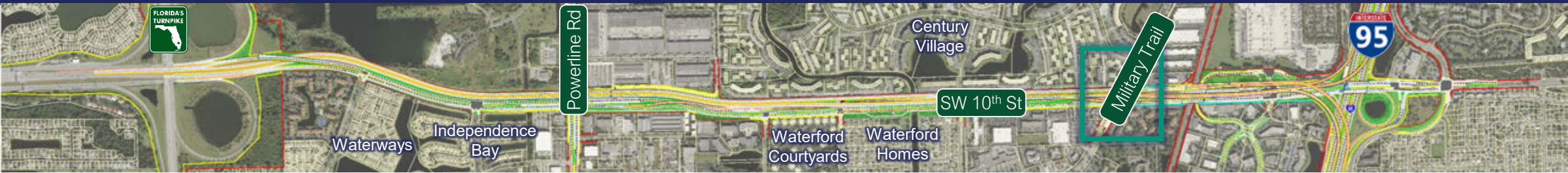
Renderings – Waterford Courtyard – Looking West With Ramps to Powerline Road



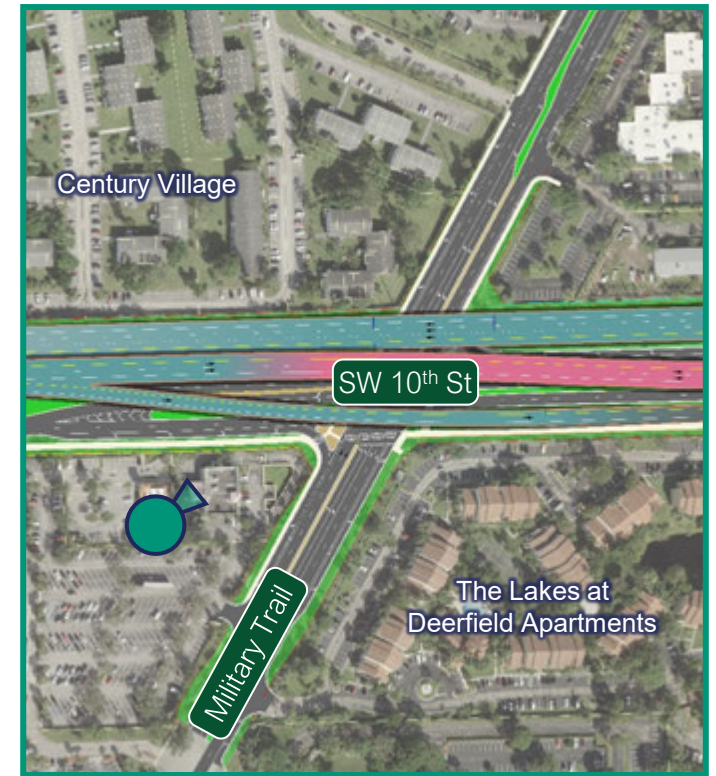
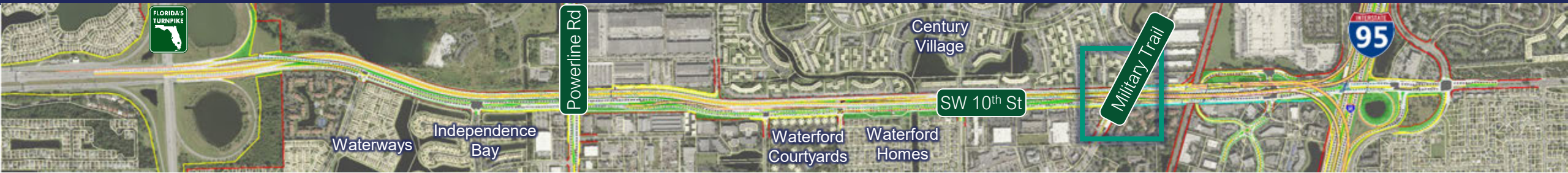
Renderings – Waterford Courtyard – Looking West *Without Ramps to Powerline Road*



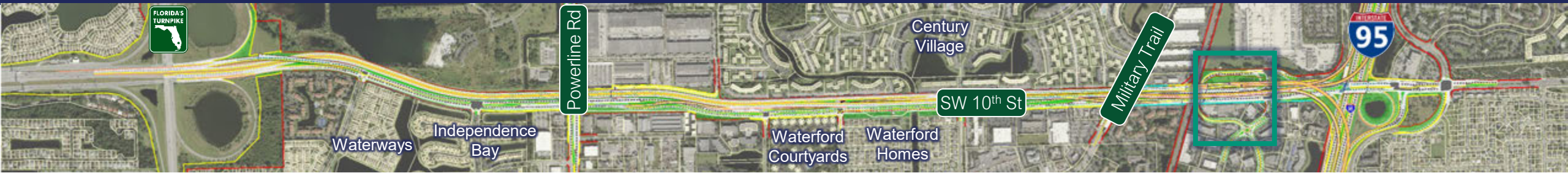
Renderings – Military Trail – Looking South



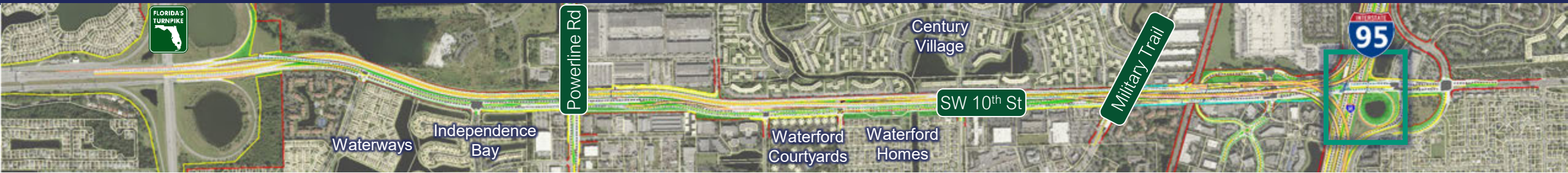
Renderings – Military Trail – Looking North



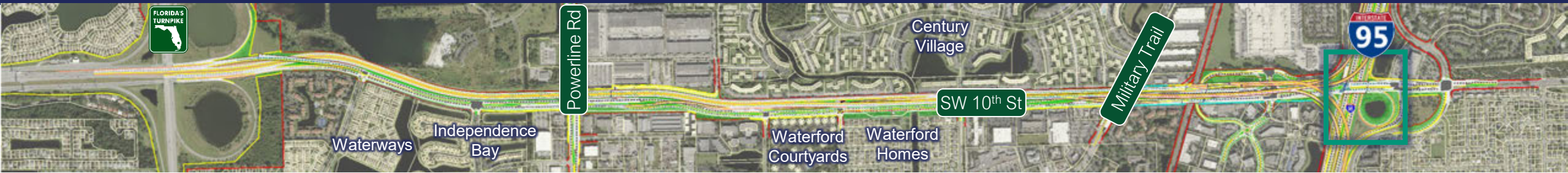
Renderings – Newport Center – Looking Northeast



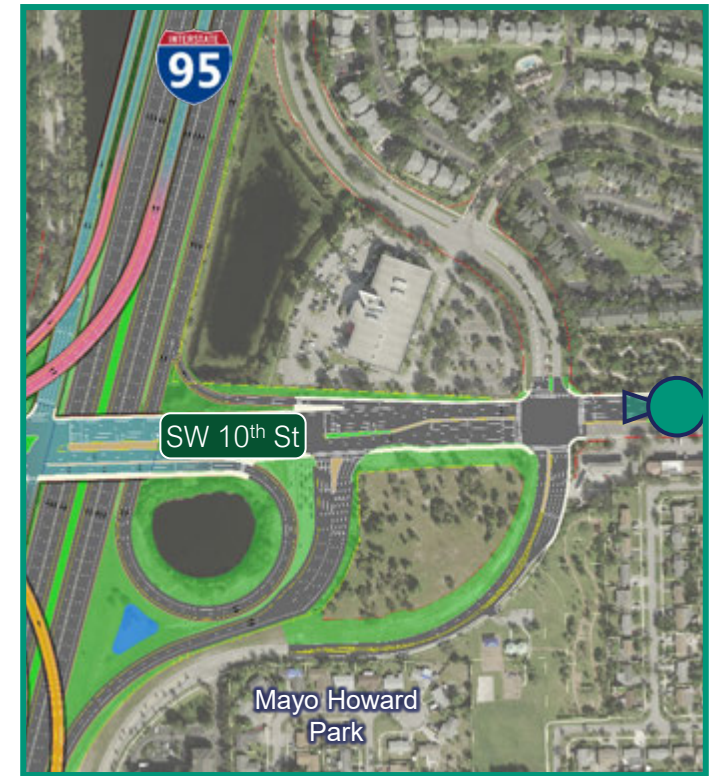
Renderings – I-95 Interchange – Looking South



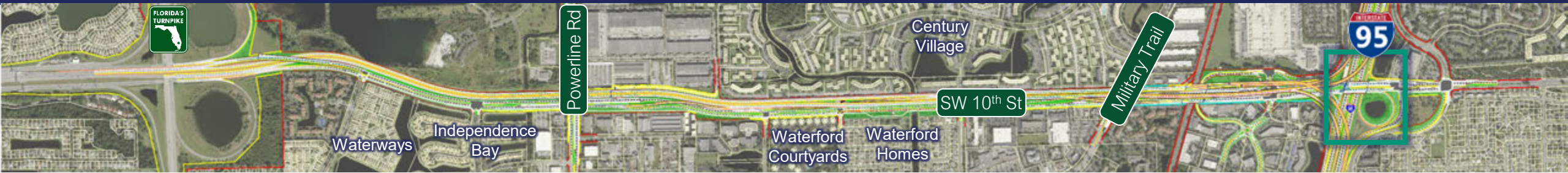
Renderings – I-95 Interchange – Looking Southwest



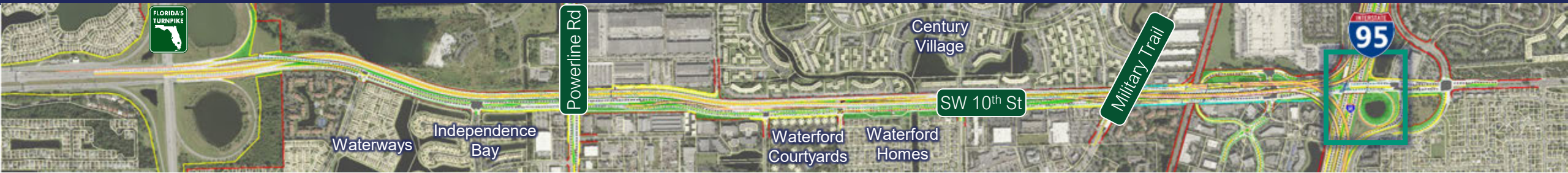
Renderings – I-95 Interchange – Looking West



Renderings – I-95 Interchange – Looking Northwest



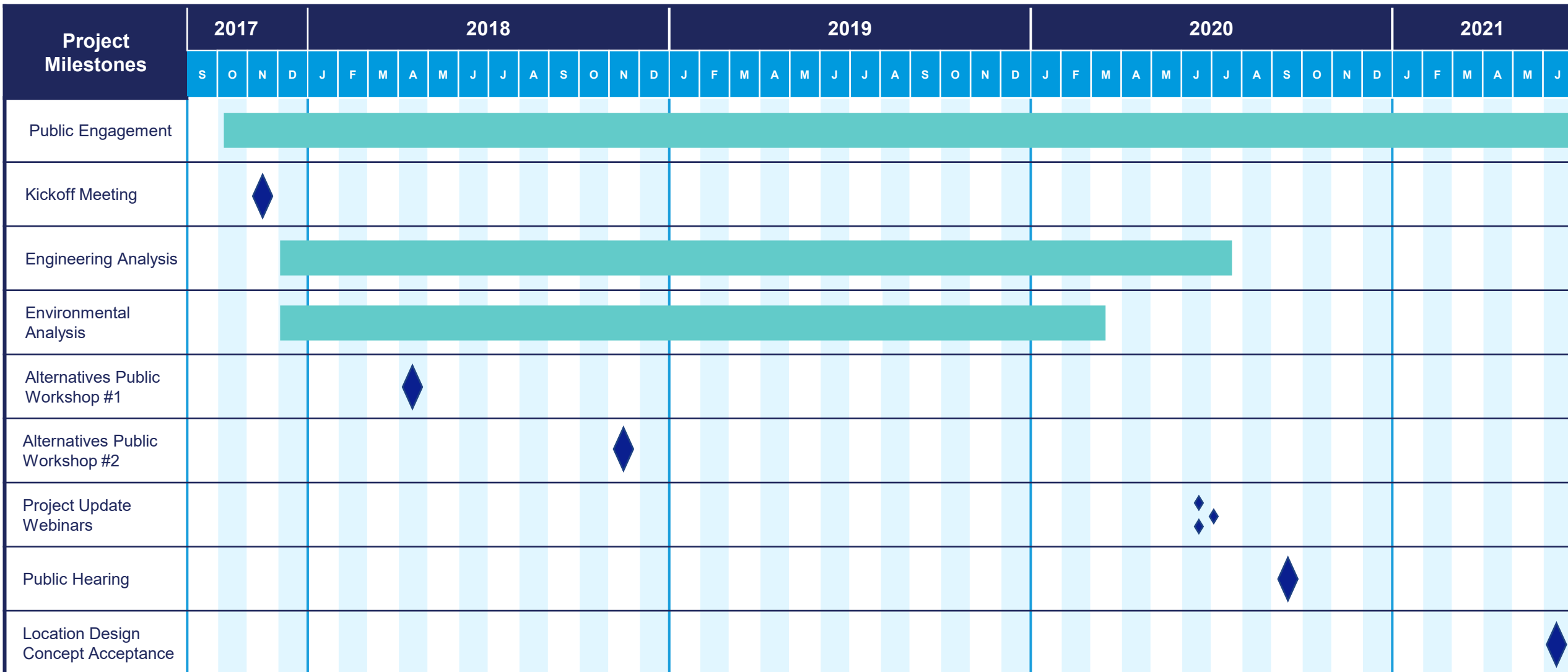
Renderings – I-95 Interchange – Looking North



Next Steps - Public Engagement Plan (SW 10th & I-95)

- Spring / Summer
 - Additional Individual HOA and Stakeholder Virtual Meeting in combination with face to face when permitted
 - Continued Coordination with City of Deerfield Beach
 - Social media updates / flyers
 - MPO Update Meeting
- Summer / Fall
 - Continue with Stakeholder Meetings
 - Elected Official Meetings
 - City Updates
 - Public Hearing (Anticipated in September)
 - MPO Work Program Agenda Item (October)

Schedule



Final Design / RFP Development
Estimated to Start Late 2020/Early 2021



Major Construction Activities
Anticipated to Start 2023



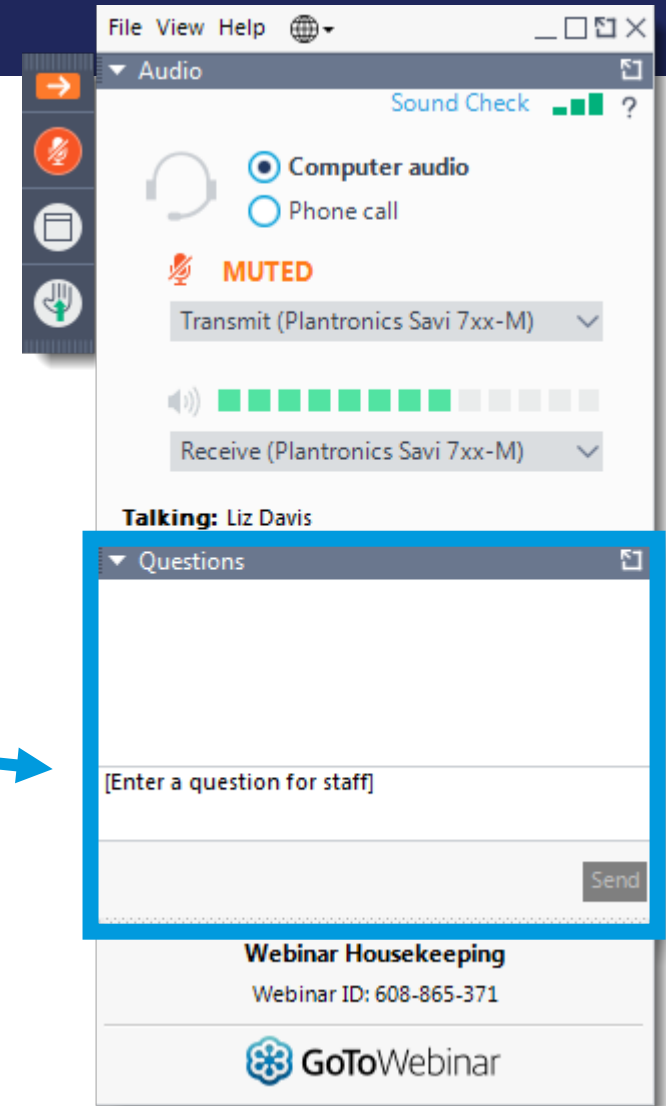
Anticipated Completion
2027/2028

Question and Answer Period

- Will start with questions submitted in advance of the webinar
- Questions submitted during the presentation and Q&A period will be answered as time permits
- Response to questions will be posted to the website after the webinar
- If you need additional information, please contact the FDOT project manager (contact information provided on last slide). We will conduct additional group meetings in the coming months
- Visit our project websites:
 - www.sw10street.com
 - www.fdot.gov/projects/sr9/index.html

Questions and Answers

- Asking Questions and Providing Comments
 - Websites
 - www.sw10street.com
 - www.fdot.gov/projects/sr9/index.html
 - Call 1-800-418-0524 or (305) 573-0089
 - Submit via the question box



Contact:

Robert Bostian, PE

Robert.Bostian@dot.state.fl.us

(954) 777- 4427

www.sw10street.com

www.fdot.gov/projects/sr9/index.html

Presentation
End
Begin Q&A
Thank you!

