

Webinar Question and Answer Matrix (All Webinars)

Comment No.	Comment	Response
Comments Received Prior to Webinar No. 1		
1	The traffic backs up at Waterways and west in the am. This project will allow traffic to get to I95 quicker in the am and then what? Traffic will back up on 10st trying to get on I95. What is the fix for this? I95 is terrible in the am and 10st traffic will make it worst.	The proposed project creates an additional roadway (the Connector Road) beginning west of the Waterways community that will allow vehicles traveling east on the Sawgrass Expressway to have a choice to by-pass the local SW 10 th Street and the signalized intersections to get to I-95. The I-95 improvements include additional capacity along I-95 with direct connections to both the proposed express lanes as well as I-95 general use lanes – connections which have been more recently added. The improvements along I-95 in combination with the additional direct access from and to the Connector Road will reduce congestion along SW 10 th Street in both the AM and PM peak hours as well as improve operations along I-95 by providing separate connections to express lanes and general use lanes, thereby reducing the amount of weaving traffic that will occur to the north and south of I-95.
2	Question: Last I heard, bike lanes are planned for the local lanes between Powerline and Military. Is it possible to have a multi-use on the south side of the local lanes and the business and residential area? The current sidewalk gets encroached by landscaping and little room for walking/bicycles.	The typical section for the local lanes has been modified to remove the bike lanes from the pavement and introduce a 12-foot wide shared use path on the south side of local SW 10 th Street. The shared use path can be used by both pedestrians and bicyclists and will continue through the entire project limits along SW 10 th Street.
3	There are power lines on the south side of SW 10street between Powerline Rd and Military Trail. Would there be any need to move those power lines, or would those remain and be the boarder on how close construction would come to the Waterford Neighborhood? If a wall needed to be constructed, would that wall be on the North or South side of those power lines (if they remain as is) Thanks Dennis	Two build alternatives that are moving forward, more information on the differences between the alternatives is provided in the exhibit room of the virtual webinar, under the alternatives comparison tab. The With Powerline Road Ramps Alternative provides a set of local access ramps connecting SW 10 th Street to and from the Connector Lanes just east of Powerline road that will take a larger footprint to construct than the <u>Without</u> Powerline Road Ramps Alternative. Not building the ramps will not reduce traffic volumes on local SW 10 th Street as much as building the ramps, but both build options will reduce the local traffic more in the design year (2040) than what the current traffic is along SW 10 th Street during peak hours. Regardless, the Without Powerline Road Ramps Alternative will be able to preserve several if not all the power lines on the south side of the corridor in their current location while the With Powerline Road Ramps Alternative will need to shift them to the south. Noise walls are warranted for all residential areas, during final design the project team will be coordinating with the city and the benefited receivers to confirm their desire for a wall and the specifics of where it is constructed, which is typically four to five feet inside the public right-of-way. The current plan is that if the power poles need to be moved, they will remain within the public right-of-way, and the noise wall would be south of the relocated poles.
4	What time is the webinar? Zone 2	All webinars, including Zone 2 (Monday, June 29th) will begin at 7 pm on the day of the webinar. We are also attaching additional information regarding the webinars for your information. Please note that we recommend logging into the webinar at least 15 minutes ahead of start time and the attached provides a phone number to call if you have any problems. If you need additional information, please do not hesitate to contact the FDOT project manager or submit another question through the website.
5	1. Currently, being East of the Turnpike, to go North on the Turnpike, one has to exit on Lyons Road going west, do a U-turn, and then come east on the Sawgrass to get the North on-ramp for the Turnpike. Is this going to be fixed, so there is a direct N. On-ramp going West from I-95? 2. One of the questions we get consistently is How will the 10th Street Corridor effect our property values? This is a key question. After completion, we think any properties within a stones throw of I-95 and 10th street will be the hottest in Broward County. We will be in the sweet spot for rapid Hi-way Access to All points North, South, West, including I-75 to Tampa. Business will want to be here and bring jobs. That is our opinion, however, It would be nice to get a professional assessment of future real-estate values for this Webinar and that might help to sell this project and overcome objections. Can we get that?	<p>Please note there are three separate studies underway that can be seen on the Location Map in the Exhibit Room that is on the website. The SW 10th Street Connector and the I-95 Interchange at SW 10th Street are studies being conducted by the Florida Department of Transportation (FDOT) District 4 and if they continue to move forward are funded for construction in fiscal year 2023. The study at Florida's Turnpike Interchange and the Sawgrass Expressway is being conducted by the Florida's Turnpike Enterprise (FTE) which is developing alternatives for the Sawgrass Expressway and Florida's Turnpike Interchange. FTE is currently studying alternatives of direct movement from westbound local SW 10th Street to northbound Turnpike, as well as from southbound Turnpike to eastbound local SW 10th Street. The connections that are being contemplated for the Connector Road will include connections to and from the south on Florida's Turnpike. The local connections between SW 10th Street to Florida's Turnpike to and from the south will require a similar movement at Lyons Road as is being done today. The concepts being evaluated would however avoid the signals at Lyons Road, as well as potentially reducing the toll amount.</p> <p>As far as property values, 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 property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.</p>

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6	<p>1. How do you separate between the current local roads and the planned project? 2. Are you going to build a proper interchange to go north and south of the turn pike traveling west? 3. are there going to be interchange improvements on I-95 beyond existing facilities?</p>	<p>1. Local SW 10th Street will be relocated further south in the corridor to make room for the Connector Lanes, there are typical sections and roll plot exhibits that help visualize the dual facilities within the project limits as well as a rendering booklet that provides renderings at select locations along the corridor accompanied with a plan view of the location of where the rendering is taken on the project website.</p> <p>2. Please note there are three separate studies underway that can be seen on the Location Map in the Exhibit Room that is on the website. The SW 10th Street Connector and the I-95 Interchange at SW 10th Street are studies being conducted by the Florida Department of Transportation (FDOT) District 4 and if they continue to move forward are funded for construction in fiscal year 2023. The study at Florida's Turnpike Interchange and the Sawgrass Expressway is being conducted by the Florida's Turnpike Enterprise (FTE) which is developing alternatives for the Sawgrass Expressway and Florida's Turnpike Interchange. FTE is currently studying alternatives of direct movement from westbound local SW 10th Street to northbound Turnpike, as well as from southbound Turnpike to eastbound local SW 10th Street. The connections that are being contemplated for the Connector Road will include connections to and from the south on Florida's Turnpike. The local connections between SW 10th Street to Florida's Turnpike to and from the south will require a similar movement at Lyons Road as is being done today. The concepts being evaluated would however avoid the signals at Lyons Road, as well as potentially reducing the toll amount.</p> <p>3. The interchange improvements at I-95 and SW 10th Street include direct connections from and to both the I-95 Express Lanes as well as the I-95 General Purpose lanes to the Connector Lanes along SW 10th Street. In addition, the Interstate will be expanded with an additional lane in both directions. Improvements to the entrance and exit ramps to and from SW 10th Street and Hillsboro Boulevard are proposed to reduce the amount of weaving necessary, which will contribute to improved operations and safety along the Interstate. There are also planned improvements at the Hillsboro and I-95 Interchange that include adding lanes to the approaches to the signalized intersections from the exit lanes of the Interstate.</p>
7	<p>Any thoughts about traffic problems on Green Road and Hillsboro Blvd during construction. If lanes depressedduring a Hurricane the depressed lanes will or could flood...Then what??</p>	<p>Yes, the influence a construction project has on traffic has and will continue to be considered as the project moves forward. It is anticipated that construction zones will be set up providing drivers advance warning to the construction and any viable alternative routes they may choose to take. In addition, there are typical restrictions to closing lanes during peak hours that we anticipated will be considered for these projects.</p> <p>There are two remaining build options that are being considered and going through final analysis for the study. The With Powerline Road Ramps Alternative includes a westbound depressed exit ramp from the Connector Lanes to local SW 10th Street just east of Powerline Road. This depressed ramp will have a pump system in place along with a backup system to continually pump water from the depressed ramp. If there is a total failure of all systems and the ramp becomes flooded, that ramp will be closed but, the ramp closure would not impact evacuations. The second build option under consideration, the Without Powerline Road Ramps Alternative, does not have any depressed elements, and therefore would not negatively impact hurricane evacuation.</p>
8	<p>Are the Zone 2 connector lanes elevated? If so, how high? Will there be sound walls adjacent to Century Village. If so, how tall will they be?</p>	<p>The Connector Lanes will be elevated over Powerline Road but will be close to grade level as they move east to the most western buildings of Century Village. The Connector Lanes will remain 'at-grade' until they need to start elevating to get over Military Trail to the east. This elevation will start first with the eastbound Connector Lanes at approximately Harwood Drive and the lanes will be elevated to approximately 25 feet above grade as they pass building 'O' and will remain elevated over Military Trail, the Railroad, and I-95. The westbound Connector Lanes will also begin to elevate but they will not start elevating until building 'O' and will elevate to approximately 25 feet above grade, just west of Military Trail.</p> <p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p>
9	<p>It appears that there is no direct connection to the FI turnpike from SW 10 St going North and South with this new exchange, WHY NOT?</p>	<p>Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10th Street. The SW 10th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for</p>

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		<p>construction but can be built after the SW 10th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html.</p>
10	<p>I live in 4115 Newport u which is directly opposite sw10th. the traffic noise makes it impossible to open windows. although I support the road project, I am concerned over the noise. have you measured the noise at different heights and projected them for the connector. a wall may not work with all elevations. would new soundproof windows and doors be a better solution?</p>	<p>The noise analysis done as part of the study does account for the different heights of the receivers (residents) as well as the location of the traffic including the projected volume of traffic in the design year. Through this process it has been determined that Noise Barriers (walls) are warranted for the frontage of Century Village, and all other residential properties along SW 10th Street.</p> <p>FDOT has worked closely with the Federal Highway Administration (FHWA) and the FDOT Central Office to determine the potential for soundproofing windows and doors for residential properties. Based on this coordination and 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.</p>
11	<p>Upon completion will one be able to access the turnpike directly from SW 10th st (not Lyons Rd) as well as access SW 10th St directly from the Turnpike and ultimately have seamless access to/from I-95?</p>	<p>Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10th Street. The SW 10th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html.</p>
12	<p>Will there be a safe walking area & bicycle path for pedestrians & cyclists? As well, please note that, at present, any person who walks or cycles from Century Village's East Gate towards 10th St. is in grave danger because of the lack of sidewalk or bike path.</p>	<p>The projects will include bicycle and pedestrian features. The sidewalk on Military Trail will be extended from SW 10th Street to East Drive and bicycle lanes will be provided on the pavement along Military Trail within the project limits. SW 10th Street will include a twelve-foot wide shared use path along the south side of the corridor in lieu of providing separate bicycle lanes on the pavement. This shared use path will continue for the limits of the projects along SW 10th Street.</p>
13	<p>Is there no way to prevent this Roadway, which will cause more pollution And noise and will be of no benefit to CVE This is of benefit for jobs for you and parklands Etc but at our cost. It is a travesty to common Sense and the common good. There was no Vote just consultations</p>	<p>We are currently in the Project Development and Environment (PD&E) phase. In this phase alternatives are developed and evaluated for benefits, as well as impacts, including an evaluation of a no-build alternative. Through the evaluation process, a preferred alternative will be presented at a Public Hearing as well as the No-Build Alternative, and public comment will be received and considered before a final decision is made to move forward. Through this process, the project will need to receive Location Design Concept Acceptance (LDCA) prior to moving into final design and construction.</p>
14	<p>Since the road will now be at street level, what noise mitigation will be provided. I believe a 20 foot concrete wall is the minimum required.</p>	<p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p>
15	<p>Hi Robert, What plans are proposed for protecting citizens/property owners of Century Village bordering SW10th Street, including the following: Noise reduction, safety from accidents occurring and potentially causing damage to citizen cars parked adjacent to SW 10th Street, and our property values. Thank you for your response</p>	<p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p> <p>The proposed design also includes a concrete traffic barrier adjacent to the lanes closest to Century Village, which should prevent damage to parked cars adjacent to SW 10th Street.</p>

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		As far as property values, 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 property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.
16	How will this effect the traffic backups and congestion on both Northbound Military Trail and NE 3rd Ave? The traffic has been horrendous on approach to SW 10th for years and now the delays have pour over onto the north end of NE 3rd Ave. The 3rd Avenue delays are caused by the lack of funding to make the roadway a 4 lane street from NE 48th Street to SW 10th. What about the timing of the turn signal on the north and south side lights at FAU Research Blvd/Natura Blvd and SW 10th Street? The turn signal stays green for a scant 3 seconds. I have lived in this same area for 20 years and this issue has never been resolved.	The proposed projects will significantly improve the operations at both the Military Trail and FAU intersections and along SW 10 th Street. Improvements at the I-95 Northbound off-ramp will also improve operations at the FAU intersection due to the proximity of these two intersections. The Military Trail intersection shows the overall intersection delay will improve by over 50% as compared with the No-Build condition. Your comment regarding the current signal timing at the Natura Boulevard signal has been passed along to Broward County, who maintains the signal and will evaluate adding more green time to this movement.
17	Turnpike to Powerline Road It's difficult to tell from the map, but how will those of us in Waterways and Independence Bay ever get out onto SW10th Street? Present maps appears to make it worse for us than it already is.	Vehicles traveling out of Waterways as well as Independence Bay will exit similar to how they exit today. They will have a signalized intersection and will be able to access both westbound and eastbound SW 10 th Street. The addition of the Connector Lanes will reduce the future traffic volumes (2040) in the local lanes to a condition less than the current peak hour traffic experienced today.
18	Why not divert sawgrass users to Turnpike Exit. They could go to Sample or Glades exit and access I-95 either way instead of making Southwest 10th Street a freeway for people who chose to move west of the turnpike?	The extension of the Sawgrass Expressway was planned over 3 decades ago and local SW 10 th Street has suffered with high accident rates, and congestion in the peak hours as a result of its delay. The project's intent is to provide a high-speed connection between Sawgrass Expressway / Florida's Turnpike and I-95 for those vehicles driving through the corridor, so they do not have to stop at the signalized intersection. Local SW 10 th Street will benefit by having reduced traffic volumes which also leads to a safer roadway. In fact, some SW 10 th Street segments will see a future (2040) traffic volume during peak hours that is much less than what is currently using SW 10 th Street. Furthermore, the suggested alternate routes to travel from the Sawgrass west of the Turnpike to I-95 (north or south), are longer in terms of travel times and miles. These alternate routes are available to drivers today, but most drivers will choose to use the shortest and fastest route, which is along the SW 10 th Street corridor.
19	I live on 10 th street between powerline and military I have 2 concerns 1-This construction will effect my home value negatively 2-How are you going to avoid the noise during the construction?	<p>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 property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers. The PD&E process considers all positive and negative socio and economic impacts a project like this may have on a community and those impacts will be considered during our evaluation.</p> <p>Regarding your noise concerns, a Noise Study Report is also being prepared for the project. This study utilizes the future traffic volumes and has determined that noise barriers are warranted along SW 10th Street for all residential areas in the corridor. During the design phase, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those surveyed 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.</p>
20	<p>Maria I would like the following letter read at the June 18, 2020 meeting and distributed to people attending the meeting. Can you send me a reply that you received this?</p> <p>Thank you Denise Bogner</p> <p>If the FDOT's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of Florida's environment and communities; this is NOT occurring if they are considering making any changes to SW 10th Street between the Sawgrass Expressway and I95 through Deerfield Beach.</p>	<p>While the COVID-19 pandemic has certainly had an impact on everyday life including traffic on the roads, this project is needed. From March 1st to mid-April, the most significant decrease was recorded - traffic volumes statewide (on state roads) decreased by about 45%. However, since then, as we are now in a statewide recovery, based on the latest traffic counts in Broward County today, the volumes are approximately 15% lower than usual, so volumes are going back up.</p> <p>If traffic volumes on all roads remained 15% lower than usual, it still would not bring as much relief/benefit as the Build Alternatives could. In addition, although travel patterns are expected to somewhat change, for example – less trips made by those who work from home - other types of trips may take their place, such as increased home deliveries. No one can predict the future with absolute certainty, but the trend is not showing that overall traffic volumes will stay significantly lower.</p>

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	<p>As a Deerfield Beach property owner in Waterford single family homes since 1985, I consider myself a lifelong resident; the money that is needed for this project as described will cost over \$690 MILLION. As I explain each bullet point below in detail, please reference the FDOT "vision" and how it is NOT being followed according to your own words: As one FDOT team, <u><i>we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.</i></u></p> <ul style="list-style-type: none"> • Volume - the number of vehicles traveling this route are considerably lower due to a number of factors not only in place at this time but will continue on into the future. In the FDOT's vision you are stating well planned, this bullet explains there is a need for a new plan due to our recent pandemic. • Employment - Many people are working from home and businesses are seeing the advantage of continuing this form of employment. Businesses will not be able to conform to the "social distancing" space that will be required and they will not enlarge their office space. Many will let go of their physical locations and will work remotely. In the FDOT's vision you are stating the goal being congestion free, this bullet explains there is not going to be congestion due to our recent unemployment rates and other venues to work from home occurring. • Business closures/bankruptcy - Another major factor that we are only seeing the beginning of is places going out of business. This includes retail stores, restaurants, and many others that cannot continue under the financial suffering. More than 3,300 stores are closing including Victoria's Secreta, Bath & Body Works, Nordstrom, Sears, Forever 21 and Walgreens. Hertz, Neiman Marcus, J.C. Penney, Pier One, and J. Crew have filled bankruptcy. Office Depot cutting 13,100 jobs. In the FDOT's vision you are supporting economic growth, this bullet explains there is no growth currently. <p>South Florida has industries that will be hit the hardest which include tourism, jobs in real estate, and retail. Some industries may recover but it could take up to 10 years. This shows a need to revisit your current plan. No major decisions should be made right now and new data needs to be collected to see how the Covid-19 pandemic will affect this area of roads.</p> <ul style="list-style-type: none"> • Tax recovery - The current tax payers now must "pay back" all of the Federal, State and Local funds that have been paid out as these items were never considered as part of budgeted expense. Additionally, there will be an extreme deduction in collection of taxes not being paid by companies that are not earning anywhere near what they have in the past. Government agencies must look at all areas that are in need and all places where funding is collected. 	

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	<p>FDOT collects the 1% tax on gasoline sales but you must take into consideration how much less fuel is being consumed now and in the future with less people traveling.</p> <p>There are many more vital areas that need funding here in our local Cities and County:</p> <ol style="list-style-type: none"> 1. The ancient sewer systems in all areas, we see what has been happening in Fort Lauderdale with devastating major sewer backups 2. The bridges that need to be rebuilt. <p>Government agencies need to look at all areas of funding and make necessary changes to take care of these types of extreme infrastructure disasters. THE FDOT "VITAL VIEW" on your own website page is:</p> <ul style="list-style-type: none"> · Improve Safety · Enhance Mobility · Inspire Innovation <p>FDOT is NOT improving safety, if this road is built, it is increasing unsafe road conditions.</p> <p>FDOT is NOT enhancing mobility, it is making mobility more time consuming and more difficult in daily travel.</p> <p>FDOT may be trying to inspire innovation, however FDOT is NOT urging or creating something creative with exerting an animating, enlivening, or exalting influence on this project.</p> <p>The LAST thing tax dollars should be spent on is a one mile stretch of road at the cost of \$690 MILLION. FDOT's Values are:</p> <p>One FDOT - We are one agency, one team. INTEGRITY - We always do what is right. RESPECT - We value diversity, talent and ideas. COMMITMENT - We do what we say we are going to do. TRUST - We are open and fair. CUSTOMER DRIVEN - We listen to our customers</p> <p>Please use your claimed "INTEGRITY" and look that this is NOT right to build. "RESPECT" our community and diversity and listen to the residents. "TRUST" be fair to me and open to listen to my points. "CUSTOMER DRIVEN" you need to let people speak at meetings and <u>"listen" not just "hear"</u>.</p> <p>I have attached a number of recent newspaper articles relating to these items for you to read.</p> <p>Denise Bogner 1157 SW 26th Avenue Deerfield Beach, FL 954-429-3050 Email: dkbogner@comcast.net</p>	
21	Had a question regarding tolling and what decision had been made.	The Connector Road is not being proposed as a toll road.

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22	How will the connection to the Sawgrass Express Way affect our Quiet Waters Park and the eagles nest on the South West Side of the Park?	The SW 10 th Street Connector PD&E does not anticipate any direct impacts to Quiet Waters Park and FDOT is committed to conducting an updated bald eagle survey during the nesting season prior to the start of construction and will coordinate the results with United States Fish and Wildlife Service (USFWS).
23	I live on SW 10th I am concerned about the level of noise and dirt/dust this will create. are we getting a sound wall? note: hearing aids increase all noise/ we can't bear the noise.	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street 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 will be closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet. The construction of noise walls will occur as early as possible in the construction phase. In addition, contractors will be held to our standard specifications for dirt and dust control.
24	Will both SW 28th Avenue and SW 24th Avenue have access to the local 10th Street road and be able to go east or west? Also will you be able to access I-95 and from both of those streets?	Access from both SW 28 th and 24 th Avenue will function the same as today and will have access to SW 10 th Street to go west and east. Vehicles will be able to access the I-95 ramps southbound as well as northbound.
25	<ul style="list-style-type: none"> • What is the timing of the other adjacent roadway projects (Florida Turnpike widening, Sawgrass Expressway widening, Florida Turnpike/Sawgrass Expressway Interchange) • If the Turnpike widening project and/or the 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? 	<p>The Turnpike project is planning to hold a public information meeting by the end of 2020 with a public hearing in 2021. There is no construction funding for this project in the five-year FDOT funded work program.</p> <p>Although the Sawgrass Expressway widening will not include managed lanes, the Turnpike widening will still apply managed lanes for the Transportation System Management and Operations strategy. The Florida's Turnpike Enterprise is evaluating the changes to the concept by removing the managed lanes. The Turnpike concepts are also evaluating making connections to and from the south to the Connector Lanes and to and from the north with local SW 10th Street.</p> <p>The Turnpike interchange concept is still under preliminary development and preliminary elevations have not been established. However, it will be made available toward the end of the year as well as any preliminary noise analysis that has been completed.</p> <p>Please note that the SW 10th Street Connector project is independent of the Turnpike project and does not require improvements to the Turnpike or interchange. The SW 10th Street project ties into the existing Sawgrass Expressway just west of the Turnpike interchange.</p>
26	I live in independence bay. Could you please let me know that date when the construction project is going to start?	Please note that the project is currently in the Project Development and Environment (PD&E) stage of the project and if one of the build options moves forward, construction is projected to begin sometime in 2023.
27	What will be the max speed limit for zone 1 as we all know higher speed means higher noise?	The speed limit in the Connector Lanes is proposed as 60 miles per hour (mph) and the speed limit in the local lanes is proposed to be 35 mph.
Comments Received During Webinar No. 1		
28	When will construction begin?	Please note that the project is currently in the Project Development and Environment (PD&E) stage of the project and if one of the build options moves forward, construction is projected to begin sometime in 2023.
29	What environmental issues were raised during the PD&E studies?	<p>The Project Development and Environment (PD&E) Study has evaluated a number of environmental issues related to the project including: social, economic, aesthetics, cultural, wetlands, protected species, water quality, noise, air quality, and contamination. The issues that have been the top concern for stakeholders include noise, aesthetics, and impacts to a bald eagle nest in Quiet Waters Park.</p> <p>A Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street 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 will be closely coordinated with those benefited by the barrier and the City.</p> <p>Minimizing aesthetic impacts has been a major consideration throughout the life of the PD&E Study. The overpass located in front of the Waterways entrance was shifted west to minimize visualize impacts. The With Powerline Road Ramps Alternative includes a depressed</p>

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		<p>exit ramp to minimize potential visual impacts to Century Village, Waterford Courtyards, and Waterford Homes. The Without Powerline Road Ramps Alternative has 30 feet of additional green space in the middle of the corridor to maximize landscaping opportunities.</p> <p>The SW 10th Street Connector PD&E does not anticipate any direct impacts to Quiet Waters Park and FDOT is committed to conducting an updated bald eagle survey during the nesting season prior to the start of construction and will coordinate the results with United States Fish and Wildlife Service (USFWS).</p>
30	Can you tell us how many participants there are?	The maximum number of attendees that was established during Webinar#1 was 330.
31	Will this video presentation be available after the meeting?	The presentation slides and Q&A slides have been posted to the website.
32	Will there be any needs for housing/hotel accommodations for the crews executing tis project?	This need will be dependent on the contractor(s) that secure the work.
33	If sound proofing walls were acceptable lining the lining the Sawgrass for miles in Coral Springs and Coconut Creek, why wont FDOT present this alternative for the residential communities between Turnpike and Military? Metro SoFla needs a continuous beltway to facilitate movement of traffic.	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
34	Are there plans for sound buffers for Waterways not only Sawgrass but also the ramp to turnpike? We take a pounding every day now.	Preliminary Noise analysis has been conducted for the SW 10 th Street project and all residential areas that front SW 10 th Street 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet. The Turnpike Interchange Study has not conducted the noise analysis for their study yet; any noise barrier along a Turnpike ramp would be determined by Florida's Turnpike.
35	At the beginning of the project, the initial idea to the county MPO was to have a depressed roadway for most of the project but now the project has gone a different direction. Do you think the county MPO will approve the project as is now without meeting all of their criteria being met?	Please note that MPO/COAT provided recommendations, not necessarily criteria, for the FDOT to consider as they move forward with the study. The depressed section was evaluated extensively, and the With Powerline Road Ramps Alternative includes a westbound depressed exit ramp to avoid elevating the roadway in the middle of the corridor. The Without Powerline Road Ramps Alternative does not have a depressed element but would provide an additional 30 feet of greenspace. This alternative results in more traffic in the local lanes than the With Powerline Road Ramps Alternative. These considerations reflect the balance of evaluating the impacts as well as the benefits of the project's proposed improvements. The COAT recommendation to include a depressed roadway as well as avoid/eliminate overpasses in front of residential areas was to reduce noise impacts and visual impacts. Neither Build Alternative under consideration has an overpass in the middle of the corridor and noise walls are warranted for all residential areas along SW 10 th Street. All MPO recommendations have been considered in the development and evaluation of alternatives.
36	What is the Turnpike PD&E project and where can I find more info about the Turnpike PD&E project?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
37	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 10 th and only have the toll when accessing the Sawgrass Expwy?	Traffic accessing the Sawgrass Expressway is not expected to reduce in the future under any scenario. Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function

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		similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. The tolling scheme is being evaluated by Florida's Turnpike with their conceptual alternatives development. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
38	The PD&E website listed three different webinars, with each listing a different "zone". Will the other webinars (on June 29 th and July 1 st) be an identical presentation? Or will the other webinars focus on different portions of the corridor?	The webinars on June 29 th and July 1 st will contain the same presentation material and much of the same Q&A, except for any questions submitted for these webinars that may not have been covered or submitted for the first webinar. Please note that responses to questions as well as the presentation and Q&A slides will be posted on the project website, for each webinar.
39	Noise and smog pollution for those condos on SW 10 th St. How will that be handled?	<p>Air and noise have both been analyzed for the proposed alternatives including the no-build alternative based on future traffic projections in the year 2040.</p> <p>Preliminary Noise analysis indicates that all residential areas that front SW 10th Street 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p> <p>The preliminary air analysis reflects that this project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.</p>
40	Sawgrass needs a northbound flyover onto the Turnpike. Is this under consideration?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
41	How will this project affect tolls?	The Connector Road is not being proposed as a toll road.
42	Will there be an opportunity to provide questions/comments after the meeting?	If you have additional questions, clarifications or would like to discuss in more detail, please contact the FDOT project manager by phone or email or submit an additional question or comment through the website.
43	When do you expect to begin ROW acquisitions?	There is funding in the work program for advance acquisitions for interested parties, but full acquisition would begin sometime after the project receives Location Design Concept Acceptance (LDCA) which is anticipated in the spring of 2021.
44	Broward needs access to Turnpike from the east. North east Broward residents have to go to Glades Road to go northbound Turnpike. This caused overcrowding on Powerline Rd from SW 10 th to Glades. Is this being considered?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on: http://www.floridasturnpike.com/sawgrass.html .
45	Is a taller soundproof barrier wall behind the Waterways community under consideration?	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street 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

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46	You are showing the view that the Waterways faces but what view does Independence Bay face?	Yes, views from Independence Bay were also shown and are available in the rendering booklet located in the Exhibit Room for the virtual webinars on the project website.
47	When do you show the options for Independence Bay entrance like you have for Waterways?	The views from Independence Bay were shown toward the end of the presentation and are also available in the rendering booklet located in the Exhibit Room for the virtual webinars located on the project website.
48	Hi, I live right on the intersection of SW 10 th Street and SW 28 th Ave Water Ford Court Yards North. Our community will be tremendously impacted with this project during the construction. What are the plans of how we are going to get into our community through SW 10 th Street during this project? And regarding our entrance to our community, how is our entrance going to look like on SW 28 th Ave? Will there be a structure/entrance for Water Ford Court Yards?	The access from SW 28 th Avenue will remain similar as it does today where you will have direct access to go east or west on local SW 10 th Street. During construction access to the community will be maintained. There are various renderings in the rendering booklet located in the Exhibit Room on the project website that help illustrate the entrance. No overpasses are proposed at or near SW 28 th Avenue on SW 10 th Street.
49	Have there been any studies to help predict how this will impact property values and taxes along the route?	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 property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.
50	It's fundamentally unfair to depress the roadway in between military and Powerline but not between Powerline and the Sawgrass where there are hundreds of residents in Independence Bay and the Waterways.	The evaluations of depressing the roadway looked at several factors including benefits achieved in depressing a roadway as well as the impacts depressing a roadway creates. At this time, the With Powerline Road Ramp Alternative includes a depressed exit ramp; no other depressed elements are included in the Build Alternatives.
51	I live in Independence Bay. If there is no powerline ramp, how do I get onto the ramp going and coming?	Access to and from Independence Bay from local SW 10 th Street will remain unchanged with both Build Alternatives. If the Without Powerline Road Ramp Alternative is selected, then motorists traveling from Independence Bay will not have direct access to the Connector Road.
52	Will you be able to provide a list of attendees?	Please contact the FDOT Project Manager.
53	During construction, can we still make a left from Independence Bay to the Sawgrass or will we have to make a U-turn on Powerline?	Detailed construction phasing has not been developed this early in the project's development, but restricting left-turn access is not anticipated to be needed during construction.
54	What about the entrances to the Walmart shopping center, entrances and egress from the shopping mall?	The driveway locations at the shopping center are anticipated to remain at their current locations. The median openings to the shopping center are proposed to be eliminated, which will improve safety. Access to the shopping center from westbound SW 10 th Street can be made via Military Trail or by completing a u-turn at SW 24 th Avenue.
55	It sounds like the Powerline ramp option is the most efficient in terms of moving traffic. Are there any eminent domain issues between the options?	Right-of-way is required with both build options.
56	Brian: So the decision to connect Turnpike North and South can be directly accessed from SW 10 th Street. This is long overdue, but will it take the same amount of years to complete as the connector with ramps?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
57	What will this project do to the congestion on Powerline Rd during rush hour?	Today in the PM peak hour, vehicles that travel through this intersection experience an average delay of 1.8 minutes (or 110 seconds). Since both Build Alternatives help to reduce traffic that travels through the intersection on SW 10 th Street, the average delay per vehicle in the PM peak hour in year 2040 is estimated to be slightly less than it is today - approximately 19 to 25 seconds less average delay per

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		vehicle. This is an average of 17% less delay per vehicle (Without Powerline Road Ramps) and 23% less delay per vehicle (With Powerline Road Ramps) at the intersection than what is experienced today.
58	Can we attend all of the webinars even though they are the same?	Yes.
59	How will this affect home values?	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 property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.
60	Is there some way to block the right turn lane approaching Military Trail from the east to prevent people who are not turning right onto Military from blocking that lane at the red light?	<p>With either Build Alternative, the intersection configuration of SW 10th Street and Military Trail will be reconstructed. The new design is expected to include a channelized westbound right turn lane, which physically positions vehicles to turn right at the intersection which makes it very difficult for a vehicle to use the right turn lane as a through lane.</p> <p>In addition, the westbound through volume will be significantly reduced from the existing volume. Today, a total of 2,020 vehicles travel westbound through the Military Trail intersection, and 425 turn right during the PM peak hour. In the future (2040) with either of the Build Alternatives in place, the number of vehicles traveling westbound through the Military Trail intersection during the PM peak hour would be significantly reduced to 340 vehicles for the With Powerline Road Ramp Alternative, or 1,160 vehicles for the Without Powerline Road Ramps Alternative. With the westbound through volume significantly reduced, it is less likely that westbound through vehicles would try to use the right turn lane as a through lane.</p>
61	If a tall wall is an option for Waterways, shouldn't it be consistent with the one for Independence Bay where both are the same height & as tall as possible?	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
62	Do the project need water changing flow?	The project does not require a change in the current drainage flow.
63	Would you be considering a pedestrian bridge from Century Village to the south side of SW 10 th and Military?	A pedestrian bridge is not under consideration at SW 10 th Street and Military Trail. Pedestrians will be accommodated through the crosswalks at this intersection and appropriate pedestrian signal timing.
64	So the entrance from Independence Bay would be right outside the entrance onto a highway? Won't this make this very commercialized?	SW 10 th Street will be relocated approximately 32 feet to the south and be in a similar configuration as it exists today with the Independence Bay entrance. Local SW 10 th Street will still be adjacent the residences on the south, like Independence Bay. The proposed project is not anticipated to affect the future land use in the corridor since the corridor is mostly built out already.
65	Are you aware that is powerline Rd is not widened this connector project will only increase traffic on this road?	The future traffic analysis shows that the 2040 traffic volumes on local SW 10 th Street will be lower than they are today, due to a high volume of traffic shifting to use the Connector Road, instead of local SW 10 th Street. A Project Development and Environment (PD&E) Study is planned in 2025 to evaluate the widening of Powerline Road from SW 10 th Street (West Drive) to the Broward / Palm Beach County line.
66	Can you tell us what will be the maximum speed to limit noise level on SW 10 th ? As well all know more speed = more noise.	<p>The proposed speed limits for the Connector Lanes is 60 miles per hour (mph) and the proposed speed limit for the local SW 10th Street is 35 mph.</p> <p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street are warranted for noise barriers.</p>
67	When will the soundproof walls be implemented? Before or after?	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street 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. The construction of noise walls will occur in an early construction phase.

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68	Will you be meeting with Coconut Creek between now and July when you present to the MPO?	We are open to meet with the City of Coconut Creek at whatever day/time is convenient for the city and will coordinate appropriately.
69	Will webinars #2 and #3 be the same presentation as today?	The webinars on June 29 th and July 1 st will contain the same presentation material and much of the same Q&A, except for any questions submitted for these webinars that may not have been covered or submitted for the first webinar. Please note that responses to questions as well as the presentation and Q&A slides will be posted on the project website, for each webinar.
70	If there is an accident on the corridor, will the traffic be diverted to SW 10 th ? If the access ramps are removed from the project, won't this limit options to divert traffic in cases of accidents?	Like with any corridor, the specific location and severity of an accident will dictate the need and details of any diversion of traffic. But yes, the Without Powerline Road Ramps Alternative would provide less options for diverting traffic, in the case of a severe accident.
71	How would the work be done while Waterways has no other entry/exit?	The construction work will be phased such that access to the Waterways community will always be maintained.
72	Can we still make a left out of Independence Bay?	Yes, Independence Bay will have a full signalized median opening, that operates similar to how it does today.
73	How long will this take to complete?	We anticipate once major construction begins, the project would be completed in less than 5 years.
74	Can we have a copy of the Q&A slides?	The presentation slides and Q&A slides have been posted to the website.
75	Somewhere I briefly saw reference to at 18' sound wall. Where will that be constructed? That's a very tall wall!	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
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76	How will we get onto 10th street from 28th Ave. to get to Powerline Road or get to Military Trail when this construction starts?	Detailed construction phasing has not been developed this early in the project's development, but access to and from SW 10 th Street will function similar as it does today throughout construction and after.
77	Not used	
78	Not used	
79	<p>Question 1 When will you be "visiting" the buildings in Century Village that border on SW 10th Street to decide if sound walls will be erected? Maybe you are unaware that many of the owners in those buildings are currently not on property, and because of the pandemic may not be able to be on property for many months. I hope all owners in those buildings will have the equal opportunity to vote.</p> <p>Question 2 Will you be using Century Village to put your " runoff pools" from cars on the highway. If you are, have you taken into account the fragile health of the seniors in their 80's and 90's that live there. Do you have any plans to monitor the health of the residents here? Why can this not be done on the commercial side of the highway instead?</p>	<p>The survey of the benefited property owners will occur during the next phase of the project which is the final design phase and is expected to begin in the spring of 2021, where surveys will be sent by certified mail to these owners.</p> <p>As far as 'runoff pools' if you are referring to drainage ponds, we have approached the Century Village Master Management Group and the assigned attorney to indicate our interest in using a portion of the abandoned golf course for drainage ponds that could be incorporated into the proposed recreational path that is being planned for the area. The FDOT is willing to purchase a drainage easement over this area if Century Village is a willing participate in an agreement.</p> <p>In this scenario, runoff from the highway would be routed through pollution control structures prior to discharge into Broward County's C-2 Canal which naturally flows to the north where it would connect with the new drainage ponds that increase the overall storage of water in this drainage basin in order to limit the overall outfall discharge to the Hillsboro Canal.</p>
80	for cve residents facing sw10th st what kind of noise and dust remediation protocols will be in place? Have you considered replacing windows facing sw10th st with high impact windows to reduce noise and dust issues after project is completed from increased traffic volume and trucks. This can turn into a nightmare for residents whose units are approx. 75ft or less from sw10th st.	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street, west of Military Trail are warranted for noise barriers. Noise analysis east of Military Trail is under evaluation. 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.

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		<p>FDOT has worked closely with the Federal Highway Administration (FHWA) and the FDOT Central Office to determine the potential for soundproofing windows and doors for residential properties. Based on this coordination and 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.</p> <p>During construction, noise and dust will be controlled according to the FDOT's standard construction specifications and where possible, noise walls will be constructed in an early construction phase.</p>
81	<p>Has anyone even considered using Sample road, instead of sw10th for the connector? There is a turnpike entrance there, plus a Sawgrass interchange & I 95 also. Plus, Sample has fewer residential areas along their section.</p>	<p>The extension of the Sawgrass has been planned for the SW 10th Street corridor for decades. The existing right-of-way along the corridor will accommodate most of the improvements and this corridor has been identified as a Metropolitan Planning Organization or MPO priority. The MPO is made up of representatives from all the municipalities in Broward County and they set the transportation priorities in the state. Furthermore, the suggested alternate route to travel from the Sawgrass west of the Turnpike to I-95 (north or south), is longer in terms of travel time and miles. This alternate route is available to drivers today, but most drivers will choose to use the shortest and fastest route, which is along the SW 10th Street corridor.</p>
82	<p>CVE DB are building a wall on it's perimeter. To reduce sound from the SW10th project you proposed and plan for a 16-20 foot wall. Hopefully the sound wall will be built and done In lieu of the 6' proposed CVE Village wall, and it's cost be considered as part of the project and become THE only CVE wall.</p>	<p>Century Village Master Management Group is aware of the noise wall that is warranted and could be built with the project. Our understanding is that they (Century Village Master Management) are delaying the Century Village wall along SW 10th Street in anticipation of the potential noise wall being built. We recommend following up with your management board to confirm their plan.</p>
83	<p>In you next presentations, you should include noise level at the proposed speed and noise level abatement measures to minimize or neutralize the impact on immediate neighbors. I don't recall it was discussed during last webinar.</p> <p>60 miles per hour will generate how many decibels for The Waterways residents? What will be the difference of noise level between current situation and proposed situation?</p>	<p>The final noise analysis will be completed and made available prior to the public hearing in the Noise Study Report. Sufficient preliminary analysis has been completed to warrant noise walls at all residential areas that front SW 10th Street, west of Military Trail and the final report will provide the average decibel levels with and without the build options as well as with and without 22-foot tall noise walls. The noise analysis shows that the average existing noise levels at Waterways is 57.3 decibels for the homes modeled in the noise analysis. With both build alternatives and 22-foot noise walls, the noise levels are expected to remain about the same (averages of 57.1 and 57.2) with homes closest to SW 10th Street seeing a noticeable reduction in noise as a result of the noise wall. If the No-Build Alternative is selected, the average noise levels are expected to increase slightly to 57.8 decibels.</p>
84	<p>Due to COVID, we have seen a dramatic increase in people working from home and traffic patterns decreasing during rush hour times. Has anyone analyzed the decrease in traffic and is this connector really necessary still if patterns emerge that more people will be working from home in future?</p>	<p>While the COVID-19 pandemic has certainly had an impact on everyday life including traffic on the roads, this project is needed. From March 1st to mid-April, the most significant decrease was recorded - traffic volumes statewide (on state roads) decreased by about 45%. However, since then, as we are now in a statewide recovery, based on the latest traffic counts in Broward County today, the volumes are approximately 15% lower than usual, so volumes are going back up.</p> <p>If traffic volumes on all roads remained 15% lower than usual, it still would not bring as much relief/benefit as the Build Alternatives could. In addition, although travel patterns are expected to somewhat change, for example – less trips made by those who work from home - other types of trips may take their place, such as increased home deliveries. No one can predict the future with absolute certainty, but the trend is not showing that overall traffic volumes will stay significantly lower.</p>
85	<p>Good morning, I for one applaud all the effort and work that your team have dedicated to this project (SW 10 St). Thank you so much. Question: Does the project requires that the water will be rerouted into our village? And if of so, does Master management get any funds to handle that inside CVE? Also do we have the right to shape the flow and the look of the future ponds? Thank you for your help on answering our questions. BTW : I am a board member of CVE.</p>	<p>Thank you for the recognition of the team's effort. As far as your question on water re-routed into Century Village, we have approached the Century Village Master Management Group and their attorney representative indicating our interest in using a portion of the abandoned golf course for drainage ponds that could be incorporated into the proposed recreational path that is being planned for the area. There is flexibility in the overall shape to the ponds and the FDOT is willing to purchase a drainage easement over this area if Century Village is a willing participate in an agreement.</p>
86	<p>My issue is the sound factor. Will the sound wall be tall enough to absorb the traffic noise? Thank you</p>	<p>Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet. Noise Barrier's that are warranted will provide noise abatement to residents. The actual degree of abatement will vary based on a resident's location and proximity to the Noise Barrier. Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street, west of Military Trail are warranted for noise barriers. Noise analysis east of Military Trail is under evaluation. If the project moves forward, a Noise</p>

Comment No.	Comment	Response
		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.
87	Can you explain how you will treat the overload of traffic on the already overburdened intersection of Military Trail and SW10 Street	The proposed improvements will reduce congestion along the corridor including at the signalized intersection at Military Trail. The traffic model shows that the overall intersection delay will improve by over 50% at the Military Trail intersection as compared with the No-Build condition.
88	What about the developments of the covering (by sections) of the depressed sections, called LIDS, to permit sound reduction and provide green areas that could be used for reduction heat island emission and various recreational or leisure activities?	<p>The depressed section alternatives have been evaluated in detail. Due to the impacts associated with depressing the road under Powerline Road and to the west, as well as the need to elevate the road over Military Trail and the railroad tracks, the depressed roadway is limited to the middle of the corridor. This limits the amount of LIDS that can be placed on the depressed section. Furthermore, with the northern alignment, local intersections do not need to go over the depressed section, which eliminates the need for the LIDS. In addition, the LIDs would not be available for recreational purposes. If the With Powerline Road Ramps Alternative is selected, the LID created to house the pump system necessary to keep the depressed roadway dry can also accommodate some green space.</p> <p>The preliminary noise analysis showed that the full depressed alternative with LIDS would still warrant noise walls to further limit the increase in noise levels, similar to the other build alternatives without depressed sections.</p>
89	Is it being looked at to connect 95 to Sawgrass? Ugh. I'm happy with what we have. Getting on Sawgrass is ez as pie. 95 is ez. everyone knows they connect via 10th. Are you planning a higher speed lane to make travel from one to the other easier? I think it's silly, waste of time and money and will cause many delays. Pls address this with answers. ty	<p>Yes, the Connector Lanes are proposed as a limited access 60 mph facility that will connect the Sawgrass Expressway to I-95. The addition of this connector facility will help reduce congestion along SW 10th Street as well as provide a much-needed regional connection of three limited access facilities (I-95, Sawgrass Expressway, and Florida's Turnpike).</p> <p>The traffic analysis shows that in 2040, with no improvements (No-Build Alternative), that the average speed on SW 10th Street is four mph in the PM peak and 16 mph in the AM peak.</p>
90	As the traffic on 10 th is likely to intensify, What considerations are being implemented in the project to control the noise levels that would impact the residents of the adjoining Century Village complex on the north side of 10 th between Military Trail and Powerline??	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street, west of Military Trail are feasible and warranted for noise barriers. A Noise Barrier located north of SW 10 th Street along Military Trail is not feasible at this time but is recommended for further analysis in the design phase where the right-of-way and utility impacts could be mitigated. Noise analysis east of Military Trail is under evaluation. 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
91	I live in Century Village East fairly close to SW 10 th Street. I am particularly interested in the plans for a sound wall between Century Village and the new construction plans for SW 10 th Street.	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street, west of Military Trail are warranted for noise barriers. Noise analysis east of Military Trail is under evaluation and the section along Military to the north of SW 10 th Street is recommended for further evaluation during the design phase. 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet and will be located approximately four feet from the right-of-way line.
92	<p>Why can't the red lights be adjusted to run in 30 sec intervals (sometimes 15 sec) like in NYC? I once sat at a red light @ nearby Hillsboro and Powerline for what seemed to be over 5 min. If that were NYC, the light would have already changed 10+ times and how far would my SUV have gone during those 5 min? Would I be as angry as a driver? Clearly not. Why is this not the most simple, obvious, and cost efficient way (@ 0 cost) to solve traffic issues on SW 10th - in the SAME exact way Manhattan deals with its rush hour daily basis?</p> <p>How is this issue not about class and politics? Property taxes pay for local public schools. The Toll Bros. recently bought half of the golf course @ CVE in Deerfield Beach to put up hundreds of high end condos which will generate more</p>	<p>The signal timing along the corridor will be optimized to provide the least amount of delay for the vehicles using the intersections. The current signal timing has also been optimized but when the traffic is over capacity there will be severe congestion. The proposed improvements, which include the addition of Connector Lanes, will reduce the congestion along the local roadway which will reduce the delays that are occurring at the signalized intersections.</p> <p>The Broward Metropolitan Planning Organization (MPO) is made up of representatives from all the municipalities in Broward County and they set the transportation priorities in the county. The Broward MPO identified the SW 10th Street Connector project as a priority project which resulted in FDOT initiating this Project Development and Environment (PD&E) Study.</p>

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	<p>tax revenue for Deerfield Beach. The occupancy of these Toll Bros. condos will coincide with the possible exodus of people living in CVE (within 100 yards of the new proposed extension) Thus, there will be no loss in revenue for public schools in Deerfield Beach if that section of CVE (say) becomes a "ghost town". In addition, the west end of Florida, with the million dollar condos will get served (here) and for-profit charter schools can continue to flourish and donate to local politicians because there will be no excess in property taxes collected once people move out of the SW 10th part of CVE. It looks like a shrewd win-win for the west FL wealthy, the Toll Bros., and the FDOT contractors. Again, how is this not about class and politics?</p>	
93	<p>I am in favor for the project to be built without the ramps. More green space is needed to offer more of a buffer to the residents. Also, who will be able to vote on the sound wall? It should be restricted to those directly adjacent the project who ultimately will be impacted. And if there is no response, will that be counted? And finally, I certainly hope that the sound wall will be the very FIRST thing to be built so that the residents will not have to hear all of the noise for 5 years or more.</p>	<p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street, west of Military Trail are warranted for noise barriers. Noise analysis east of Military Trail is under evaluation and the section along Military to the north of SW 10th Street is recommended for further evaluation during the design phase. 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. A non-response does not count towards or against the 50%. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p> <p>The noise walls will be constructed in an early phase during construction.</p>
94	<p>Will a sound barrier wall be built which will protect residents on the 4th floor facing SW10 st?</p> <p>What are the plans for air pollution mitigation?</p>	<p>With a 22-foot noise barrier, the future noise levels for the 4th floor within Century Village will be slightly lower to noticeably lower than existing noise levels (1 to 6 decibels lower).</p> <p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street, west of Military Trail are warranted for noise barriers. Noise analysis east of Military Trail is under evaluation and the section along Military to the north of SW 10th Street is recommended for further evaluation during the design phase. 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p> <p>Air quality impacts have been analyzed for the proposed alternatives including the no-build alternative based on future traffic projections in the year 2040. The preliminary air analysis reflects that this project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.</p>
95	<p>Hi what will be install to stop the noise at the corner of Military and 10 Street from spreading south to near by house already have a lot of noise coming from I-95 do you have the numbers of car traveling on Military trail evolution after the project thank you</p>	<p>The I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard is currently evaluating the noise impacts associated with the project. Noise barriers were considered along Military Trail to the south of SW 10th Street but did not meeting FDOT's noise level reduction criteria and therefore, noise walls are not recommended at this location.</p> <p>The number of vehicles traveling on Military Trail in the existing (2016) conditions ranges from 2,300 to 2,800 during the peak hour depending on AM or PM and north / south of SW 10th Street. If the No-Build Alternative is selected, the volume of cars in 2040 is expected to range from 2,600 to 3,300 during the peak hour. If either of the build alternatives are implemented, the volume of cars in 2040 is expected to range from 2,800 to 3,300 in the peak hour. The build alternatives will primarily reduce the traffic along SW 10th Street which in turn will decrease the delay for vehicles at the intersection of SW 10th Street and Military Trail for both roadways.</p>
96	<p>will noise walls affect those in a 4-story building at CVE near 28th AVE?</p>	<p>With a 22-foot noise barrier, the future noise levels for the 4th floor within Century Village will be slightly lower to noticeably lower than existing noise levels (1 to 6 decibels lower).</p> <p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street, west of Military Trail are warranted for noise barriers. Noise analysis east of Military Trail is under evaluation and the section along Military to the north of SW 10th Street is recommended for further evaluation during the design phase. If the project moves forward, a Noise Survey will be issued to all</p>

Comment No.	Comment	Response
		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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
Comments Received During Webinar No. 2		
97	<p>1. We have requested west bound access from our campus. Your previous plans only allowed for an east bound exit from our property. Forcing our students to turn east toward Military Trail and make a u turn at the traffic light to head west. For some people that maneuver is not a problem; however, for others – they are taking their life in their hands. The distance from our parking lot to Military Trail is relatively a short distance and getting into the far side of the east bound lane in heavy traffic would take some aggressive driving.</p> <p>2. You never covered the access to 10th and Military Trail for commercial business.</p> <p>3. You have not addressed west bound traffic from the commercial properties at 10th street and Military road.</p>	In this area the plans have not changed. For this portion of SW 10 th Street we do see a large reduction in traffic with the addition of the Connector Road. Vehicles exiting the South Florida Bible College will need to make one lane change to the inside (leftmost) eastbound through lane that will be able to access the turn bay at Military Trail and be able to make a protected u-turn movement to head west. The roll plots in the exhibit room as well as the median access modification graphic depict this situation. The entrances to SW 10 th Street and Military Trail will be in the general locations they are in today. Traffic wishing to go westbound from these properties will utilize the intersection and make a u-turn if coming from SW 10 th Street or a left or right turn coming from Military Trail.
98	What is the schedule for the connector?	If the project moves forward, Location Design Concept Acceptance (project approval) is anticipated in the spring of 2021 and major construction is funded for Fiscal Year 2023 where the physical construction could begin in early 2023.
99	Commissioner Hudak here, will Newport Center be connected to the connector lanes?	Cars coming from Newport Center will have access via 12 th Avenue to access the Connector Lanes in the westbound direction and vehicles traveling on the Connector Lanes in the eastbound direction will be able to exit east of Military Trail and access Newport Center.
100	What is MPO?	The MPO is the Broward Metropolitan Planning Organization, and they set the transportation priorities in the county.
101	<p>1. What's the impact?</p> <p>2. How about noise barriers on Turnpike, close the Waterways as the TP project moves forward too?</p> <p>3. If approved, when will construction start and how long until its completed?</p>	<p>There are various impacts created by the project. The preliminary evaluation matrix helps provide an overview of how the proposed build options compare to the No-Build Alternative in the different categories. Where possible, mitigation strategies will be implemented to help lessen any impacts the project creates.</p> <p>Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10th Street. The Turnpike Interchange Study has not conducted the noise analysis for their study yet but anticipates holding a meeting at the end of 2020 to share information on alternatives and noise analysis results. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html.</p> <p>If the SW 10th Street project moves forward, it has construction funding in Fiscal Year 2023 which actually starts in July of 2022. We would anticipate that construction would begin in early 2023 and finish sometime in 2027 or possibly 2028. The Turnpike project does not have funding for construction but can be built after the SW 10th Street project.</p>
102	<p>1. On slide #18 you showed the sound wall of the project. Why have a second 6' wall next to the 20' project wall? It is unnecessary and requires more space for maintenance. If the project agrees NOW to build its wall there would be \$\$ saved provide more room for landscape beautification.</p> <p>2. Thanks for putting the ? At 19:32 between the 20 ft wall and the shared lanes, bikes walk, etc. There is no mention of trees or vegetation. In no 6' wall it would permit nice vegetation on both sides of the high wall!</p> <p>3. Heard at 19:40 that the wall is warranted and there will be a survey in the next phase. Hopefully the 6ft wall will not be built until the survey is done!</p> <p>4. What about the partial covering (LIDS) over the depressed area?</p>	<p>1. The smaller wall you see in the graphic is a traffic barrier wall (38-inches tall) that is adjacent to the Connector Lane shoulder. The noise wall depicted is shown approximately four feet from the existing right-of-way line.</p> <p>2. Please review the project renderings with noise walls located in the exhibit room on the project website and let us know if you have additional questions.</p> <p>3. The Century Village Master Management Group is aware of the noise wall that is warranted and could be built with the project. Our understanding is that they (Century Village Master Management Group) are delaying the Century Village wall along SW 10th Street in anticipation of the potential noise wall being built. We recommend following up with your management board to confirm what their plan is.</p> <p>4. The depressed section alternatives have been evaluated in detail. Due to the impacts associated with depressing the road under Powerline Road and to the west, as well as the need to elevate the road over Military Trail and the railroad tracks, the depressed roadway is limited to the middle of the corridor. This limits the amount of LIDS that can be placed on the depressed section. Furthermore, with the northern alignment, local intersections do not need to go over the depressed section, which eliminates the need for the LIDS. In addition, the LIDs would not be available for recreational purposes. If the With Powerline Road Ramps Alternative is selected, the LID created to house the pump system necessary to keep the depressed roadway dry can also accommodate some green space.</p>

Comment No.	Comment	Response
		The preliminary noise analysis showed that the full depressed alternative with LIDS would still warrant noise walls to further limit the increase in noise levels, similar to the other build alternatives without depressed sections.
103	<p>1. How will this affect Waterford Homes and surrounding neighborhoods? Sound, pedestrian access, pedestrian safety, etc. This project is very invasive.</p> <p>2. Green space should be mandatory. Not at option.</p> <p>3. Why is this project being designed solely to move more cars faster? We should be designing cities that are more pedestrian and bike-friendly. This project will perpetuate high speeds, more pollution and more cars. This brings no benefits to local communities and creates communities that are less safe for pedestrians and less environmentally friendly. This perpetuates higher speeds which makes the area less safe for pedestrians, cyclists, and the large elderly population in the area. This area does not need this highway.</p> <p>4. Are bus only lanes being considered? What are the width of the lanes being proposed? Is an alternative of SW 10th St as only one lane in each direction being considered?</p> <p>5. How will this affect Waterford Homes?</p> <p>6. Have one lane connectors been considered?</p>	<p>Preliminary Noise analysis has been conducted for the corridor and Waterford Homes does warrant a noise barrier. 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p> <p>A 12-foot wide shared use path will be provided along the south side of SW 10th Street for the entire length of the project, signalized crosswalks at Military Trail and Powerline Road will also be added to improve pedestrian safety.</p> <p>Green space is provided in both build alternatives. The Without Powerline Road Ramps Alternative was specifically developed to provide additional green space, compared to the With Powerline Road Ramps Alternative.</p> <p>The project is providing a regional connection to three limited access facilities and also addressing the congestion issues on SW 10th Street that have led to high crash areas. The proposed Connector Lanes will be a high-speed facility with a posted speed of 60 mph. The local SW 10th Street speed limit will be reduced to 35 mph, to provide a more "complete street."</p> <p>Bus only lanes are not being considered as this corridor does not serve a bus route other than local bus service and according to Broward County Transit, a future bus routes is not proposed. One lane in each direction of the Connector Road will not meet the future demand for the corridor and was therefore not considered as a viable alternative.</p> <p>No direct impacts to Waterford Homes are anticipated with either build alternative.</p>
104	<p>1. The connections to 95 for both general purpose and express lanes require a lot of bridge work that drives cost. Why not create an entry to the express lanes after exiting onto I95?</p> <p>2. The City of Coral Springs would like to have an outreach meeting as soon as possible.</p>	<p>The additional bridge work required will be along I-95 to the north and to the south, if we do not provide a bridge connection for some of these movements, the operations of I-95 will fall below acceptable levels due to weaving movements.</p> <p>We would be glad to meet with the City of Coral Springs, we will be reaching out to schedule something at a convenient day and time.</p>
105	<p>1. During the construction, how are you planning to protect CVE elderly community, some with respiratory problems, from sound and pollution?</p> <p>2. Do I understand correctly: there won't be any access from 10 st to Rt 95?</p> <p>3. What about those depressed lanes being flooded during regular extensive rains and hurricanes?</p> <p>4. I meant to ask: do you eliminate the access to 95 from Military through 10th St?</p> <p>5. Again: no direct access from Military to the connector?</p>	<p>The project will be required to follow the FDOT's standard specifications for road and bridge work which includes requirements for the control of noise and dust/dirt.</p> <p>The project includes access to I-95 from the Connector Lanes as well as local SW 10th Street.</p> <p>If the depressed westbound ramp alternative (With Powerline Road Ramps) is constructed, there will be a pumping system in place along with a backup system to assure the road is not flooded and available for use. If there is a total failure of all systems and the ramp becomes flooded, that ramp will be closed but, the ramp closure would not impact evacuations. The second build option under consideration, the Without Powerline Road Ramps Alternative, does not have any depressed elements, and therefore would not negatively impact hurricane evacuation.</p> <p>SW 10th Street will continue to have access to and from I-95; Military Trail does not have direct access to the Connector Lanes but could utilize the ramps located just east of Newport Center drive to go westbound or vehicles on the Connector Lanes heading east could exit and u-turn at the Newport Center intersection to access Military Trail.</p>
106	Does this affect entrance into Century Village from 10 th Street?	No, the entrances at Century Village will not be impacted by the project.
107	<p>1. How will the west bound connector lanes affect the residential area on the north, specifically Century Village?</p> <p>2. Have you planned for additional landscape and green space on the north side of the noise wall on Century Village side so residents do not have to view a 20' wall?</p>	The westbound Connector Lanes will be contained within the existing right-of-way and include a traffic barrier separating the traffic from the right-of-way line. In addition, a noise wall is warranted for the Century Village along SW 10 th Street, which would also be located within the road right-of-way. Consequently, there will be no direct impacts to Century Village as a result of the project. We will work with the city and the different communities to develop a landscape and aesthetic theme for the corridor. Please note that the area north of the noise wall will be on Century Village property and any landscaping on the north side of the wall will be up to Century Village.

Comment No.	Comment	Response
108	<p>1. When is the proposed start of these projects and how long will it take to complete?</p> <p>2. How will this construction disrupt normal traffic?</p>	<p>If the SW 10th Street and I-95 projects move forward, construction is funded for Fiscal Year 2023 which actually starts in July of 2022. We would anticipate that construction would begin in early 2023 and finish sometime in 2027 or possibly 2028. The Turnpike project does not have funding for construction but can be built after the SW 10th Street project.</p> <p>There will be some disruption to traffic during the construction phase, but lane closures will be minimized, and we will avoid lane closures during peak hours. In addition, there will be advanced warning signs and notices that will be sent out for all lane closures to help drivers find alternative routes that would decrease the amount of traffic that must use the local lanes during construction activities that could disrupt traffic.</p>
109	Has the determination been made about the 30 feet of green space under the D tab? Or is that still being discussed?	The two build alternatives, With Powerline Road Ramps and Without Powerline Road Ramps are still being discussed. As you may be aware, the additional 30 feet of green space (Without Powerline Road Ramps Alternative) does come at an expense of additional traffic on the local lanes compared to the With Powerline Road Ramps as well as limits the local accessibility to and from the Connector Lanes. This is a balance of benefits and impacts as we are looking to hear from the public on preferences and concerns for both alternatives.
110	What is the plan to control truck traffic coming from Publix warehouse onto SW 10 th ?	No specific plan is in place to 'control' truck traffic but, both build alternatives accommodate trucks in the Connector Lanes as well as provides access to and from the Connector Lanes just west of the Newport Center intersection.
111	There should be a noise barrier wall along Century Village and connector lanes.	Century Village frontage along SW 10 th Street is warranted for a noise wall.
112	Will we still be allowed to exit Waterford Courtyards at 28 th Ave?	Yes, the SW 10 th Street and 28 th Avenue intersection will function similar to how it does today.
113	How will this effect condos that butt up to 10 th street un Century Villages?	The project includes a traffic barrier that will separate the westbound Connector Lane traffic from the right-of-way. In addition, a noise wall is warranted along the frontage of Century Village. The noise wall, if constructed, would be located within the road right -of-way as well. Consequently, there will be no direct impacts to Century Village.
114	<p>1. There are entrances/exits from Century Village on both Military and Powerline. I am not concerned with going or coming from I-95. I am concerned being able to reach CVE entrances on Powerline and Military and stores south of us on Powerline and Military. Not everyone cares about I-95 we care about local stores north and south of us.</p> <p>2. This is not addressing anything we care about!! Century Village 16,000 residents need to be able to access our gates and stores south of us from Military and Powerline.</p>	The Powerline Road and Military Trail Intersections will function similarly to how they do today, all movements will be accommodated. It is anticipated that the intersections will function better than they do today due to the reduction in the SW 10 th Street traffic. Access to / from stores along Military Trail and Powerline Road will not be impacted by the project. Similarly, the Century Village entrances will not be impacted by the proposed improvements.
115	Will the service road by the bible college go away?	Yes, the service road by the bible college will be removed.
116	Anything planned for Hillsboro & 95 exit?	The I-95 project extends north of Hillsboro Boulevard where improvements to the surface intersections are planned, including the replacement of the existing northbound I-95 to westbound Hillsboro Boulevard loop off-ramp. Northbound I-95 traffic getting off at Hillsboro Boulevard will exit prior to the overpass. On the southeast quadrant of the interchange, the intersection between the northbound off-ramp and Hillsboro Boulevard will be expanded to have a signal for triple left-turns (westbound) and double right turns (eastbound). A realigned of the existing loop on-ramp is proposed for the westbound traffic on Hillsboro Boulevard heading southbound on I-95. This includes a new bridge over Hillsboro Boulevard adjacent to the existing bridge. Similarly, a realigned existing loop on-ramp is also proposed for eastbound Hillsboro Boulevard traffic to I-95 northbound. On the west side of I-95 a parallel roadway adjacent to the I-95 mainline called a collector-distributor or CD roadway will combine the Hillsboro Boulevard eastbound and westbound on-ramp traffic before merging to the I-95 mainline.
117	Please forward recording including Q/A, thanks.	The presentation and Q&A slides are now available on the SW 10 th Street website, under Webinar Exhibit Room (http://sw10street.portal.iscprgroup.com/#). The "Webinar Materials" tab includes a PDF of the webinar presentation slides, the question and answer slides, and a question and answer matrix. The recording for each webinar will be added to the "Webinar Materials" tab, shortly.

Comment No.	Comment	Response
118	What about having reversible express lanes (like the one from I-75 to I-95 going up I-595) so you only have to build 2 lanes that change direction in the morning and evening?	The traffic volumes in the off-peak direction are too great to accommodate a reversible lane system, so the characteristics of the facility are different than the large directional split of traffic along I-595.
119	Will the Q&A slides be made available to the attendees?	Yes, the Q&A slides can be found on the SW 10 th Street website, under Webinar Exhibit Room (http://sw10street.portal.iscprgroup.com/#). The "Webinar Materials" tab includes a PDF of the webinar presentation slides, the question and answer slides, and a question and answer matrix.
120	The connection east of Powerline will defeat the point of a connector between the 95 and Sawgrass be simply dumping a huge amount of traffic onto Powerline because it will provide a toll-free shortcut. Have you considered this factor? Will Powerline then be widened again?	<p>Both build alternatives will have similar traffic flows in the Connector Lanes as well as the local SW 10th Street lanes regardless of whether local access ramps just east of Powerline Road are provided. The traffic volume projections also assume the Connector Road will not be tolled. A large portion of the traffic using the Powerline Road Ramps are projected to still use the local lanes, if the ramps were not provided.</p> <p>The intersection of Powerline Road is already expanded to serve this need but, there is a Project Development and Environment (PD&E) Study planned for 2025 to evaluate the widening of Powerline Road from SW 10th Street (West Drive) to the Broward / Palm Beach County line from four to six lanes.</p>
121	I work in Newport center. As you know, there is 1 entrance and exit. How will this be affected during construction phases? It is difficult at best now.	Detailed construction phasing has not been developed this early in the project's development, but access to and from SW 10 th street will function similar as it does today throughout construction. Additional coordination is anticipated with the city and the local businesses to develop the criteria and goals that can accommodate the needed construction but also minimizes impacts to the community and businesses.
122	Will there be construction work during overnight hours?	<p>Often there will need to be construction work overnight in order to minimize lane closures during the day. There will be consideration of the community and business needs in regard to the type of work done at night, as well as the specific time periods that different construction activities would be permitted.</p> <p>More detailed information will be provided during the next phases of the project (final design and construction).</p>
Comments Received Prior to Webinar No. 3		
123	<p>What will be the height of the noise walls? Will the noise walls extend up and down Military Trail? Will FDOT be offering residents at Century Village free (or cheap) soundproof windows?</p>	<p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street, west of Military Trail are warranted for noise barriers. Noise analysis east of Military Trail is under evaluation and the section along Military to the north of SW 10th Street is recommended for further evaluation during the design phase. Noise barriers were considered along Military Trail to the south of SW 10th Street but did not meet FDOT's noise level reduction criteria and therefore, noise walls are not recommended at this location. The area along Military Trail north of the intersection is still under analysis. 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. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p> <p>FDOT has worked closely with the Federal Highway Administration (FHWA) and the FDOT Central Office to determine the potential for soundproofing windows and doors for residential properties. Based on this coordination and 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.</p>
124	<p>Does this project require that the water will be rerouted into our village (CVE)? And if so, does Master management get any funds to handle that inside CVE? Also do we have the right to shape the flow and the look of the future ponds around CVE if any? Thank you for your help on answering our questions.</p>	<p>We have approached the Century Village Master Management Group and the assigned attorney to indicate our interest in using a portion of the abandoned golf course for drainage ponds that could be incorporated into the proposed recreational path that is being planned for the area. The FDOT is willing to purchase a drainage easement over this area if Century Village is a willing participant in an agreement.</p> <p>In this scenario, runoff from the highway would be routed through pollution control structures prior to discharge into Broward County's C-2 Canal which naturally flows to the north where it would connect with the new drainage ponds within the abandoned golf course boundaries. There is flexibility in the layout of the ponds and we hope to work with the Century Village Master Management to find a proposed layout that will increase the overall storage of water in this drainage basin, in order to limit the overall outfall discharge to the Hillsboro Canal.</p>

Comment No.	Comment	Response
125	Not knowing what the improvements will be but my concern is if the Barrier wall running along the southbound lanes from SW 10th Street to the overpass of NE 48 Street can be extended due to the fact that the foundation is much lower than the crown of road of I-95. This barrier wall has been installed to buffer the noise of the traffic but since the crown of the road is way higher than the foundation (at least a 7 ft difference) of the wall the traffic noise carries over the wall thereby defeating its purpose.	A Noise analysis will be completed for the proposed improvements. A replacement noise barrier along the outside of the I-95 southbound lanes between NE 48th Street and SW 10th Street will be evaluated for noise abatement.
126	Please address what will happen to the entrance off SW 10th Street into Palm Trails Plaza. This is where UPS, Sal's Restaurant, Walmart Food, and many other businesses are located.	The entrance drives to the Palm Trails Plaza will remain in relatively the same location as they exist today. Please note that the directional median openings that permit westbound vehicles to turn left into the plaza will be closed so westbound vehicles would make a u-turn at 24th Avenue and head east to access the driveways along SW 10th Street, or utilize Military Trail.
Comments Received During Webinar No. 3		
127	<ol style="list-style-type: none"> 1. How much money is actually appropriated for this project? 2. Has Gov DeSantis ever made any public statements regarding his preference for how project is implemented? 3. How much revenue is annually generated by Sawgrass? How much is the current operating budget for Sawgrass? 4. What percentage of Sawgrass revenue is generated by drivers who are not BROWARD residents? 	<p>The SW 10th Street Connector project has approximately \$415 million programmed to address Right-of-Way, Utilities, Design, and Construction. The bulk of the construction dollars are programmed for fiscal year 2023. The I-95 from SW 10th Street to Hillsboro Boulevard project is funded separately and approximately \$402 million is programmed for Right-of-Way, Utilities, Design, and Construction.</p> <p>We are not aware of any public statements on project implementation from the Governor.</p> <p>The remaining questions have been passed along to the Florida's Turnpike team who will be following up with you.</p>
128	<ol style="list-style-type: none"> 1. Please discuss the non-restrictive intersection option for Newport Center. This option is under the Newport Center roll plot. Thank you. 2. Who is the contact for Deerfield Beach regarding the SW 10th project? 3. Why is there no camera views of Newport Center intersection? 	<p>A non-restrictive intersection is what currently exists today. The introduction of a directional island creates a 'restrictive' intersection and is shown on the exhibits and presentation slides. The change in the phasing of the intersection will improve traffic flow as well as safety at the intersection.</p> <p>We suggest contacting the City Manager's office at (954) 480-4263 to be placed with the appropriate city office representative for any inquiries you may have.</p> <p>On the project website, click on the link to the Exhibit Room. Use the navigation tabs on the left and select "Renderings." Once on that page, click on the icon that states, "Renderings," Camera View 15 shows an overview of the Newport Center intersection. There is also an exhibit board that shows the local lane movements under the structures. This exhibit can be found in the Exhibit Room, under the "Alternatives Under Consideration" tab. Once on that webpage, click the icon that states "I-95 – Preferred Alternative Local Lanes (Under Bridge). Please let us know if there is a more specific view or graphic that you may need.</p>
129	Will I be able to access a recording of the meeting after it ends?	Yes, recordings for each webinar will be posted to the Webinar Exhibit Room under the "Webinar Materials" tab.
130	Commissioner Hudak here: will we get a total of the number of residents who attended these meetings?	The total number of attendees for Webinar #1 was 330. There were 377 attendees for Webinar #2, and 92 attendees for Webinar #3.
131	By eliminating the Powerline Rd ramps you effectively reduce the efficiency improvement you are attempting to achieve and thereby also cause the project to become obsolete much sooner than if you have the Powerline Rd ramps. WHY?	Both build alternatives will have similar traffic flows in the Connector Lanes as well as the local lanes, regardless of whether the Powerline Road Ramps are provided. The traffic volume projections also assume the Connector Road will not be tolled. A large portion of the traffic using the Powerline Road Ramps are projected to still use the local lanes if the ramps were not provided.
132	<ol style="list-style-type: none"> 1. How will drainage be handled for the depressed sections of the road? 2. Where is similar presentation material and information for the section between I 95 and Dixie Hwy? 3. Do the traffic analysis stats take into consideration the increased volume of people moving from NY to this area... this increase volume is expected to be much higher than the current volumes for the past few years. 4. What techniques are being used to compress construction schedule less than 5 years? 	<ol style="list-style-type: none"> 1. The depressed section will have a pump system in place along with a backup system to continually pump water from the depressed ramp. 2. The section to the east of I-95 only extends to Natura Boulevard, which was discussed during the presentation and Q&A session. Renderings and roll plot exhibits also illustrate the improvements in this area. If you have specific questions or would like to discuss this area in detail, please contact us through the website or by contacting the FDOT Project Manager, Mr. Robert Bostian, P.E., at (954) 777-4427 or toll free at (866) 336-8435, ext. 4427, or via email at Robert.Bostian@dot.state.fl.us. 3. The traffic analysis utilizes the regional traffic model that predicts future growth of the area.

Comment No.	Comment	Response
		4. The FDOT is evaluating potential critical path scheduling and incentivizing construction milestones and construction completion.
133	Will the northbound connector lanes to I95 be within the I95 corridor walls?	Minor right-of-way acquisition is anticipated on the northeast corner of the interchange. The northbound on-ramp collector lanes between SW 10 th Street and Hillsboro Boulevard will require removal of a small section of the recently constructed noise barrier primarily adjacent to the retention pond but also extending slightly northward. However, the noise analysis shows much of the noise from I-95 will remain blocked by the proposed mechanically stabilized earth (MSE) wall or retaining wall and no noise impacts are anticipated to occur.