

Q&A Categories

- Access
 - I-95
 - Local SW 10th Street
- Turnpike Study
- Depressed Elements
- Right-of-Way, Utilities, and Construction
- Traffic
- Community Features
- Noise Analysis and Process

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?

SW 10th Street

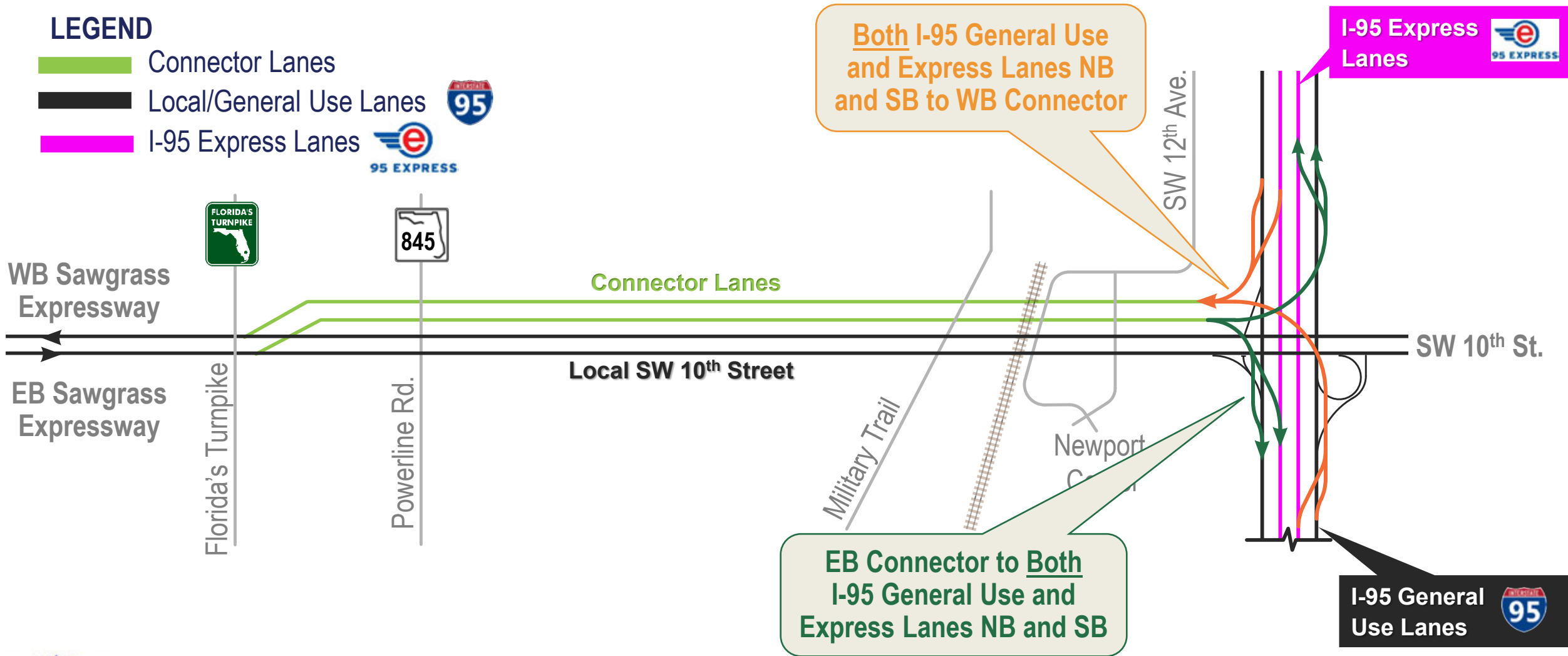
- How do you separate between the current local roads and the planned project?
- How do those of us in Waterways and Independence Bay ever get out onto SW 10th Street?
- Will SW 28th Avenue and SW 24th Avenue have access to local SW 10th Street, and be able to go east or west?
- Describe the plans for access to adjacent neighborhoods during construction, particularly Waterford Courtyards at SW 28th Avenue.
- I reside in Independence Bay. For the Without Powerline Road Alternative, how would a motorist access the Connector Road to I-95?
- Can you describe the entrances to the Walmart Shopping Center and the entrance and exit egress from the shopping mall?

I-95 Connections - Serve Express and General Purpose Lanes

Q&A Categories

LEGEND




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

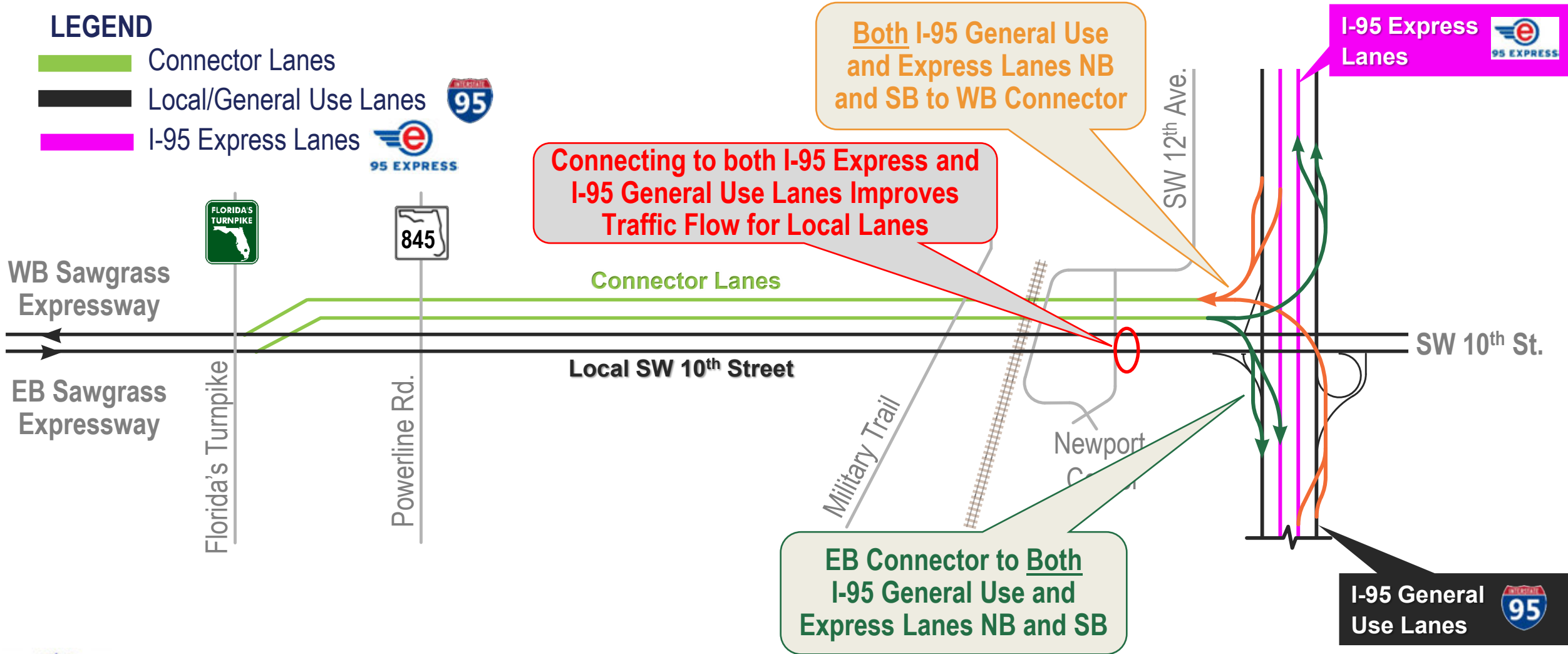


I-95 Connections - Serve Express and General Purpose Lanes

Q&A Categories

LEGEND

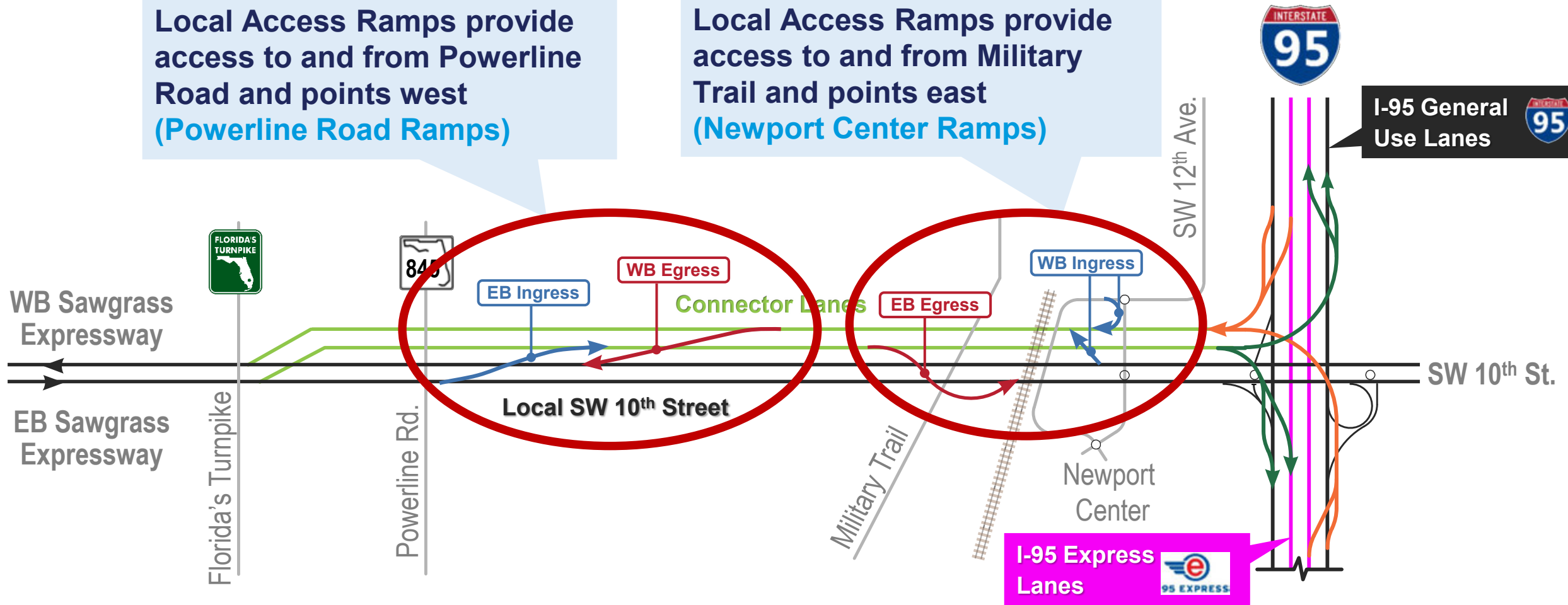
-  Connector Lanes
-  Local/General Use Lanes
-  I-95 Express Lanes



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)



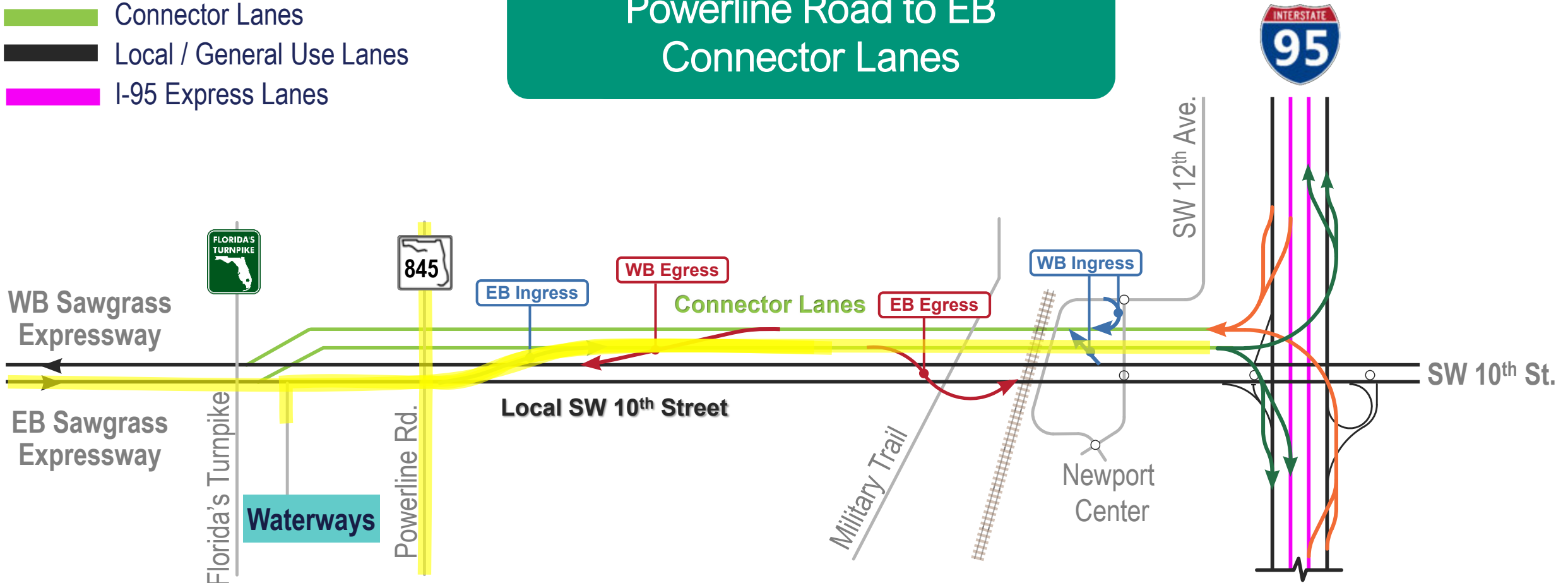
EB Access to Connector Lanes

[Back](#)

LEGEND

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




W Powerline Road to EB Connector Lanes E



EB Connector to Newport and 12th Avenue

[Back](#)

LEGEND




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



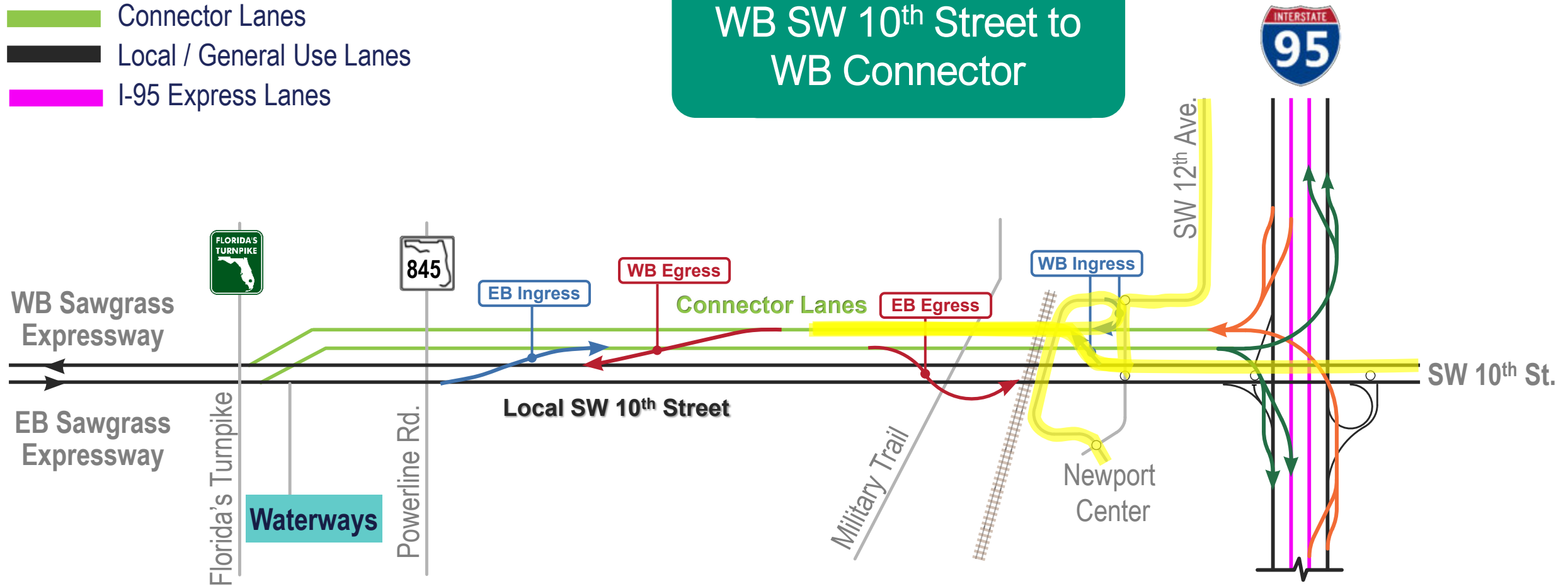
WB Access to Connector Lanes

[Back](#)

LEGEND

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




WB SW 10th Street to WB Connector



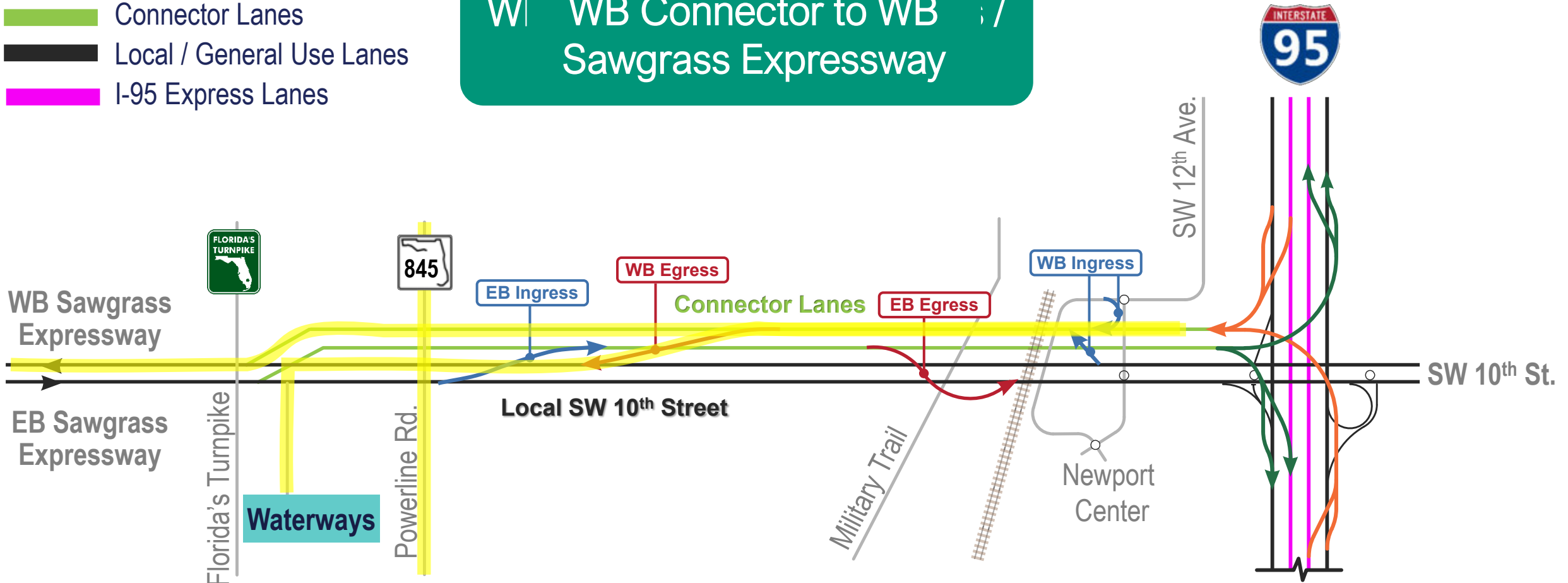
Connector to Powerline Rd and to the West

[Back](#)

LEGEND

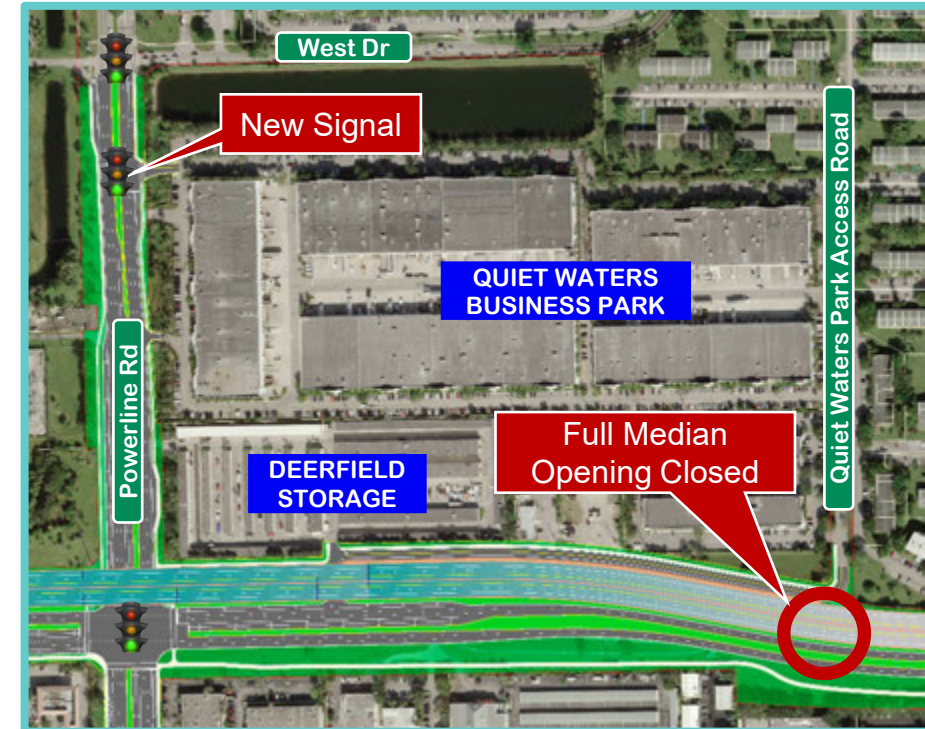
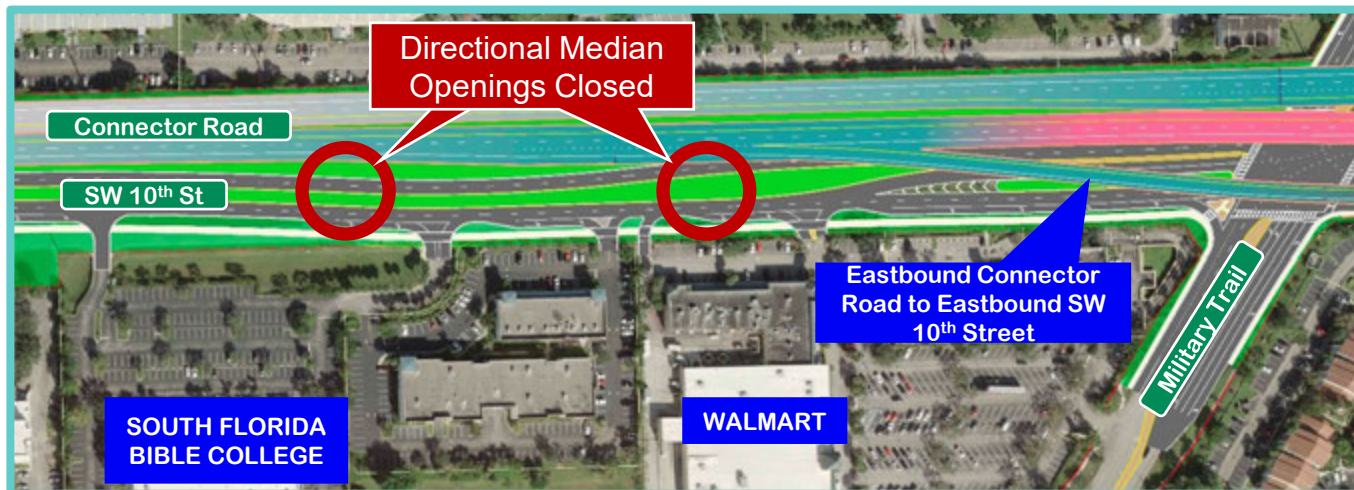
-  Connector Lanes
-  Local / General Use Lanes
-  I-95 Express Lanes

W | WB Connector to WB | /
Sawgrass Expressway



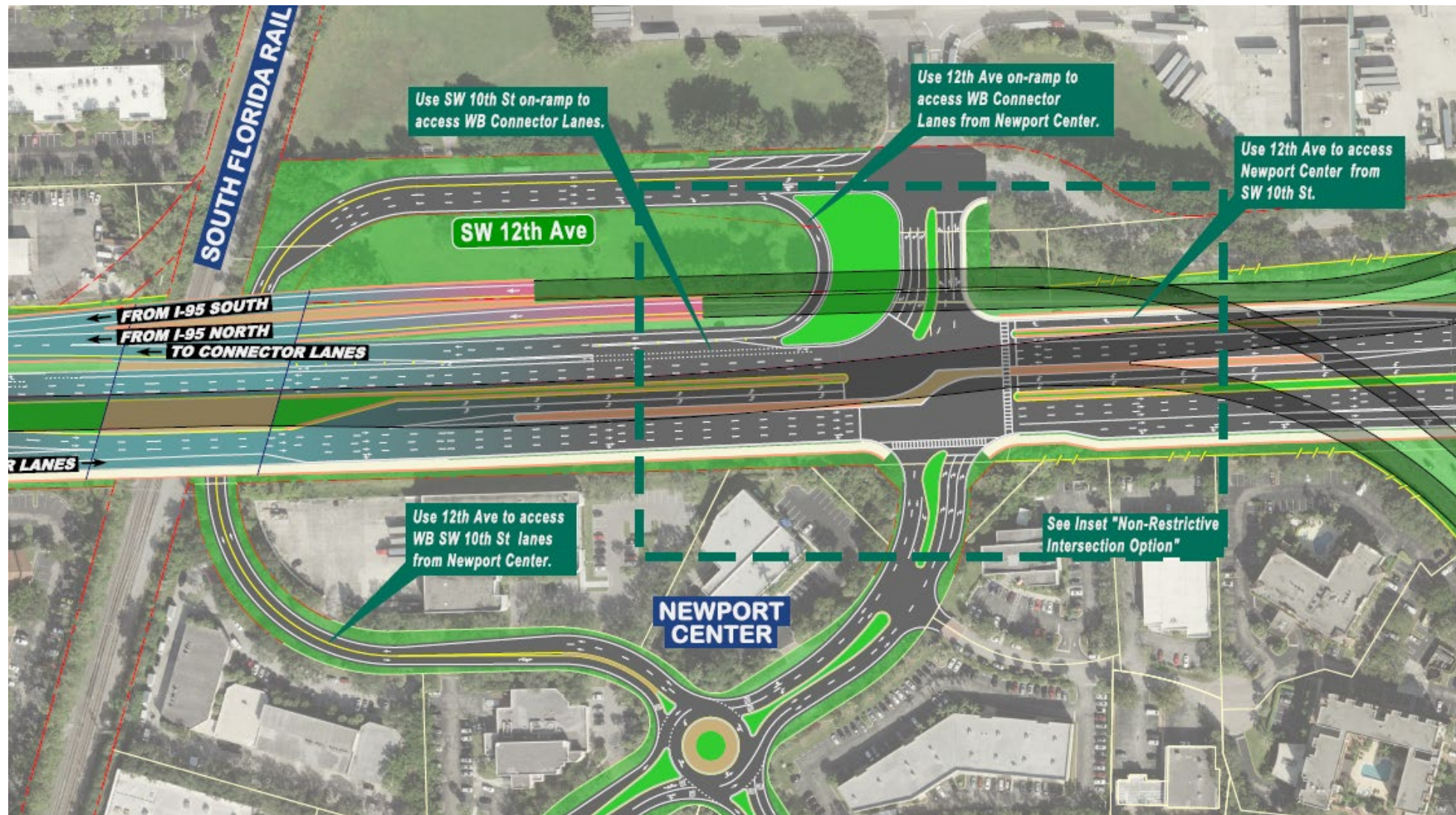
Median Openings

- 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



Turnpike Study (1)

- 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?
 - What is the timing of the other adjacent roadway projects (Turnpike widening, Sawgrass widening, Turnpike/Sawgrass Interchange)?
-







Turnpike Study (2)

- 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?
 - What is the maximum bridge height anticipated?
 - How will traffic noise mitigation be addressed as part of this project?
 - 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?
 - What is the Turnpike PD&E and where can I find more information about it?
-

Turnpike Study (3)

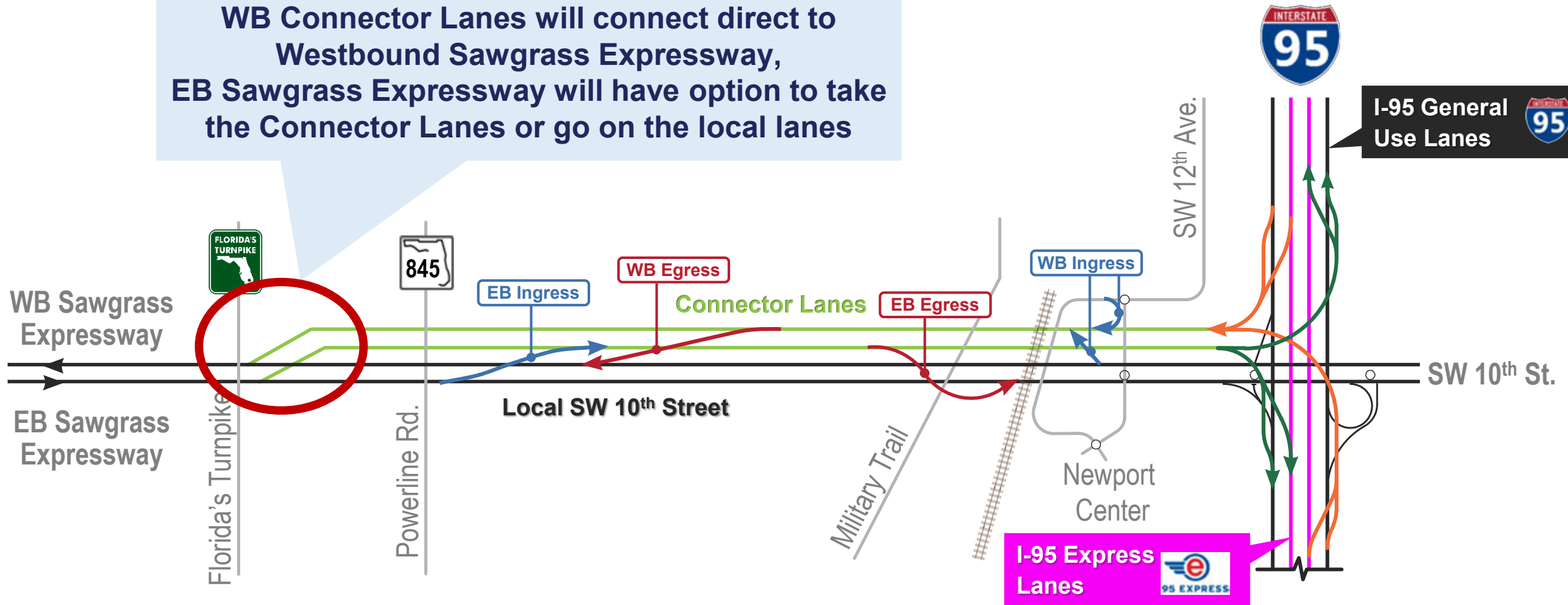
- If this is going to reduce traffic accessing the Sawgrass, are we going to remove the toll required if you access Lyons Rd from SW 10th Street and only have the toll when accessing the Sawgrass Expressway?
 - Is a northbound flyover onto the Turnpike under consideration?
 - Will the tolling from SW 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?
-

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

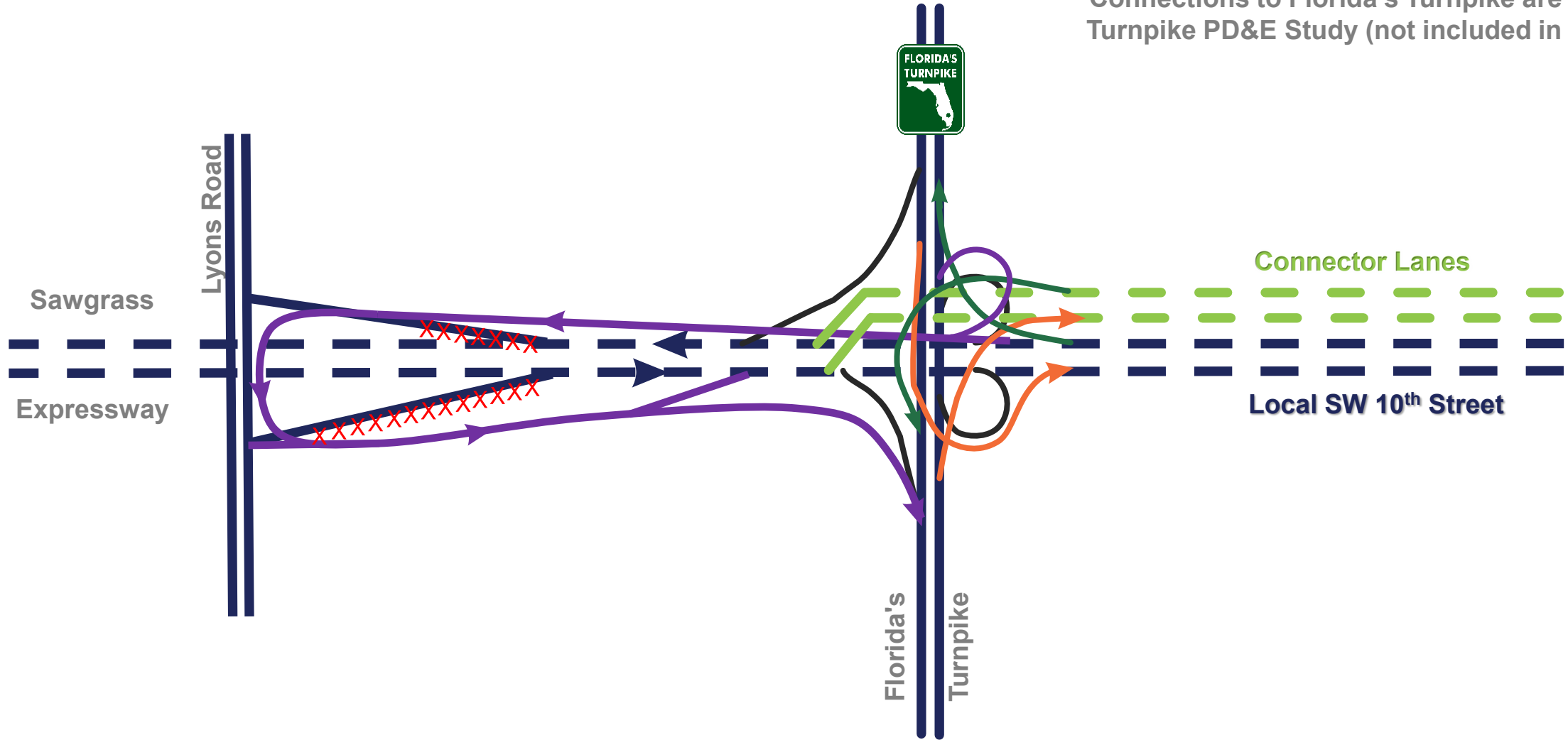
WB Connector Lanes will connect direct to Westbound Sawgrass Expressway, EB Sawgrass Expressway will have option to take the Connector Lanes or go on the local lanes



Florida's Turnpike Future Connections

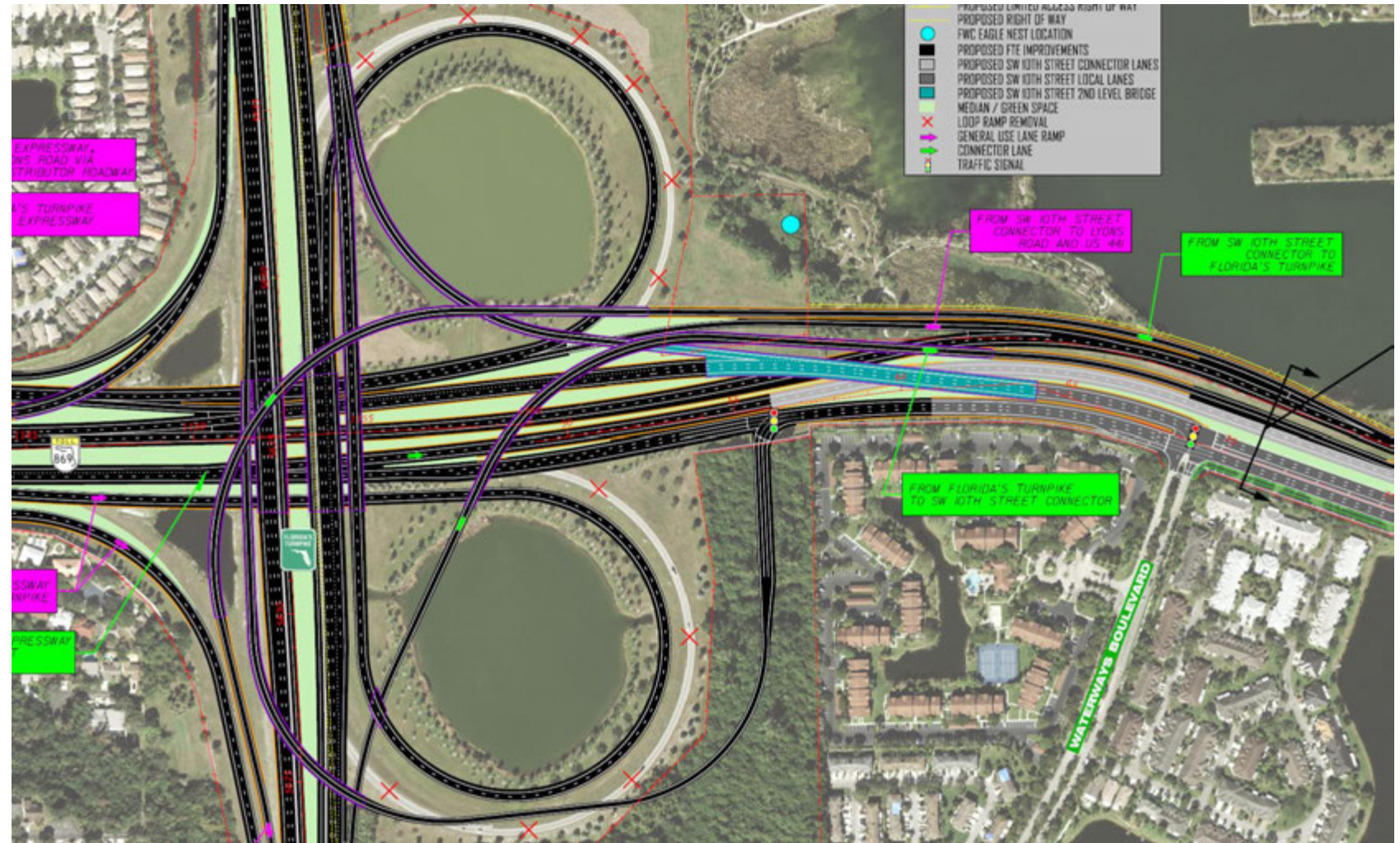
[Q&A Categories](#)

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



Florida's Turnpike Future Connections

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

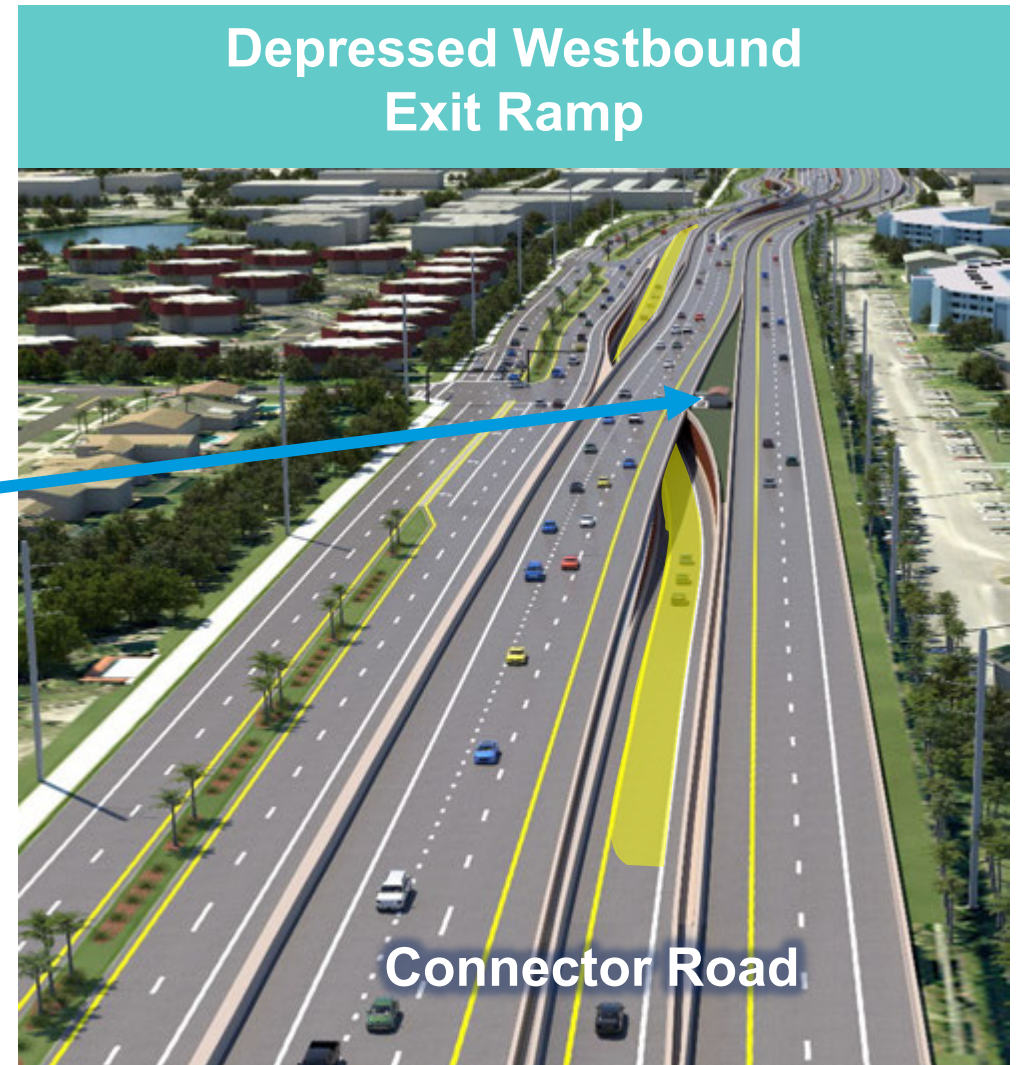


Depressed Elements

- 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.

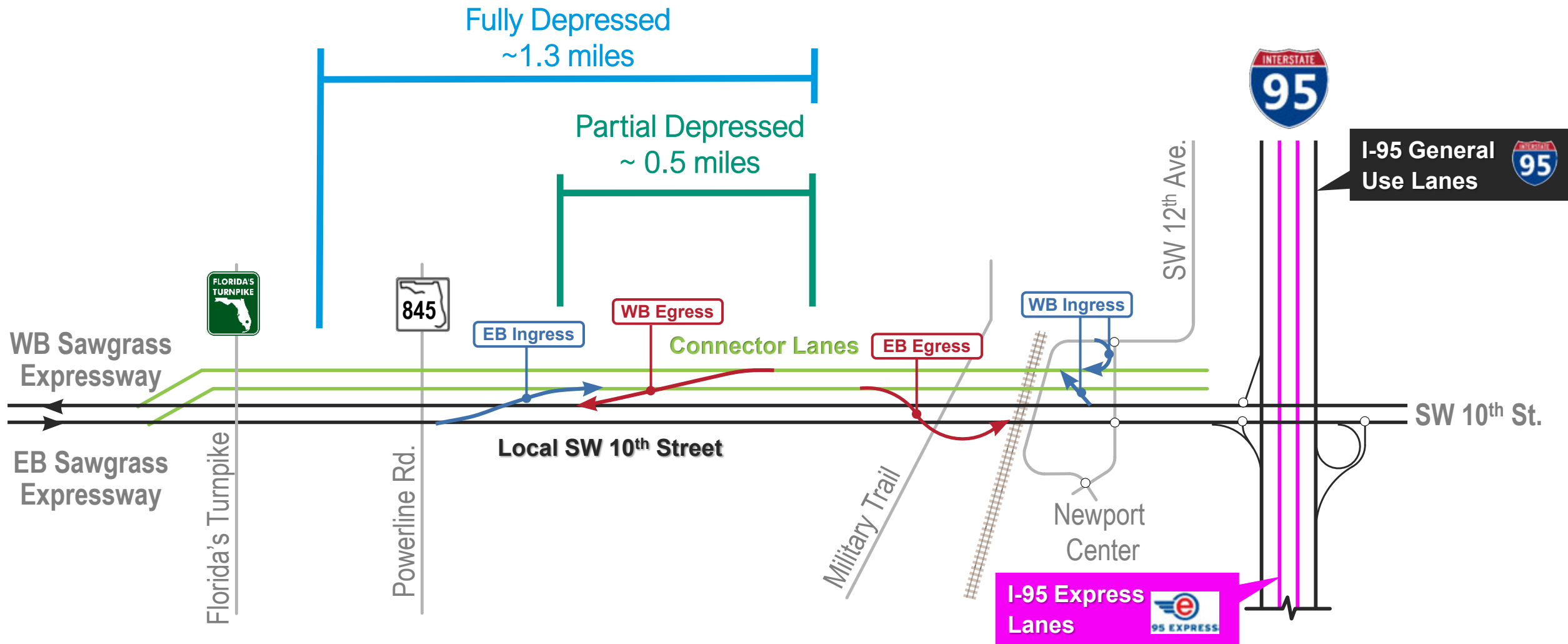
Depressed Elements - Flood Control

- 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



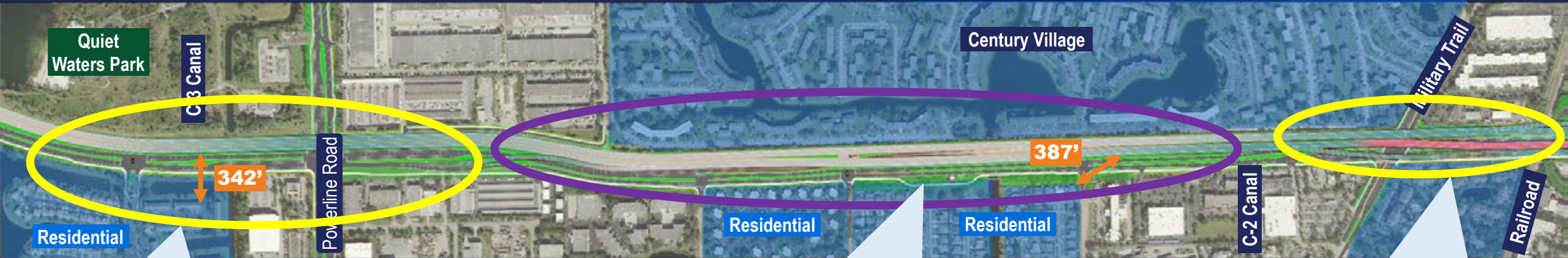
Length of Depressed Roadways Evaluated

[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

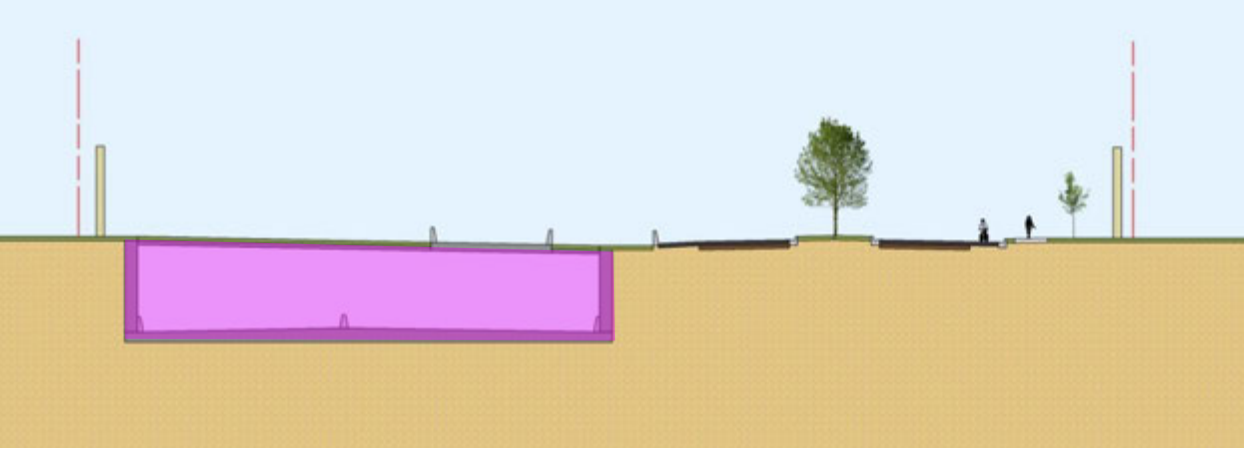
Minimal benefits

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

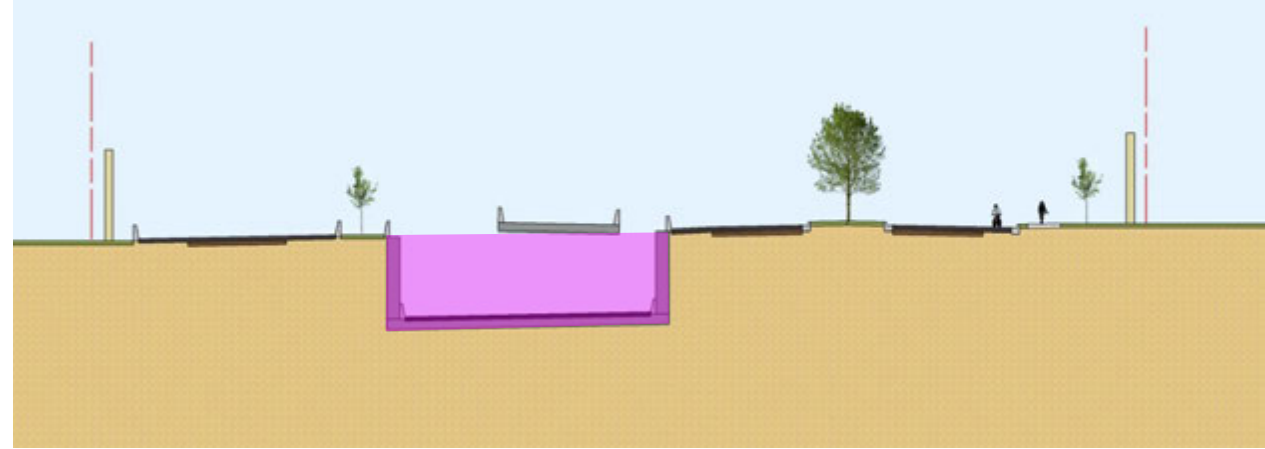
Depressed Section Alternatives

[Q&A Categories](#)

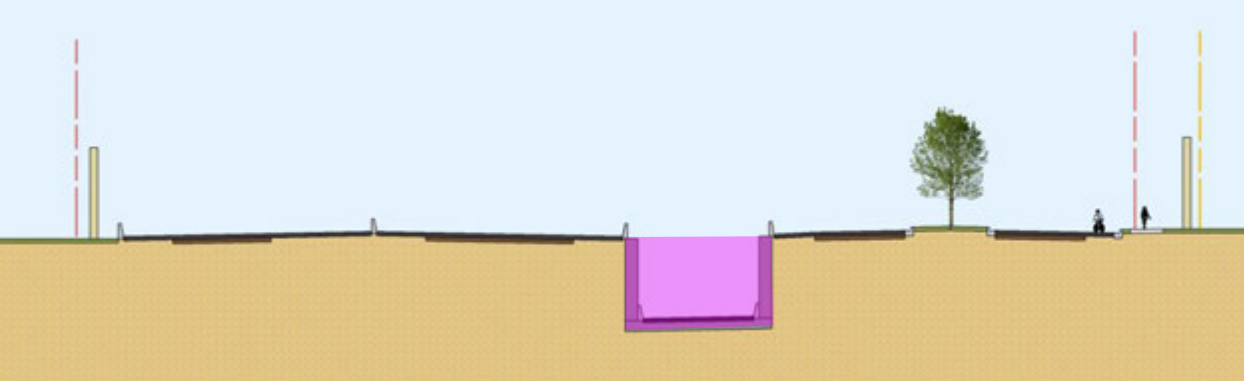
Depressed Eastbound and Westbound Connector Lanes



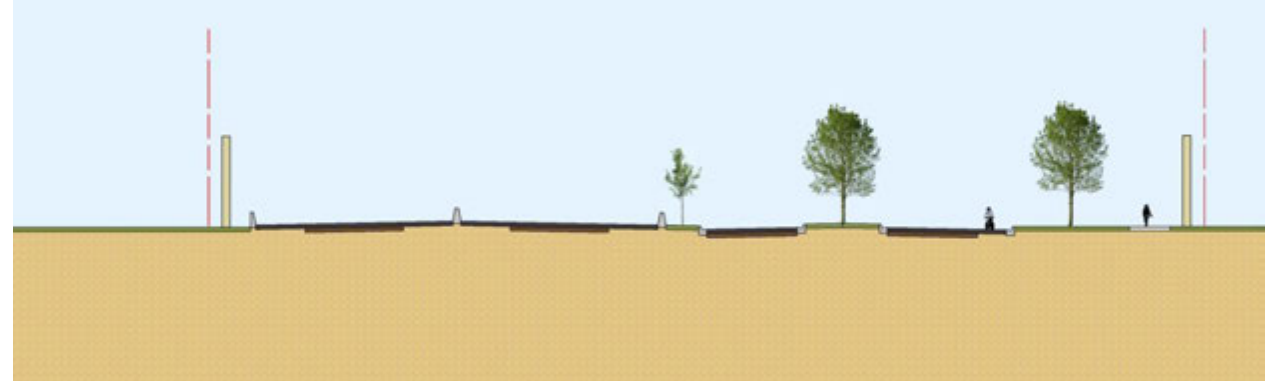
Depressed Eastbound Connector Lanes



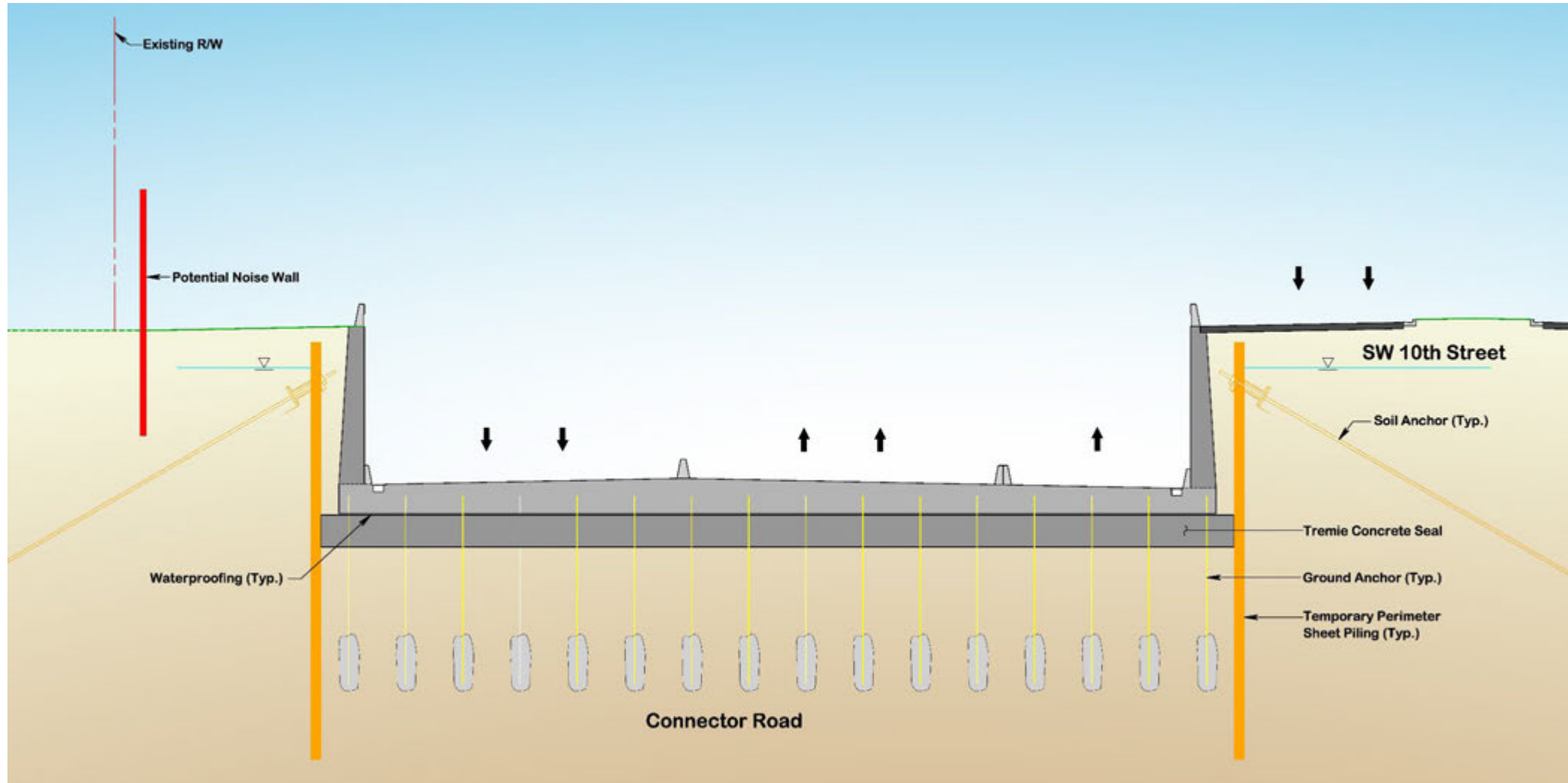
Depressed Westbound Exit Ramp



Non-Depressed / No Local Access



Depressed Section Challenges



Alternatives Development – Partial Depressed Options

Q&A Categories

- 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

Local lanes

Local lanes

Local lanes

Connector Road

Connector Road

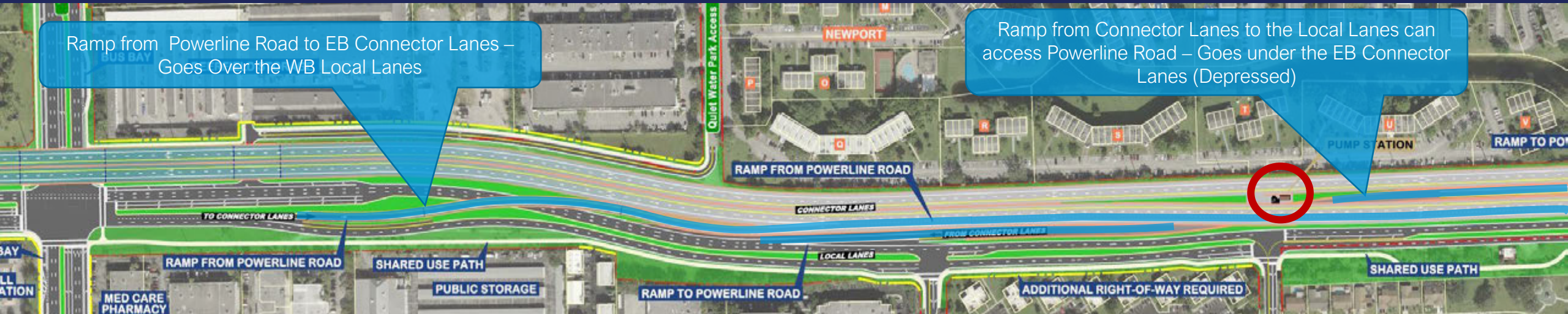
Connector Road

NOT CARRIED FORWARD

NOT CARRIED FORWARD

Alternatives Comparison

Q&A Categories



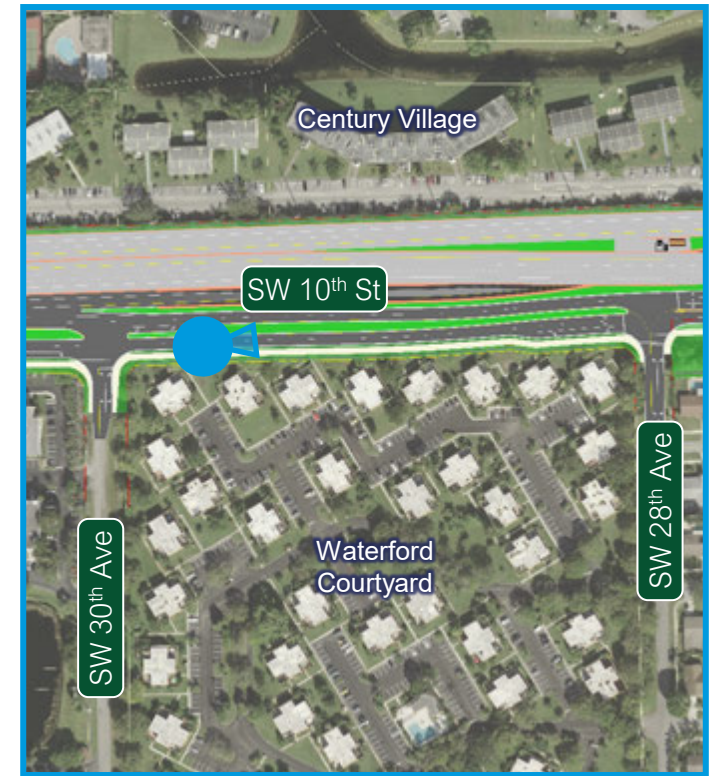
Alternative with the Local Access Ramps to and from Powerline Road



Alternative with No Local Access Ramps to and from Powerline Road

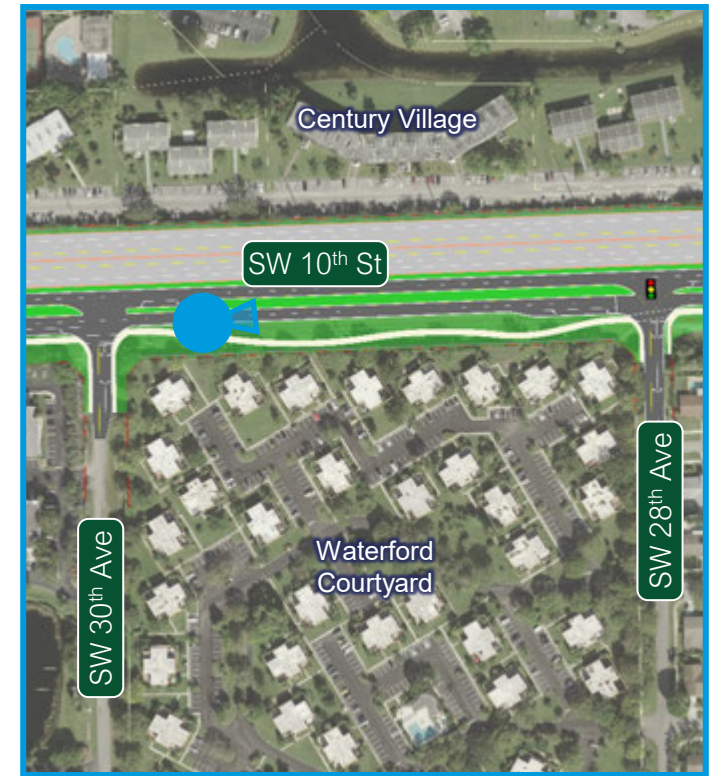
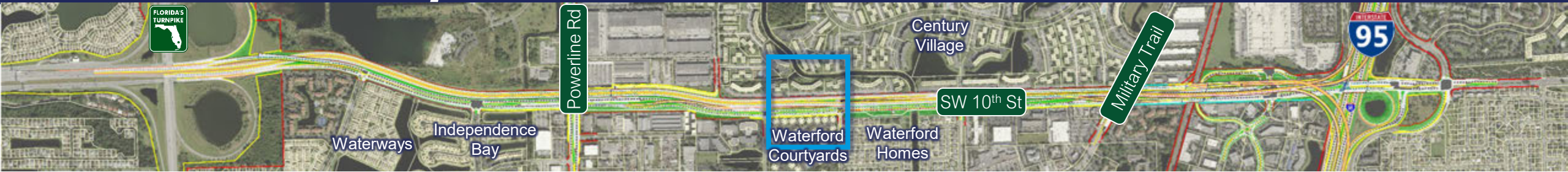
Renderings – East of SW 30th Ave – Looking East With Ramps to Powerline Road

Q&A Categories



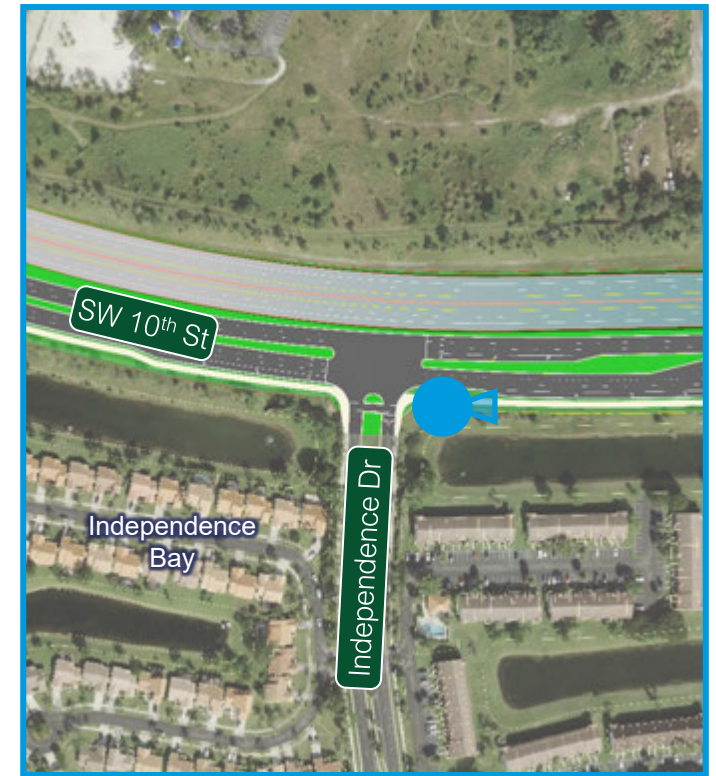
Renderings – East of SW 30th Ave – Looking East *Without Ramps to Powerline Road*

Q&A Categories



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

Q&A Categories



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

[Q&A Categories](#)

- 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)?
- How will the SW 10th Street project affect property values? Can we get a professional assessment of future real estate values?
- Construction will negatively impact my home value.
- Any thoughts to traffic problems on Green Road and Hillsboro Boulevard during construction?
- How are you going to avoid noise during construction?

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

[Q&A Categories](#)

- When is construction going to start for SW 10th Street?
- Will there be any needs for housing / hotel accommodations for the crews executing this project?
- What environmental issues were raised during the PD&E studies?
- When do you expect to begin right-of-way acquisitions?
- Has the Department undertaken studies to determine how this project will impact taxes in the community?
- 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?

- 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.

Utilities

- With Powerline Road Ramps – requires relocation of utility poles in new right-of-way



Construction

ROAD WORK
NEXT 5 MILES

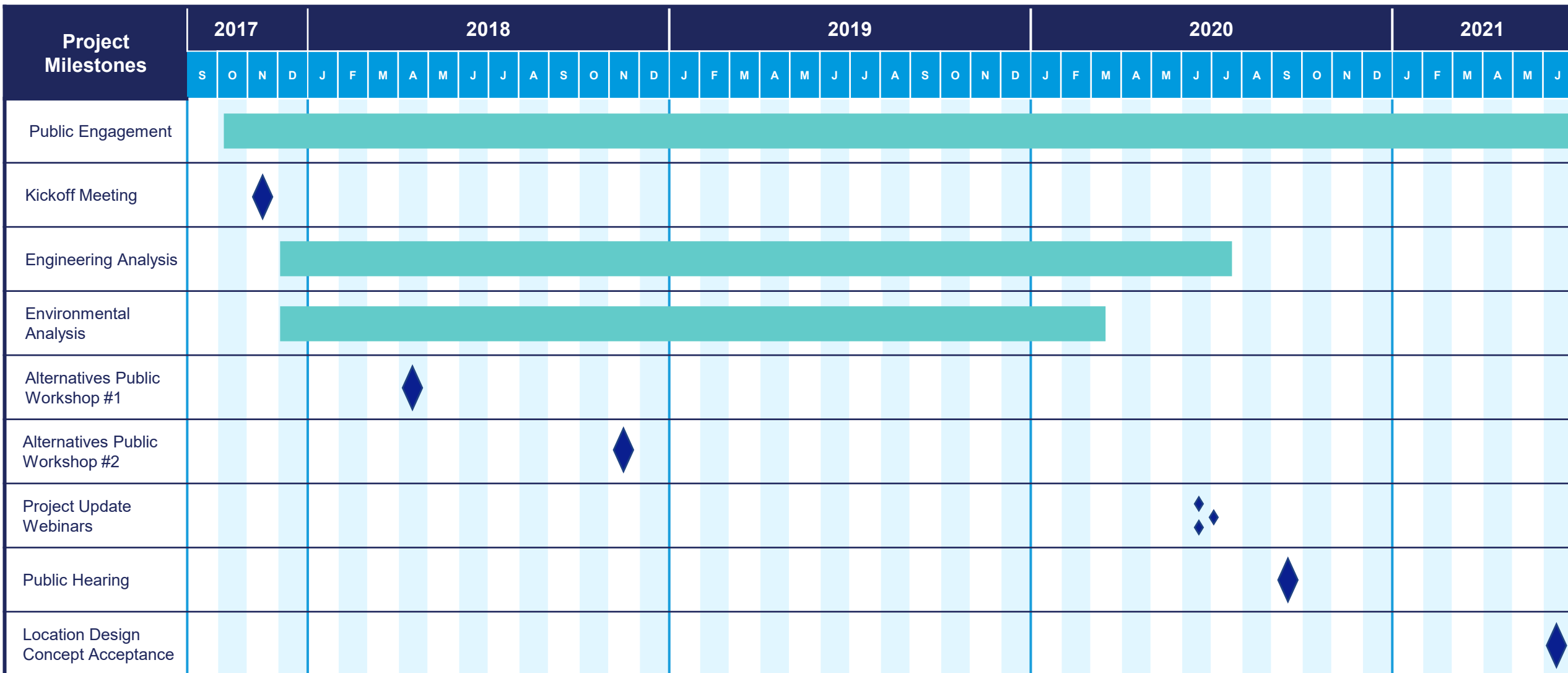
[Q&A Categories](#)

- 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.



Schedule

[Q&A Categories](#)



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



Major Construction Activities
Anticipated to Start 2023



Anticipated Completion
2027/2028

Traffic (1)

- 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.
- 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 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.
- 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.

Traffic (2)

- 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.

Peak Hour Traffic Comparison

LEGEND

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

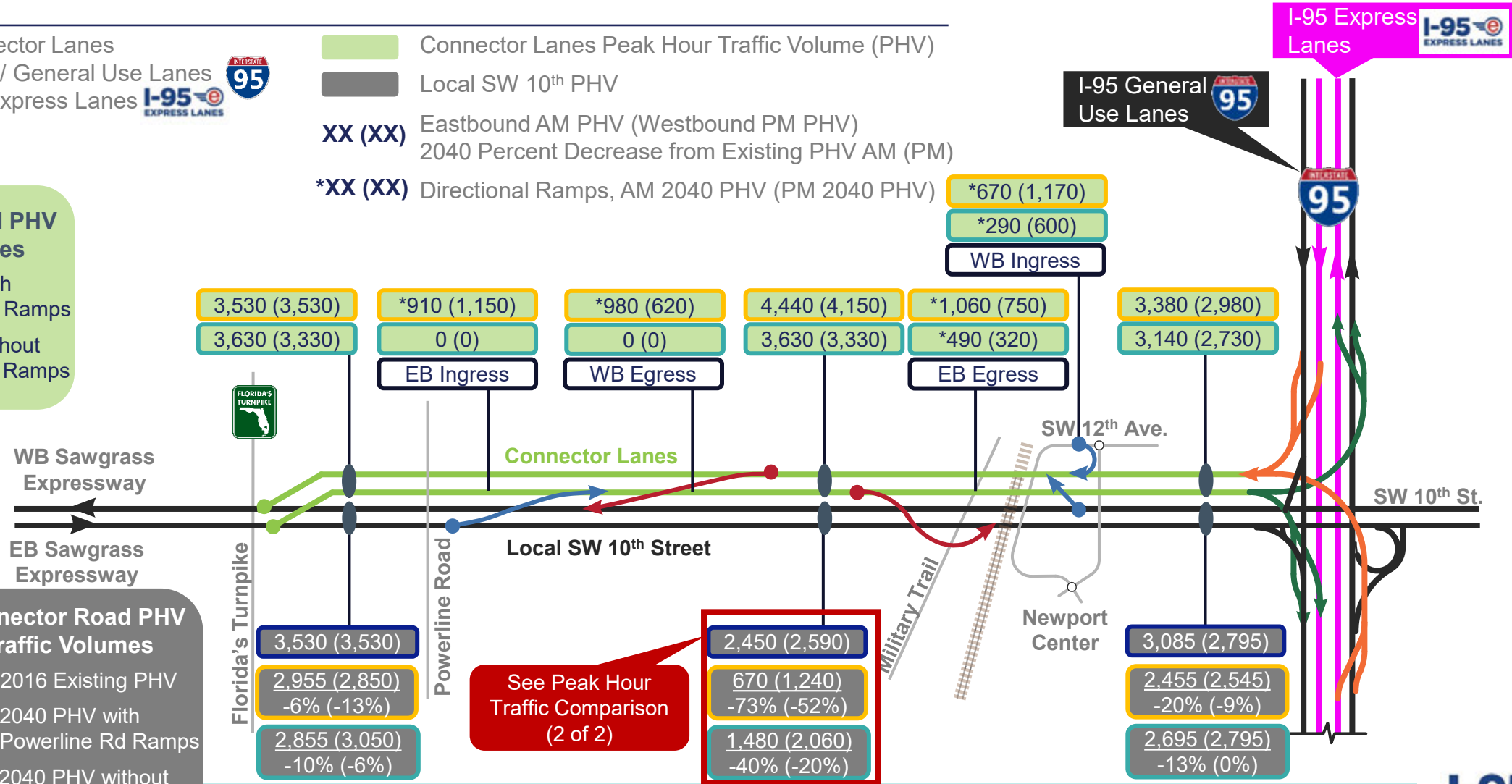
- Connector Lanes Peak Hour Traffic Volume (PHV)
- Local SW 10th PHV
- XX (XX) Eastbound AM PHV (Westbound PM PHV)
2040 Percent Decrease from Existing PHV AM (PM)
- *XX (XX) Directional Ramps, AM 2040 PHV (PM 2040 PHV)

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 (2 of 2)

Newport Center



Rendering Comparison

[Q&A Categories](#)

Without Powerline Road Ramps



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

Alternative 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

With Powerline Road Ramps



Without Powerline Road Ramps



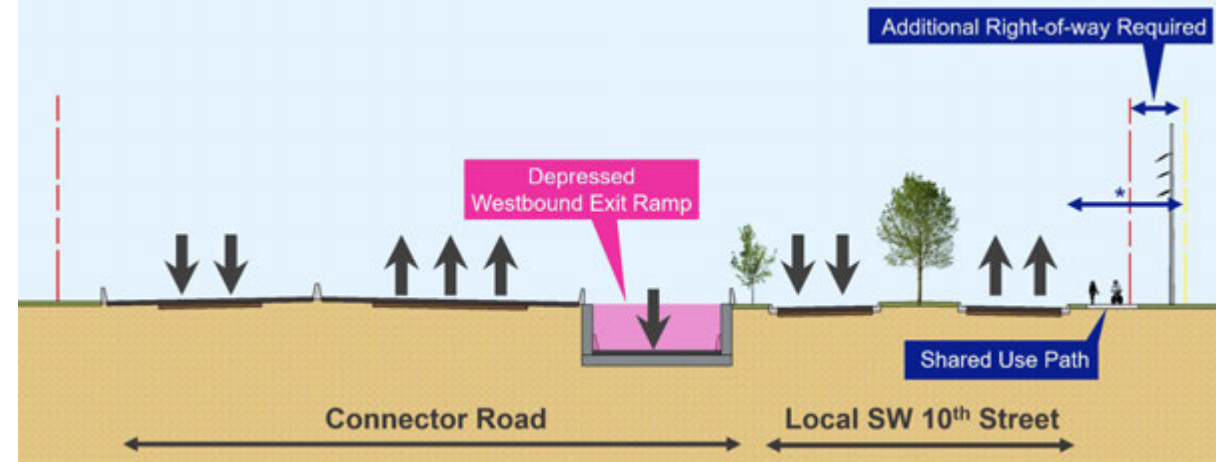
Renderings Shown East of SW 30th Ave – Looking East (*shown without noise walls*)

Typical Section Comparison

Q&A Categories

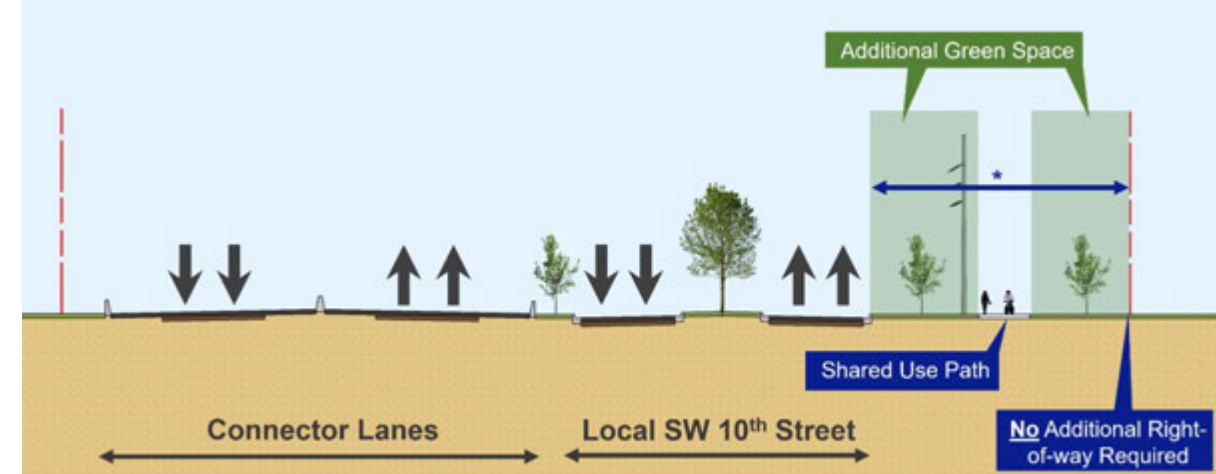
With Powerline Road Ramps (between SW 30th Avenue and SW 24th Avenue)

- 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



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

Community Features

- Is it possible to have a multi-use path on the south side of the local lanes?
- Will there be a safe walking area and bicycle path for pedestrians and cyclists?
- How will the connection to the Sawgrass Expressway affect Quiet Waters Park and the eagle's nest on the southwest side of the park?
- 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.

One Corridor, Dual Facilities

1

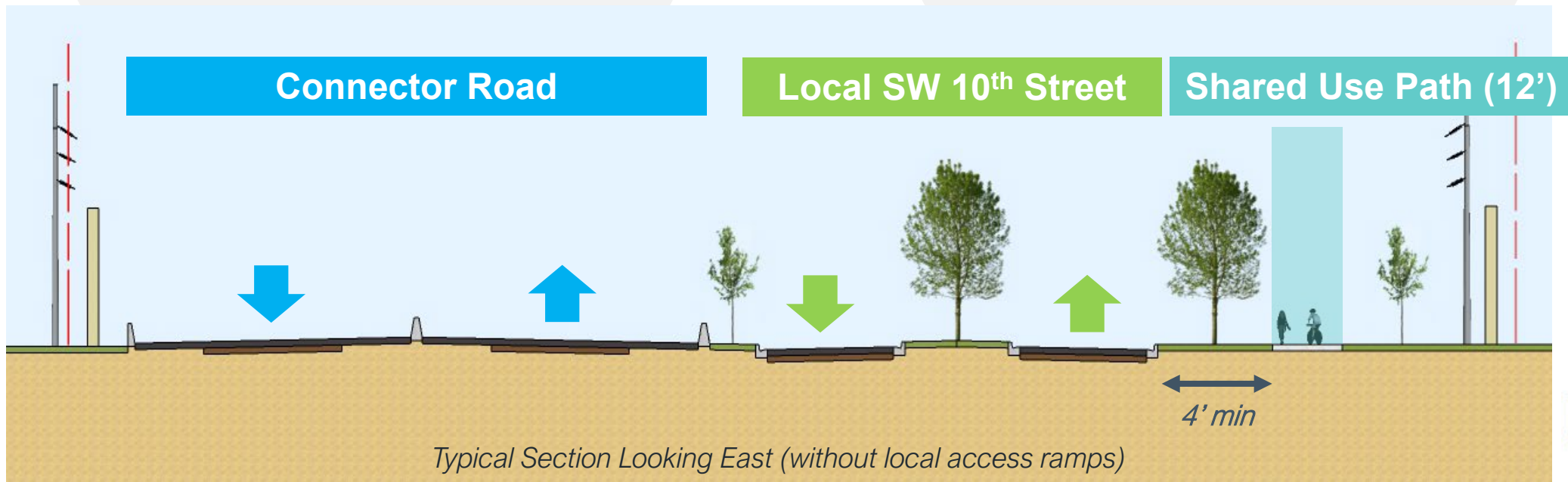
Connector Road

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

2

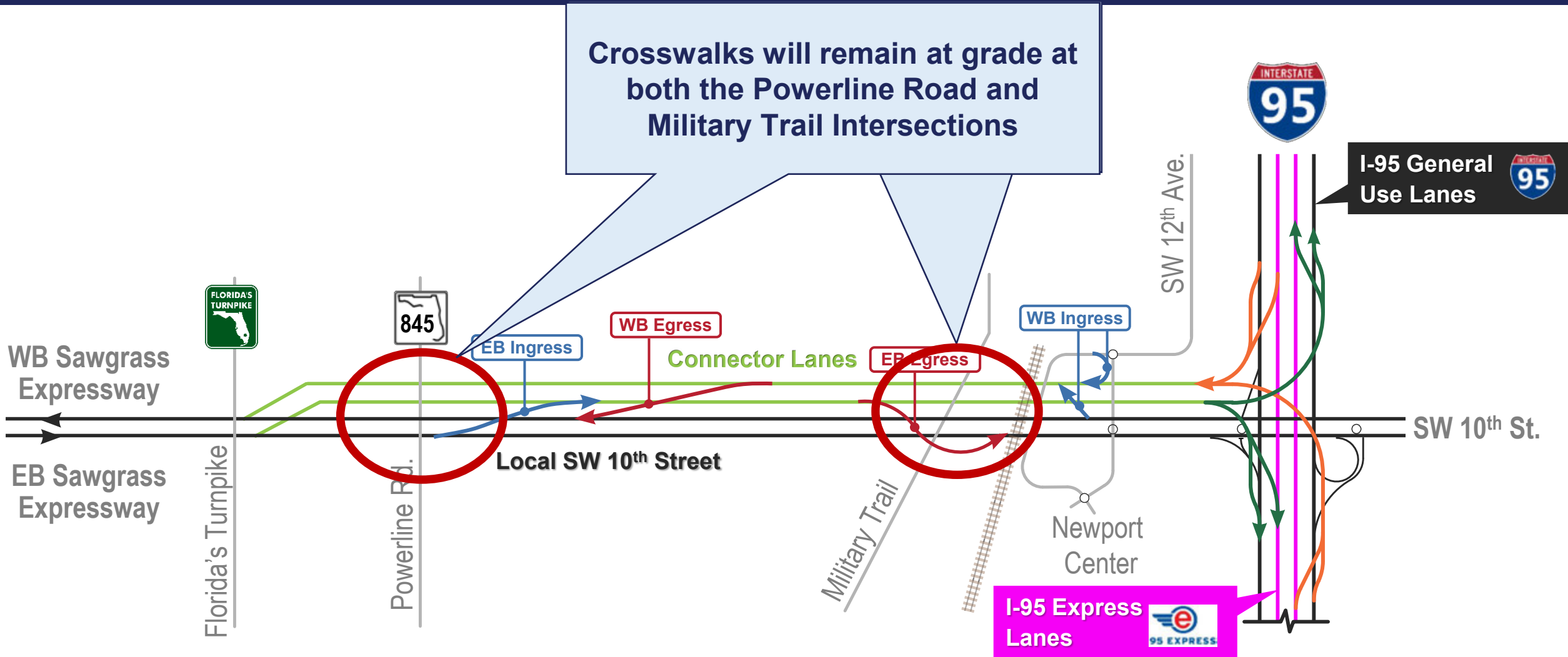
Local Roadway

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



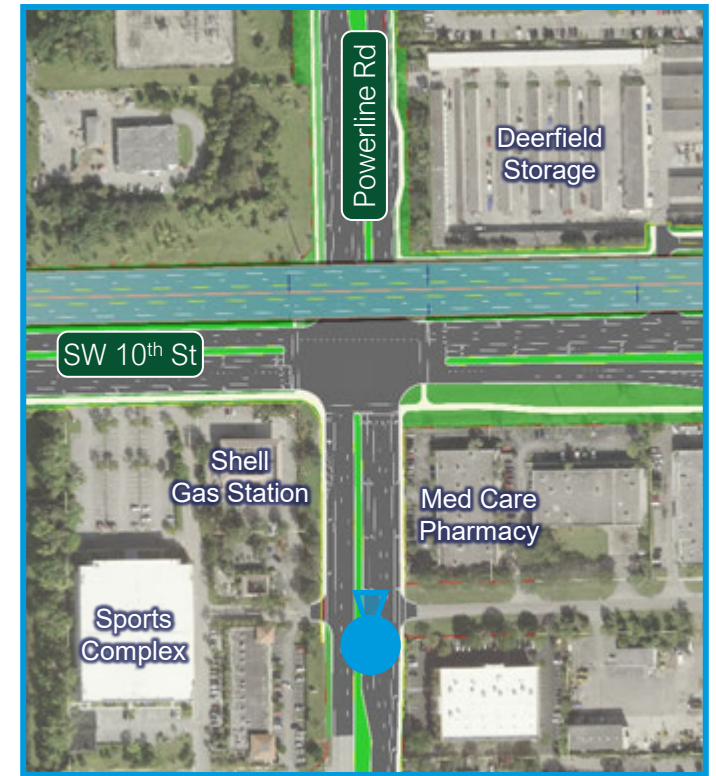
Bicycle and Pedestrian Connections

Crosswalks will remain at grade at both the Powerline Road and Military Trail Intersections



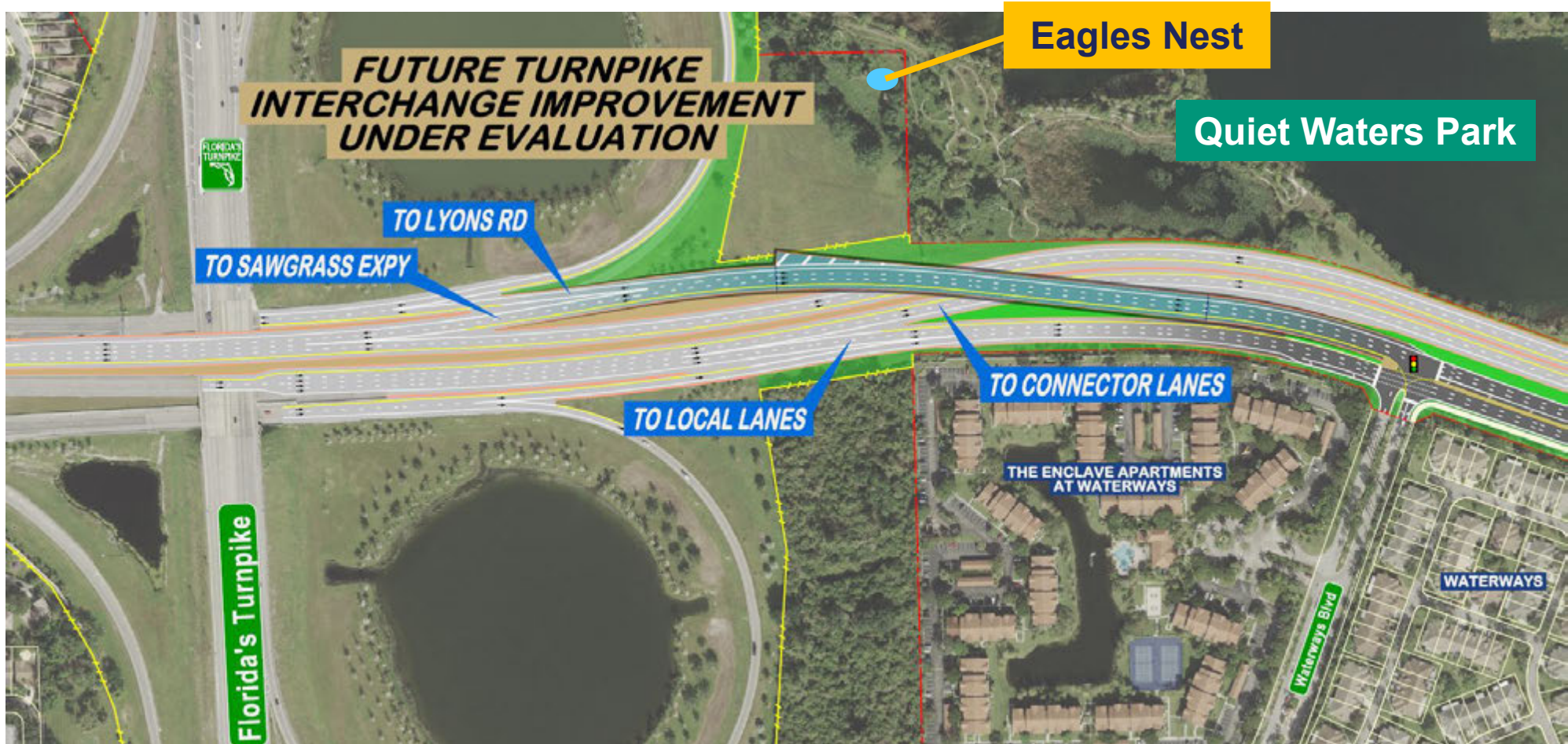
Renderings – At Powerline Road – Looking North

Q&A Categories



Bald Eagle Nest Location with SW 10th Street

Q&A Categories

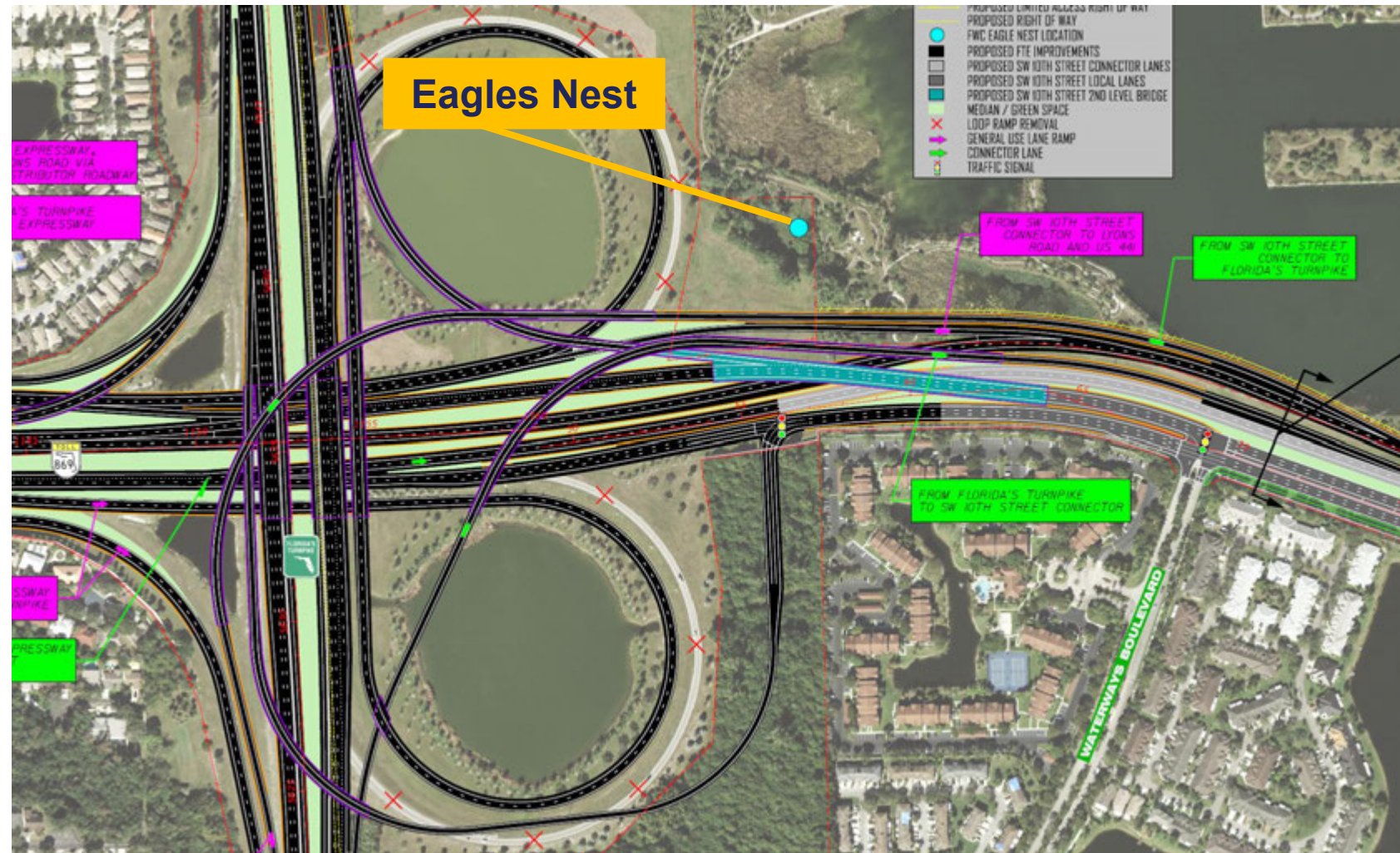


FDOT commits to conducting an updated bald eagle survey during the nesting season prior to the start of construction and will coordinate the results with USFWS.

Connection with Sawgrass Expressway

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)

- 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?
- How are you going to avoid noise during construction?

Noise Analysis and Process (2)

- 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?
- How will noise and smog be handled for condos along SW 10th Street?
- Is a taller soundproof wall behind the Waterways community under consideration?




Noise Analysis and Process

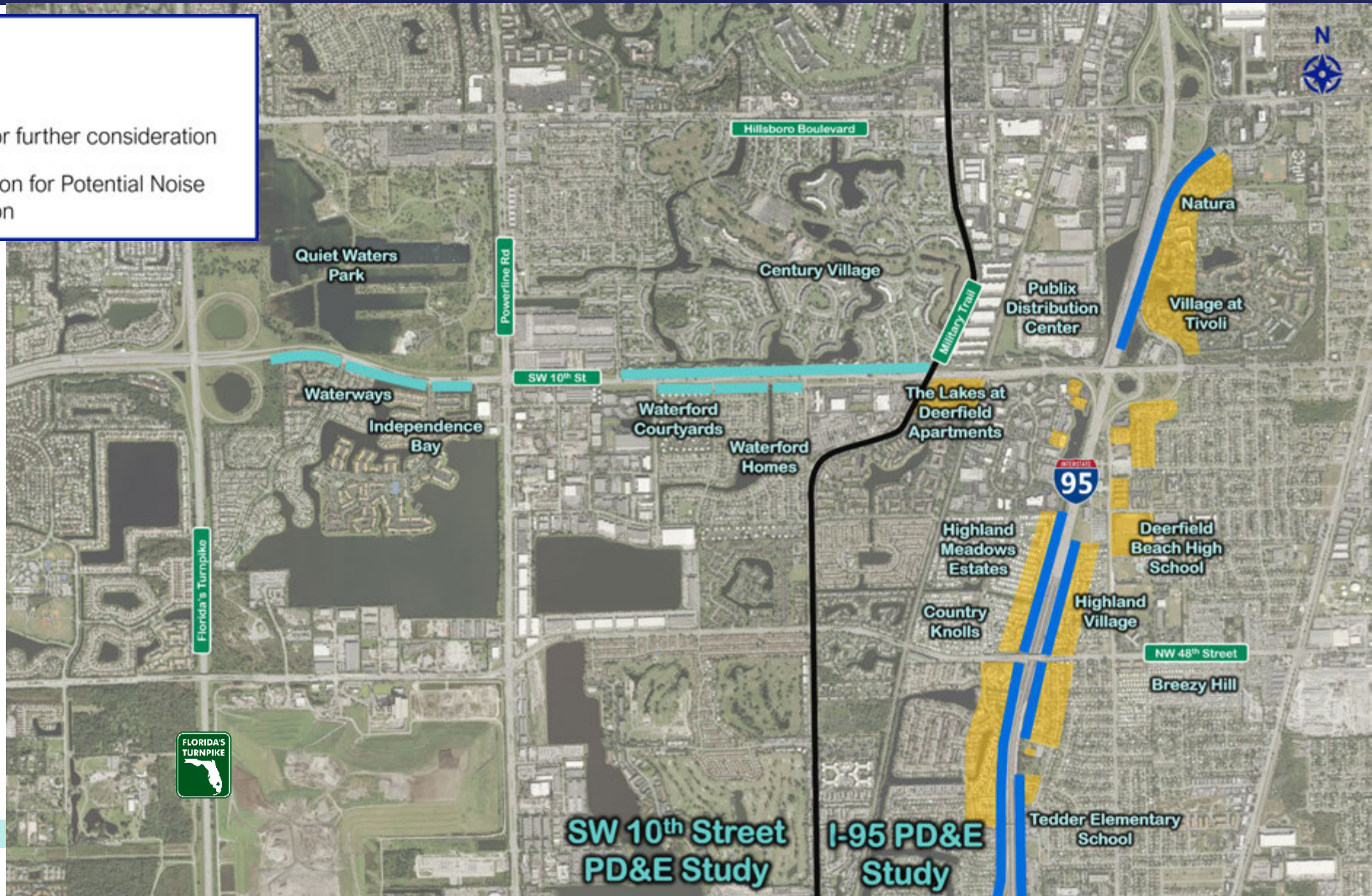
- Preliminary Noise analysis has been conducted for the corridor (SW 10th Street) and all residential areas are warranted for noise barriers.
- If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding 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

