



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

Meeting with Century Village East



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

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



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

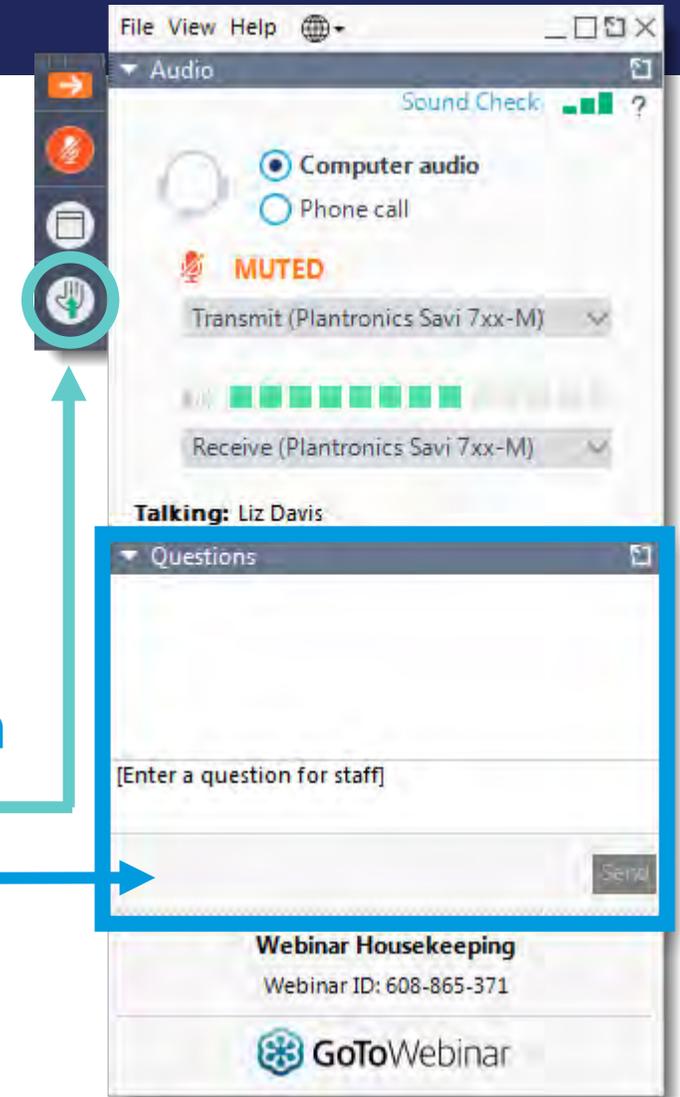
FM #436964-1-22-02, ETDM #14244

Agenda

- Welcome and General Items
- Project Background
- Project Development and Environment (PD&E) Process
- PD&E Study Alternative Development / History (including recent changes)
- Preliminary Alternative Comparison
- Rendering Review
- Review Century Village Related Questions
- Next Steps

Meeting Tips to Attendee

- Attendees are Automatically Muted to Start the Meeting
- Downloading Info
 - PDF slideshow available in the handout section
- Asking Questions and Providing Comments during meeting
 - Call 1-800-418-0524
 - Raise hand during specific Q&A Categories that you have a question or clarification, you will be unmuted in order of raising hands, as time permits
 - Submit via the question box
- Get Technical Assistance
 - Call 1-800-418-0524



Non-discrimination Policy

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

For questions or concerns, you may contact either:

District Four

Florida Department of Transportation
District 4 Title VI Coordinator

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State Title VI Coordinator

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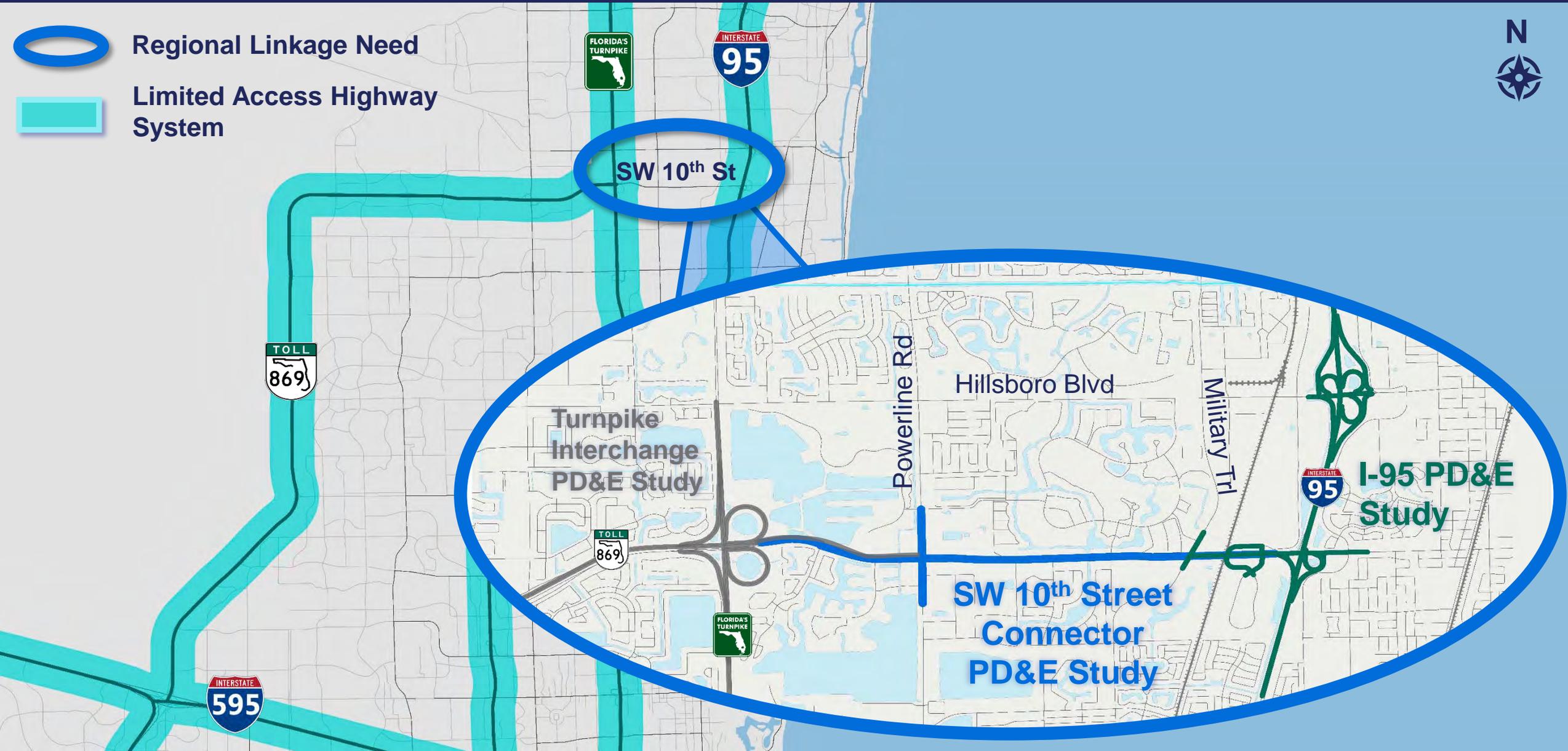
General Information

- Acknowledgment of Elected Officials in attendance
- Confirmation of current number of attendees
- Introduction of Presentation and Q&A Team
 - Maria Alzate, SW 10th Street Connector Public Involvement Team Member
 - *Presentation Moderator*
 - Robert Bostian, FDOT Project Manager
 - Phil Schwab, SW 10th Street Connector PD&E Project Manager
 - Lisa Dykstra, SW 10th Street Connector Traffic Team Member
- Other acknowledgments

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

- Multiple coordination Meetings with the City of Deerfield Beach to better define concerns over the project
- Additional analysis to evaluate changes to address concerns
- Development of several exhibits to help explain project details, challenges, and options under consideration
- Conducted three virtual webinars (June 18, June 29, and July 1)
 - 799 Attendees
 - Provided update on project concepts and response to questions
 - All webinar materials (presentation, Q&A slides, Q&A matrices, recordings) are available on the project website, under Webinar Exhibit Room, Webinar Materials

Project Location



 Regional Linkage Need

 Limited Access Highway System

SW 10th St

Turnpike Interchange PD&E Study

Powerline Rd

Hillsboro Blvd

Military Trl

I-95 PD&E Study

SW 10th Street Connector PD&E Study

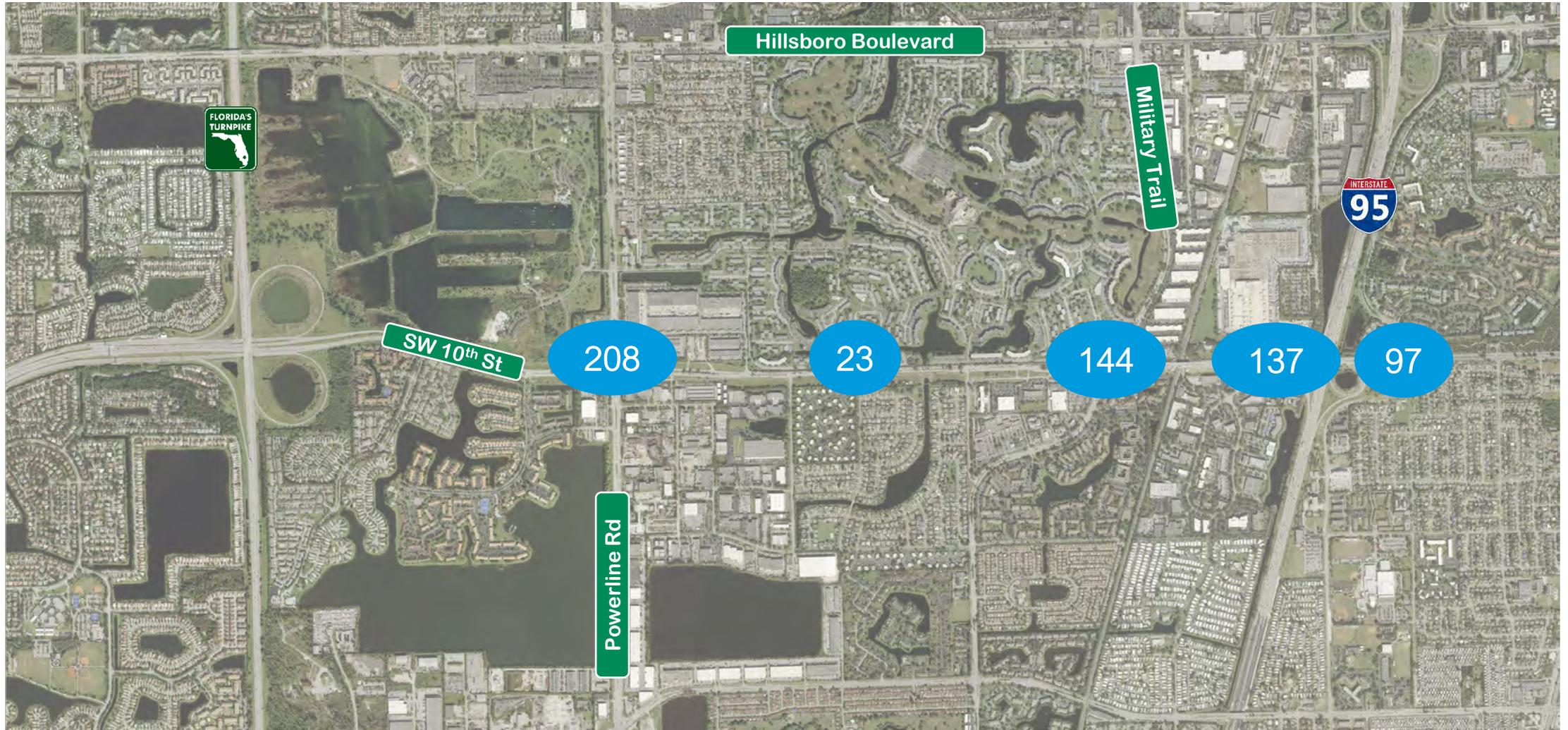


System Linkage Need

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



High Crash Locations (2012-2016 Summaries)



Purpose and Need

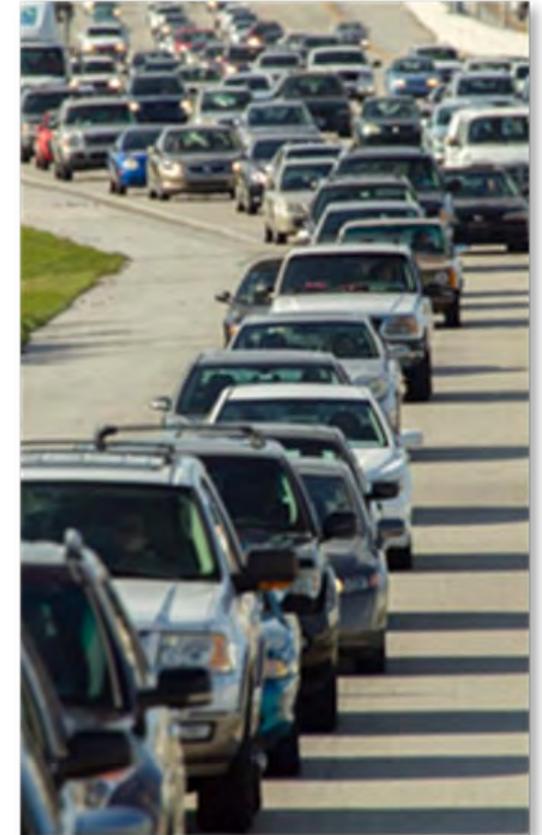
SW 10th Street PD&E Study

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



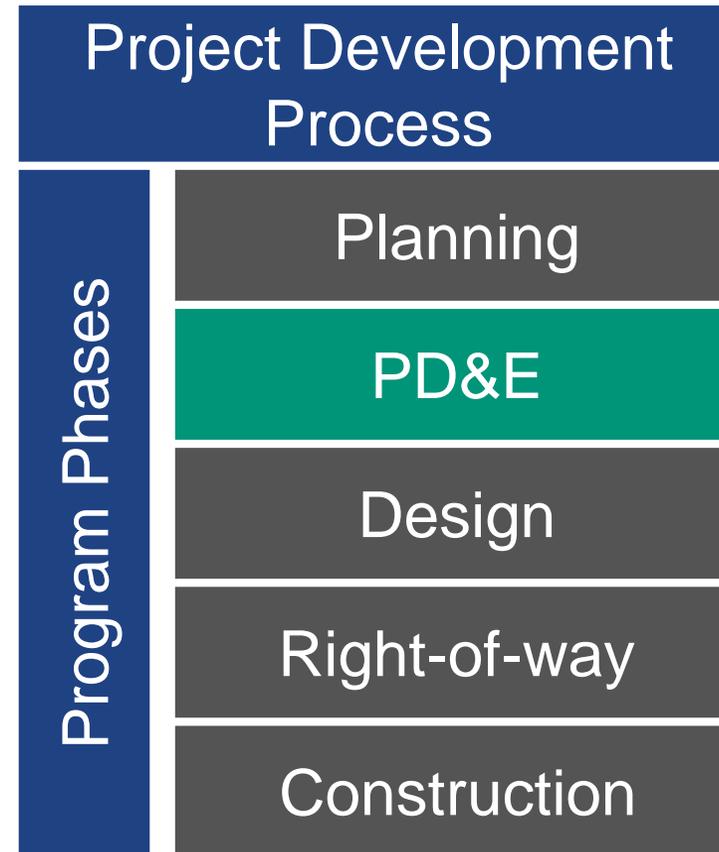
Purpose and Need – I-95 PD&E Study

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



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

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



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

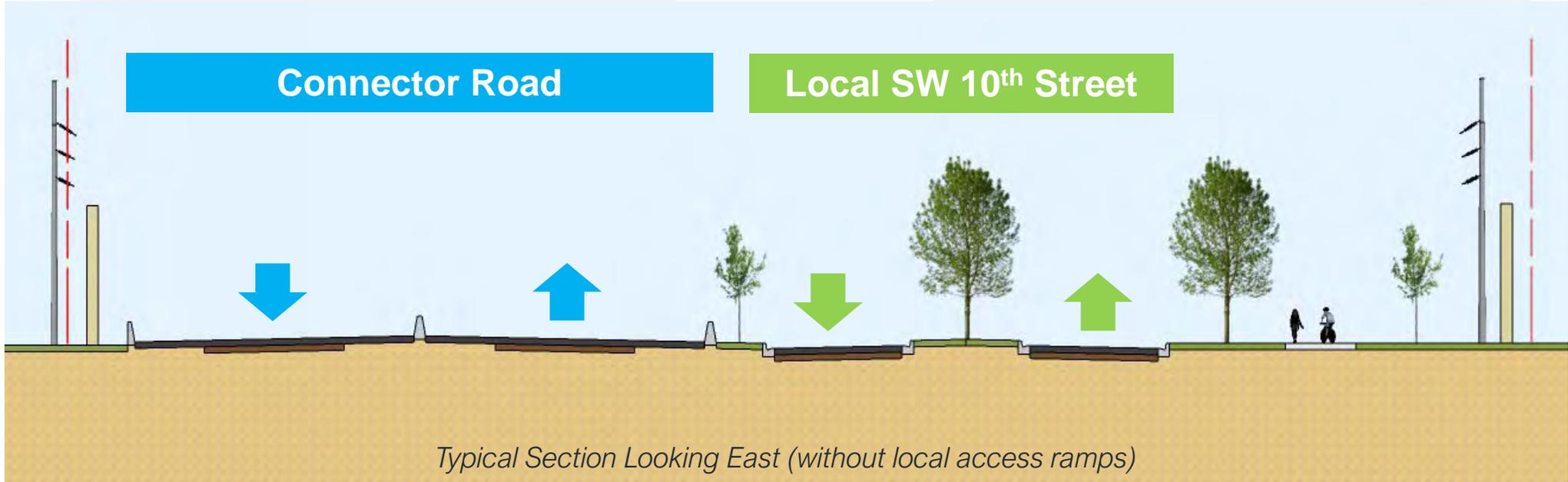
Overview: One Corridor, Dual Facilities

1 Connector Road

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

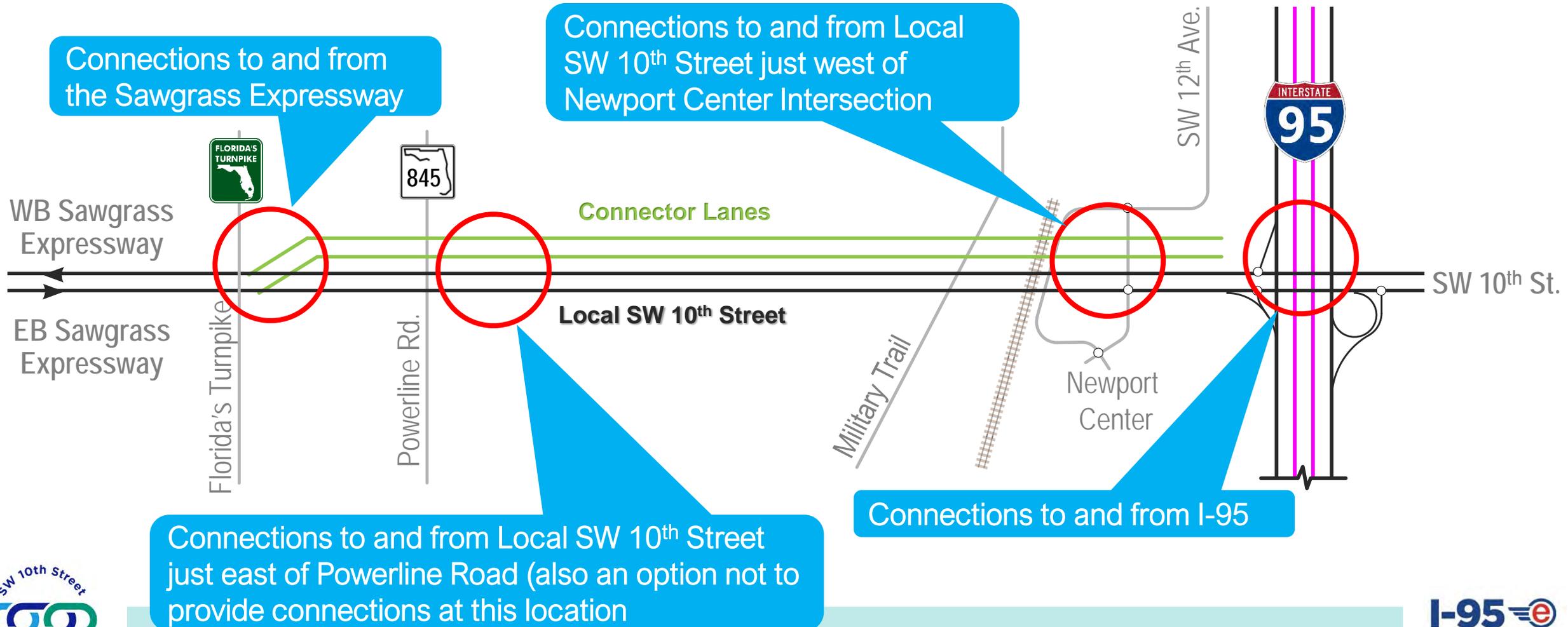
2 Local Roadway

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



Overview: Access to the Connector Lanes

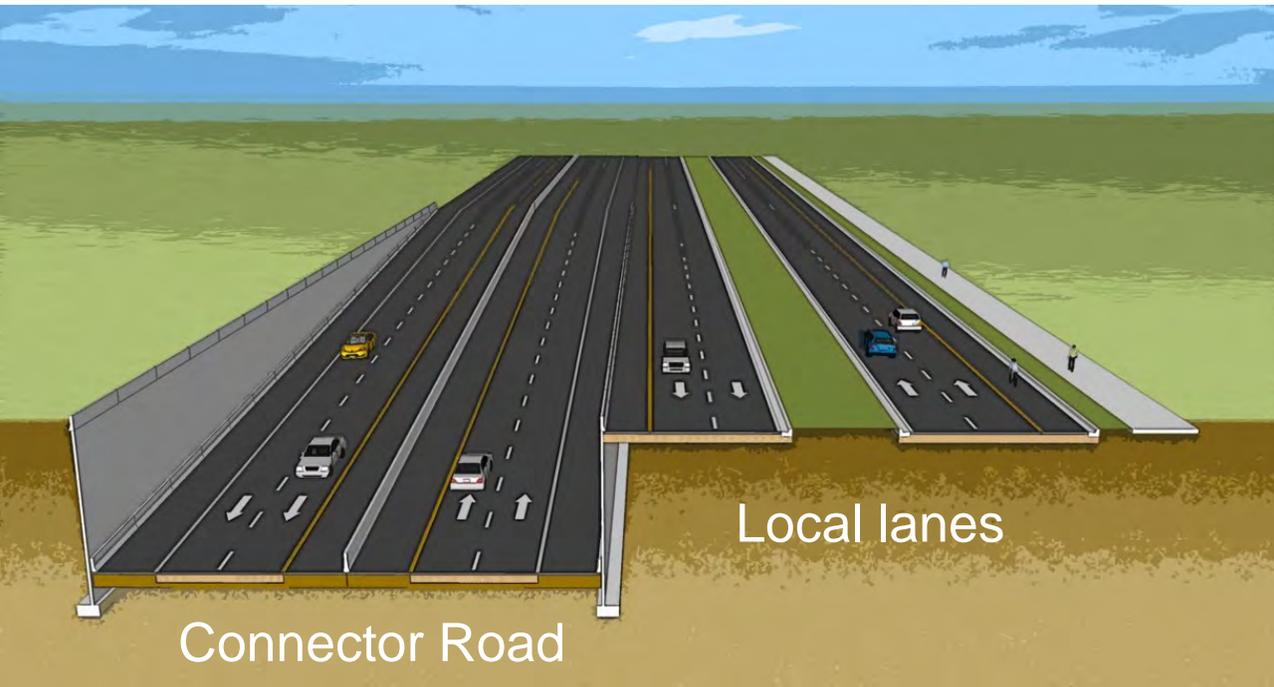
NOTE: Local SW 10th Street will have some median opening modifications as well as some combined driveways will require individual connections to Local SW 10th Street.



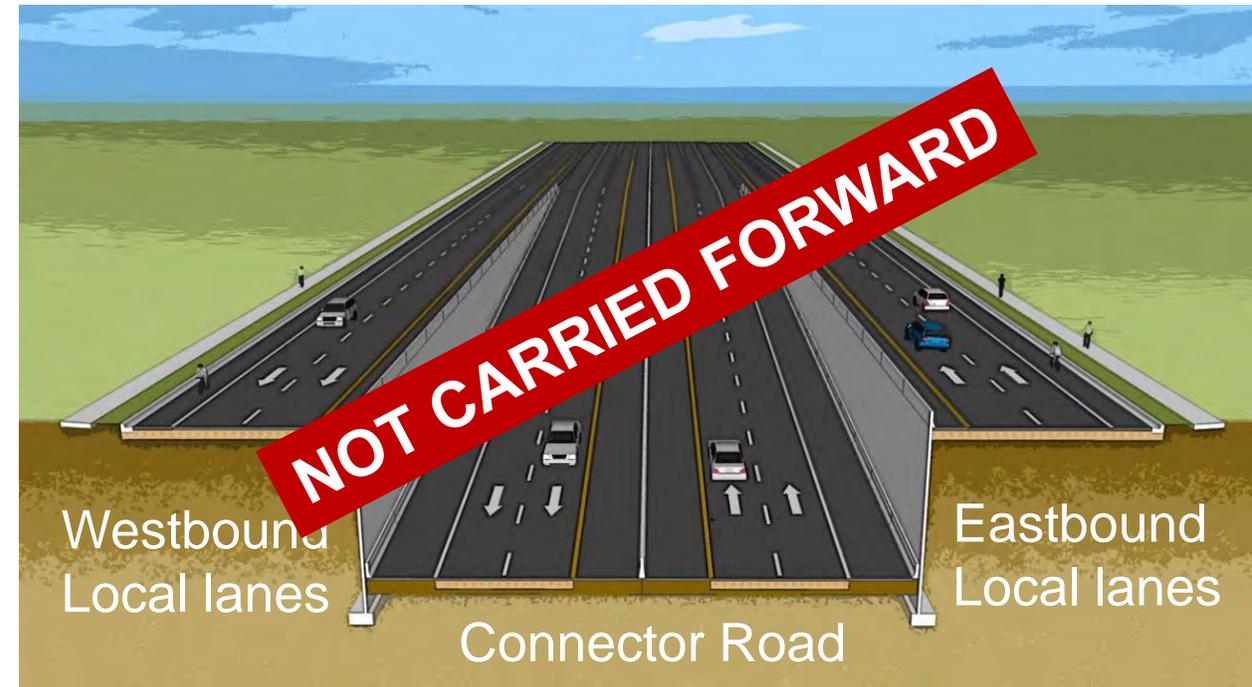
Alternatives Development – Workshop #1

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

North Alignment



Center Alignment



Increase the Length of Depressed Roadway



West Constraints

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

Minimal benefits

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

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

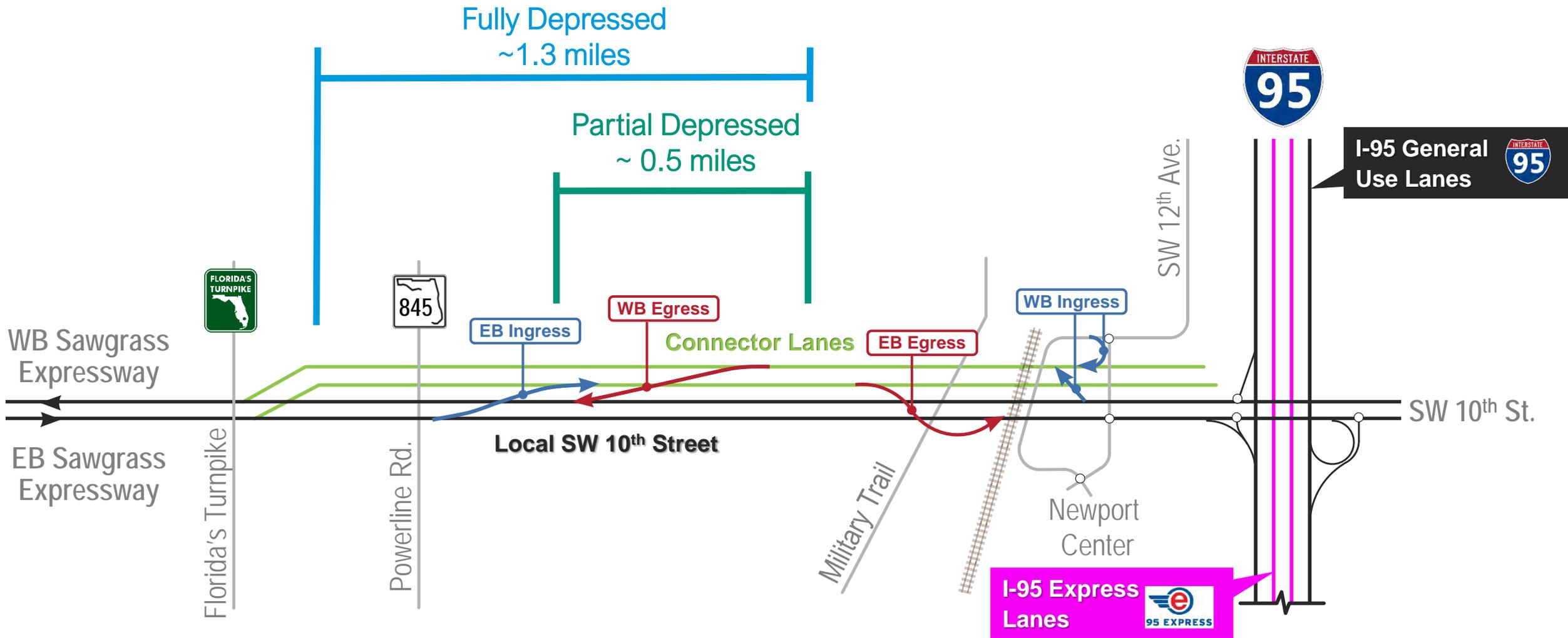
East Constraints

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

Minimal benefits

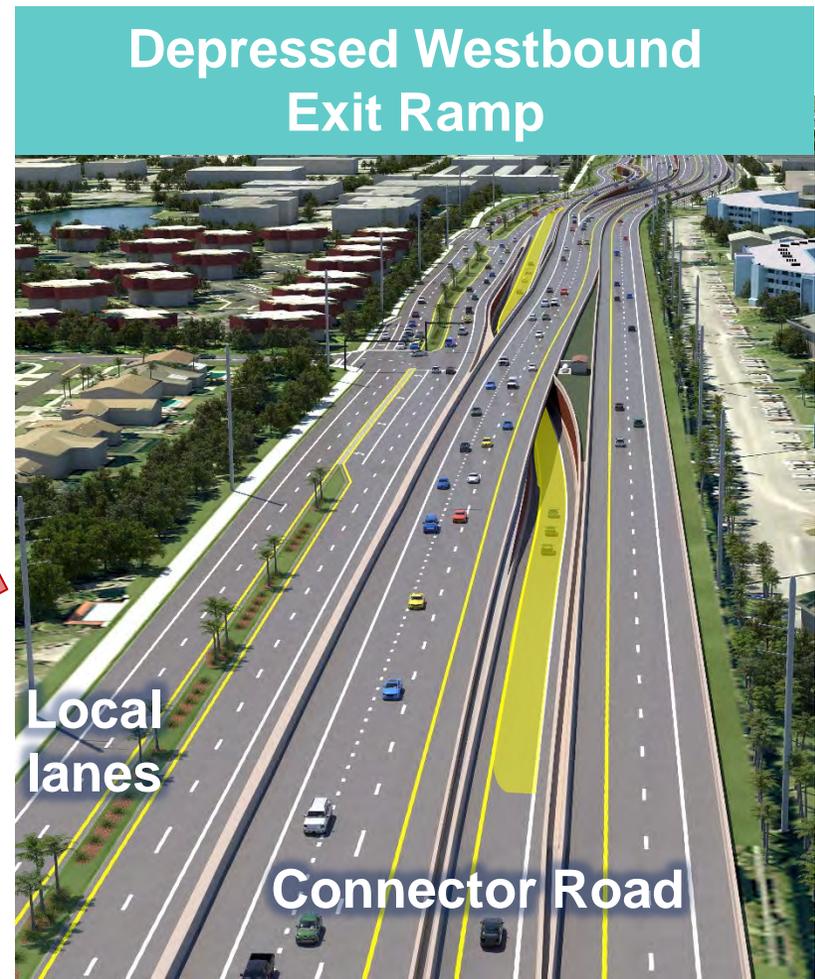
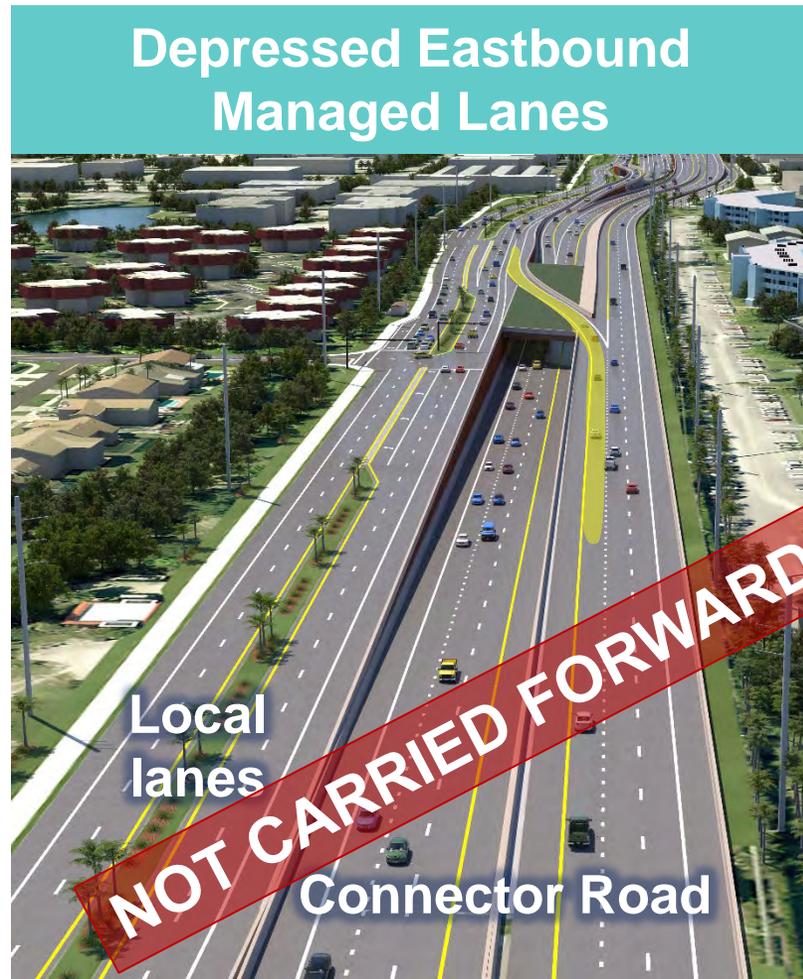
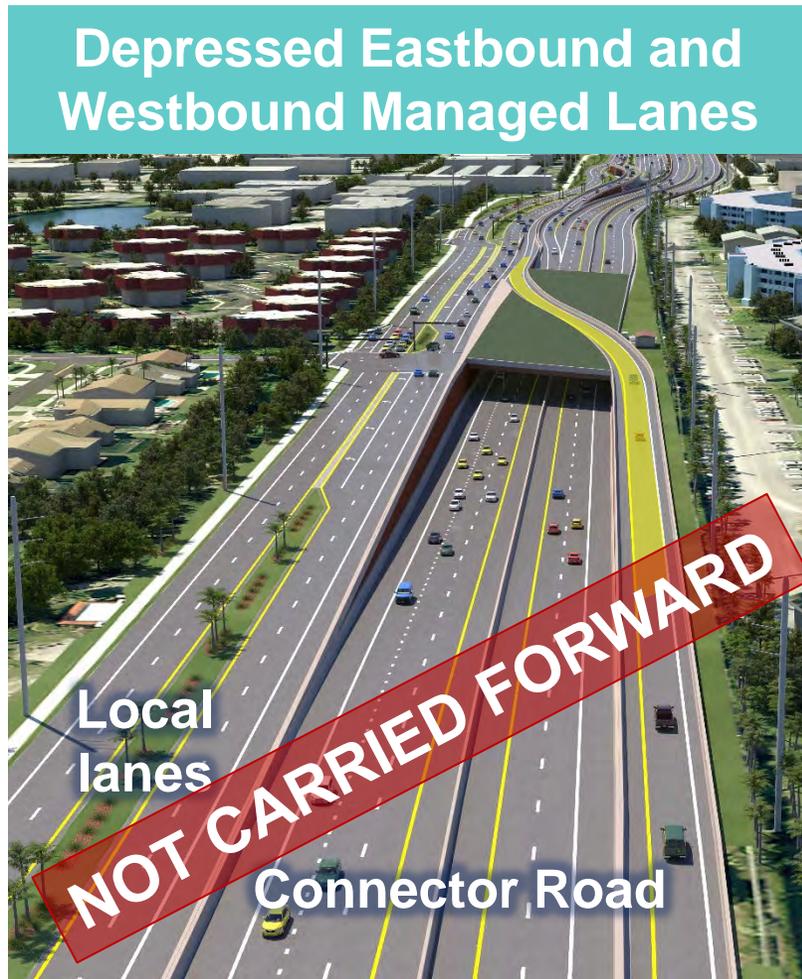
- Closest house on south is 387 feet away from start of mse wall
- Century Village has expressed desire for noise wall

Length of Depressed Roadways Evaluated

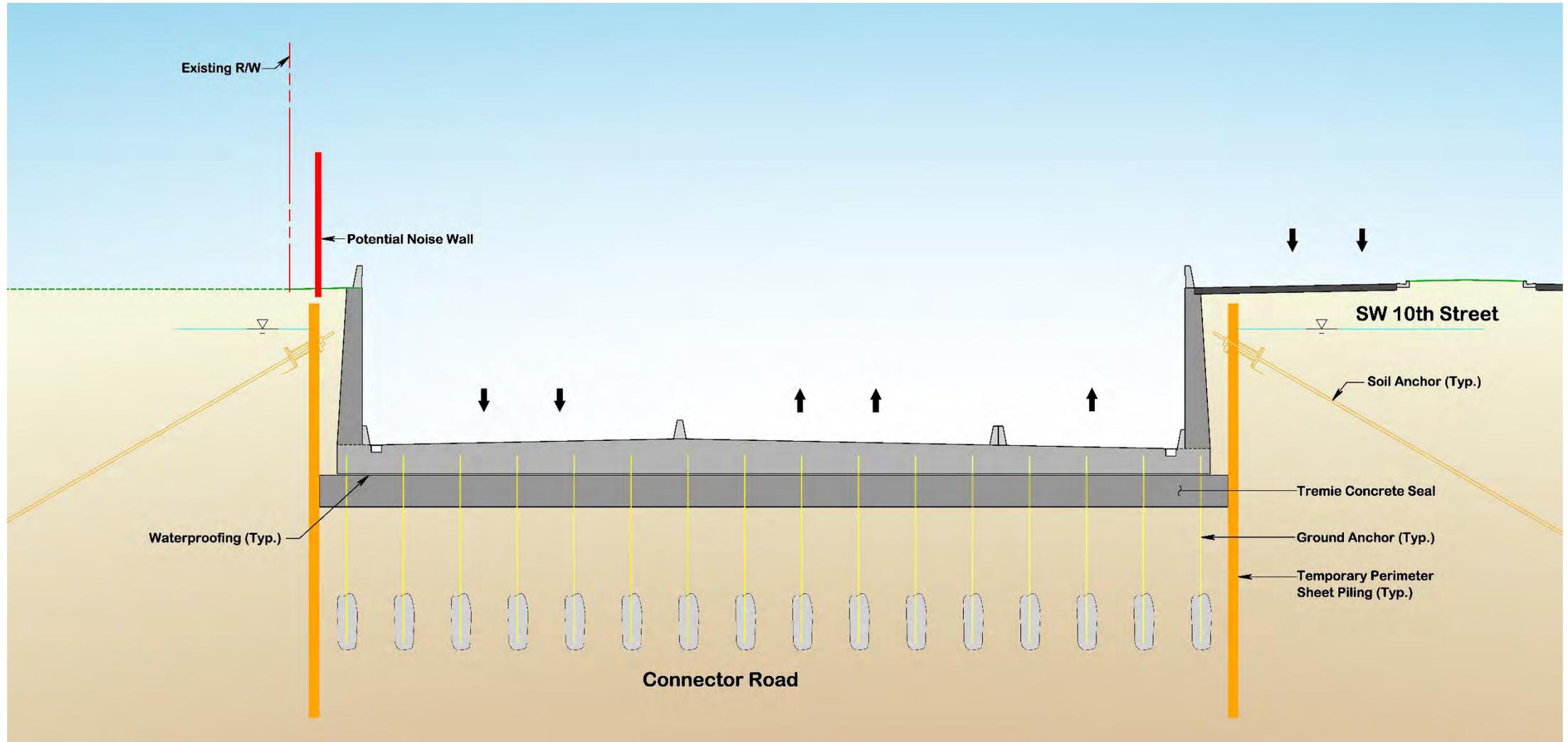


Alternatives Development – Partial Depressed Options

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



Depressed Section Challenges



Public Engagement

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

MPO Prioritizes Project and provides COAT recommendations

Notice to Proceed

Kickoff Meeting

Alternatives Public Workshop

City/MPO Raises Concerns over Preferred Alt

2017

July 2017

Nov 2017

April 2018

Nov 2018

Oct 2019

FDOT Programs new PD&E Studies

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

Alternatives Public Workshop #2

Postpone Public Hearing



Addressing Concerns



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

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



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

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



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

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



D. Not enough green space

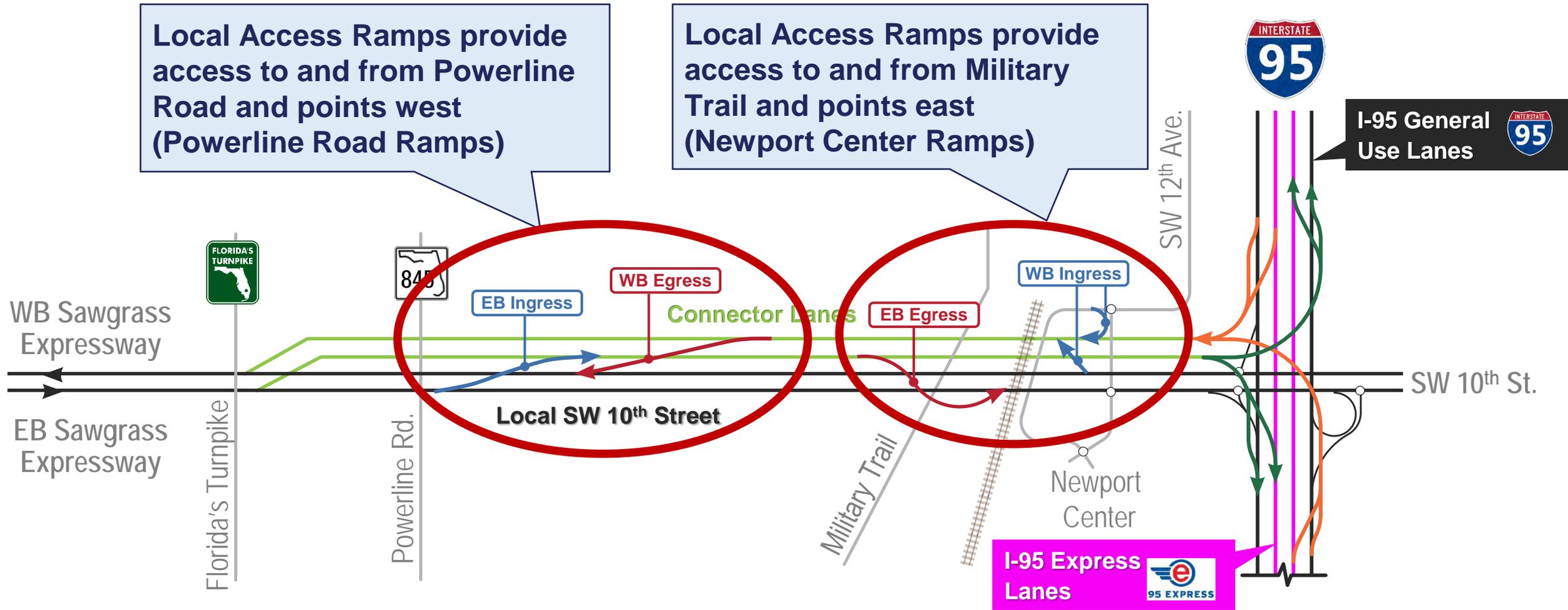
PROPOSED SOLUTION – Additional green space has been added to all build options. One option adds an additional 30 feet of green space in the middle of the corridor and moves the road approximately 50 feet further away from homes.



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

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

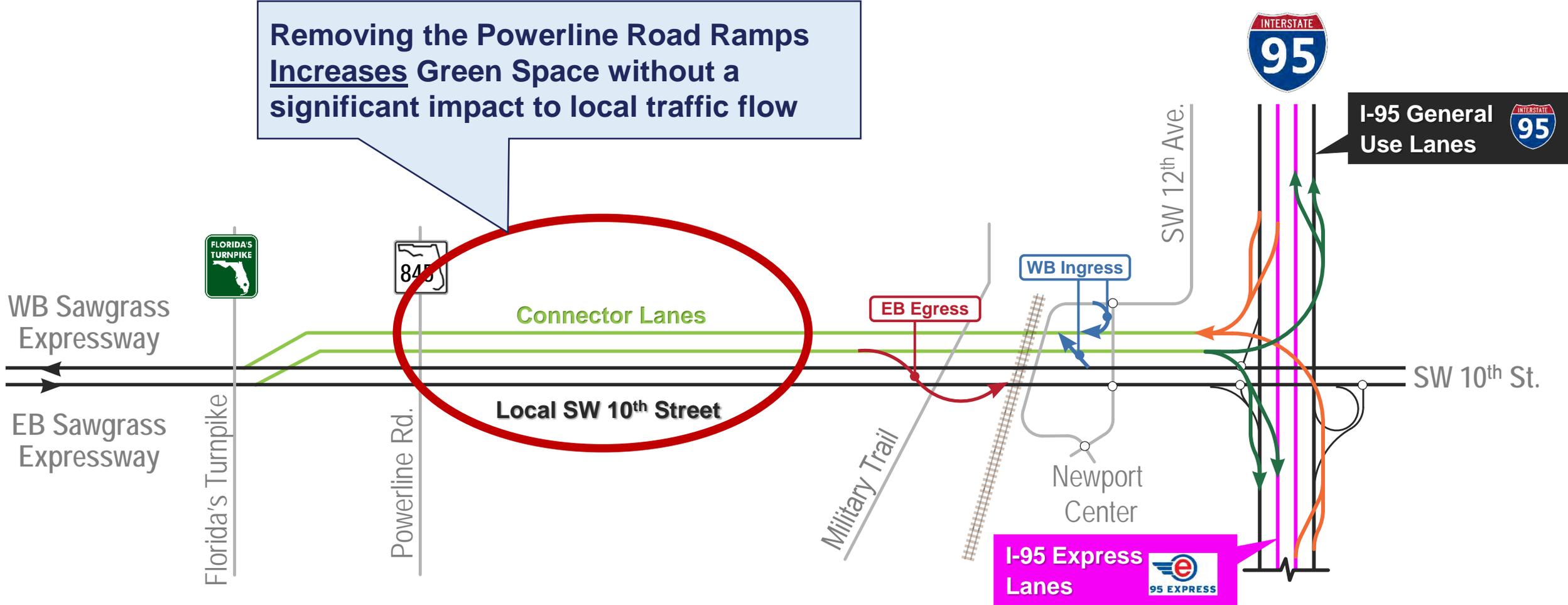
Eliminate Local Access Ramps (to Increase Green Space)



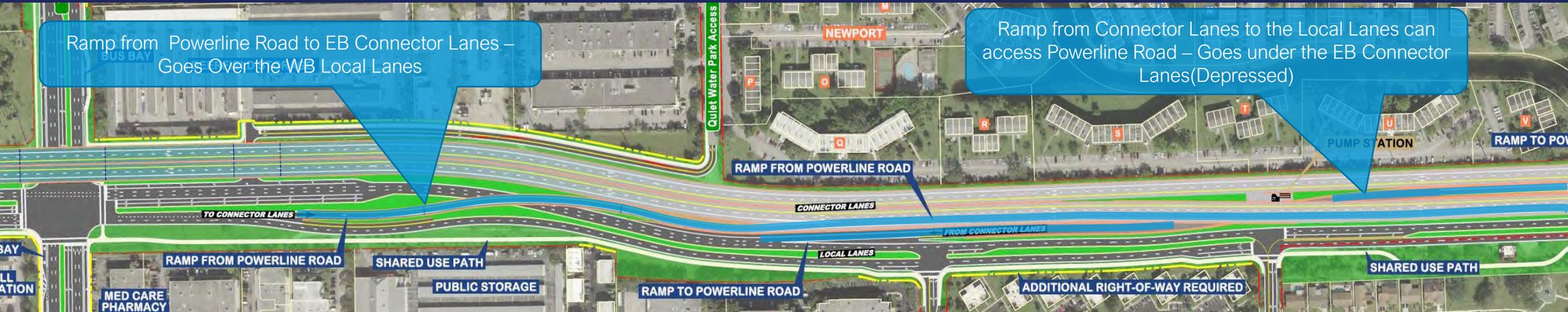
Eliminate Local Access Ramps (to Increase Green Space)

Without Powerline Road Ramps

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



Alternatives Comparison



Alternative with the Local Access Ramps to and from Powerline Road

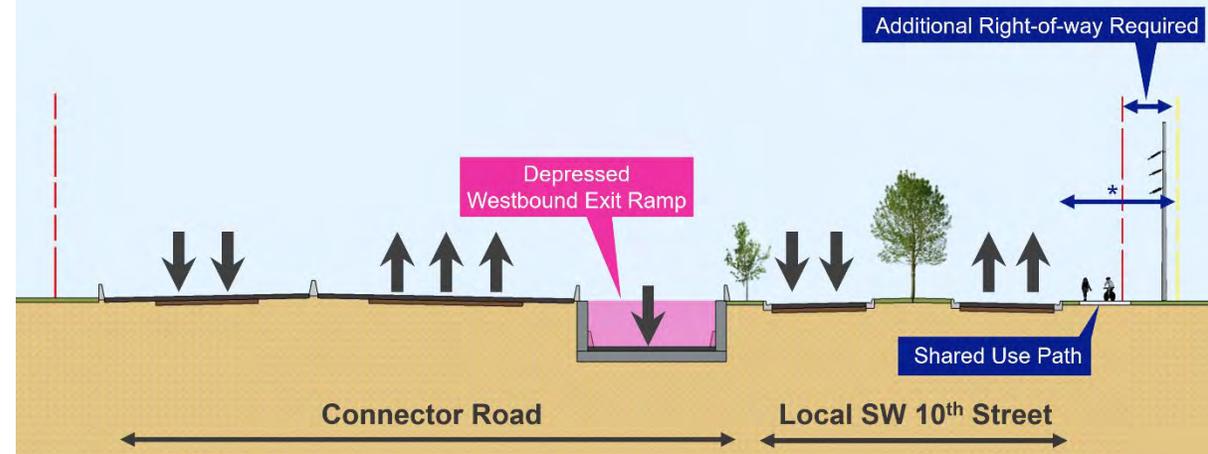


Alternative with No Local Access Ramps to and from Powerline Road

Typical Section Comparison

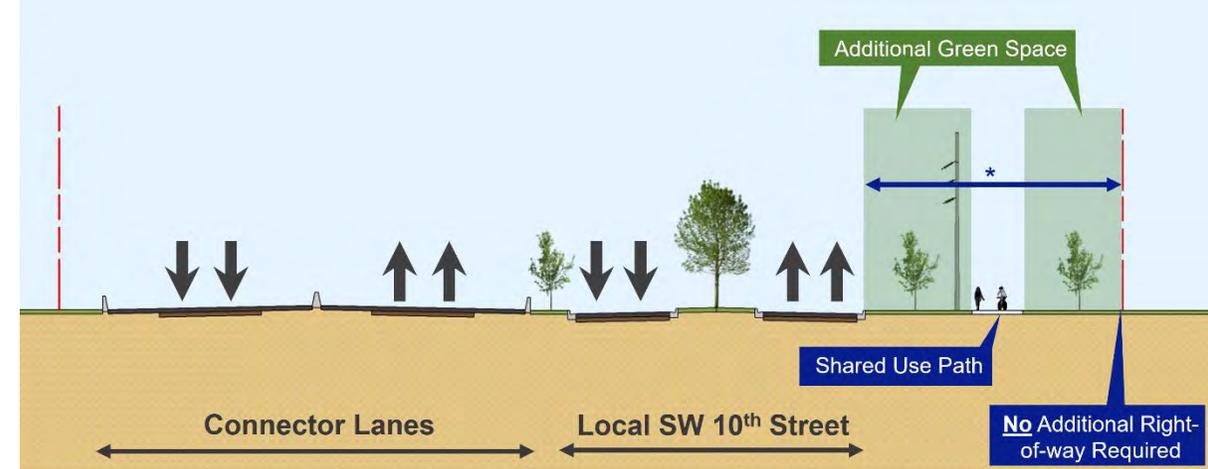
With Powerline Road Ramps (between SW 30th Avenue and SW 24th Avenue)

- Four-lane Connector Road and four-lane local SW 10th Street
- 12-foot Shared Use Path
- Four feet between curb and shared use path
- Requires additional right-of-way
- Approximate distance from curb to homes (*):
 - Waterford Courtyard – 50 feet
 - Waterford Homes – 90 feet



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

- Four-lane Connector Road and four-lane local SW 10th Street
- 12-foot Shared Use Path
- Provides for an additional 30 feet of green space and buffer area from homes
- Approximate distance from curb to homes (*):
 - Waterford Courtyard – 95 feet
 - Waterford Homes – 125 feet



Alternative Comparison

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

With Powerline Road Ramps

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



Without Powerline Road Ramps

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



Rendering Comparison

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

Without Powerline Road Ramps



Rendering Comparison

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

With Powerline Road Ramps



Without Powerline Road Ramps

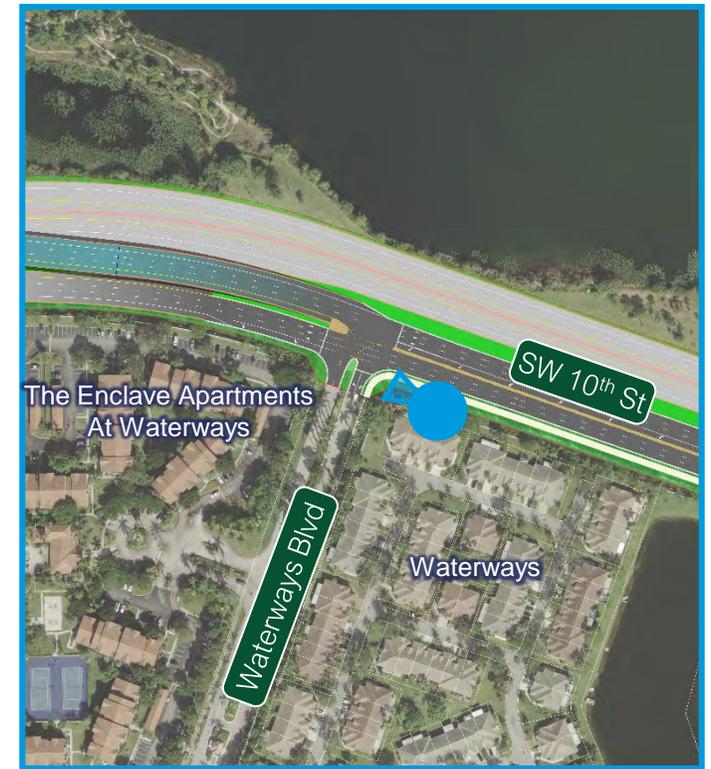


DRAFT - Preliminary Evaluation Matrix

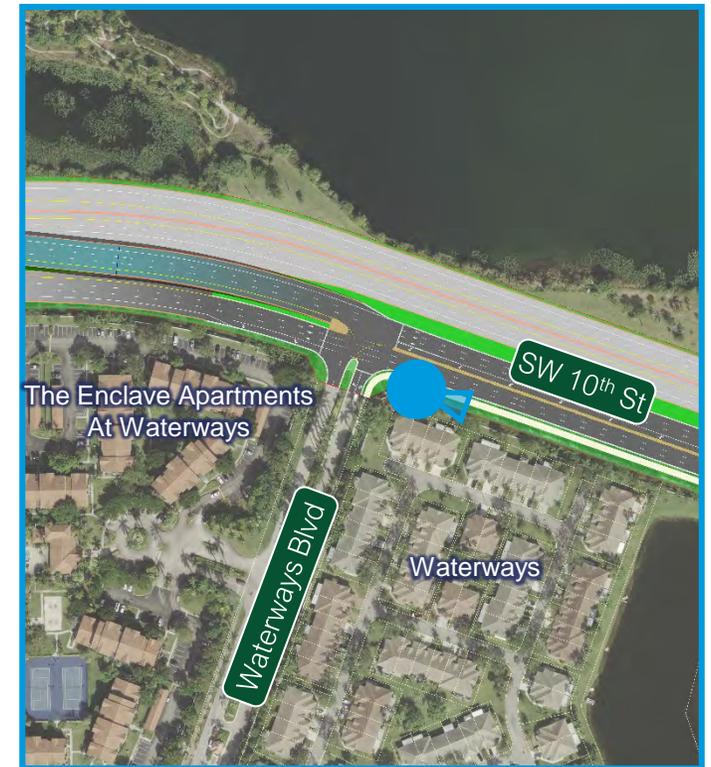


Evaluation Category		COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
COAT Recommendation Categories					
	Safety	1, 2	Worst (orange)	Best (dark green)	Best (dark green)
	Aesthetics	4, 5, 11	Best (dark green)	Yellow	Teal
	Improve Traffic Flow	1, 3, 16	Worst (orange)	Best (dark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

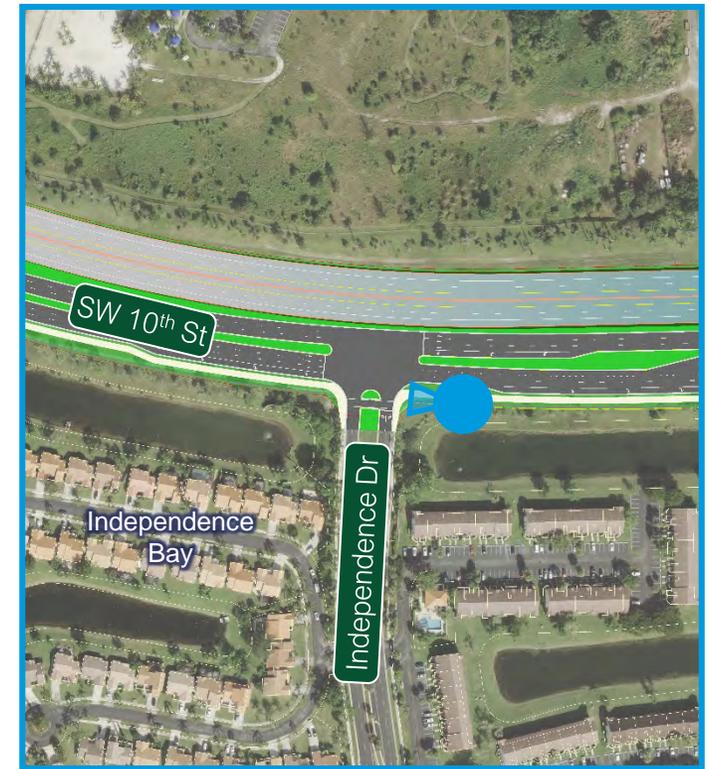
Renderings – At Waterways – Looking West



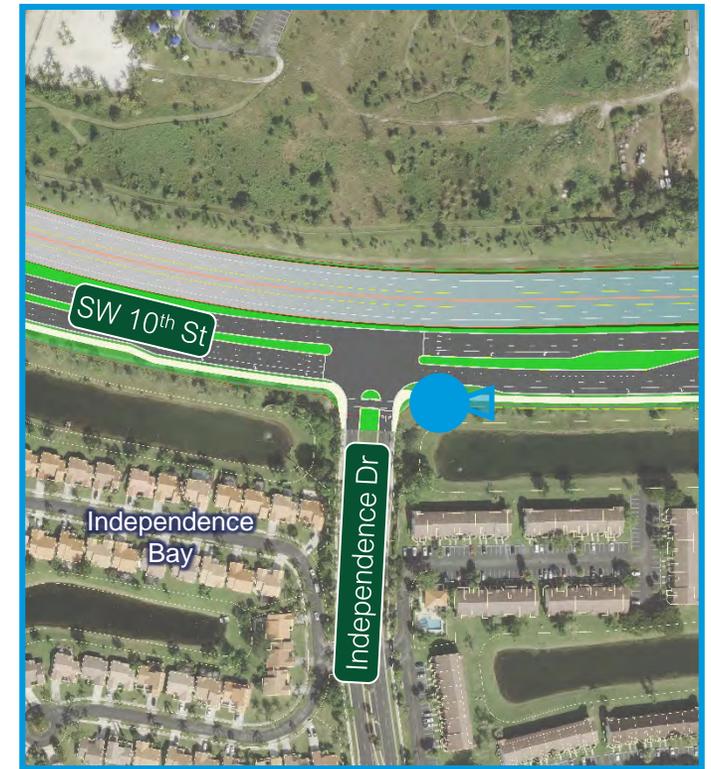
Renderings – At Waterways – Looking East



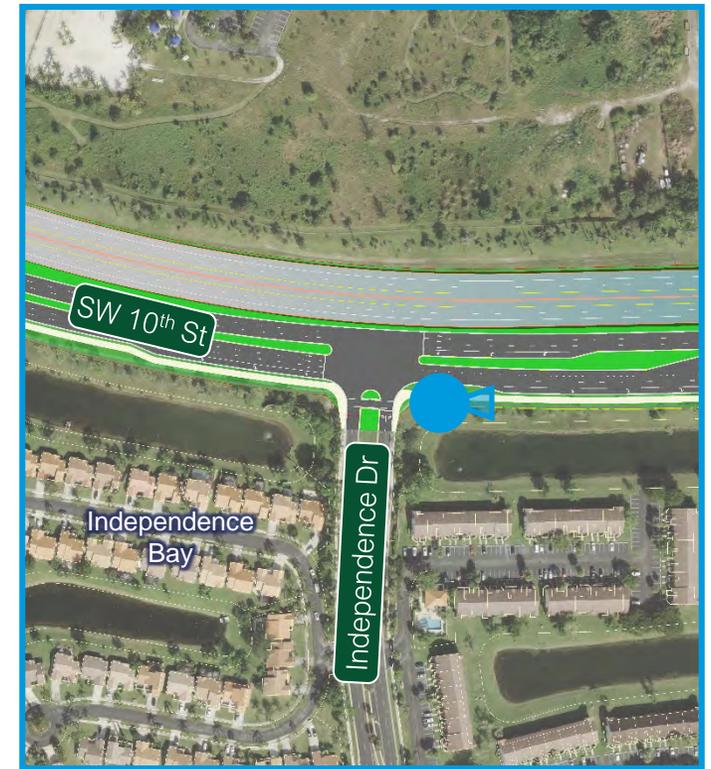
Renderings – Independence Bay – Looking West



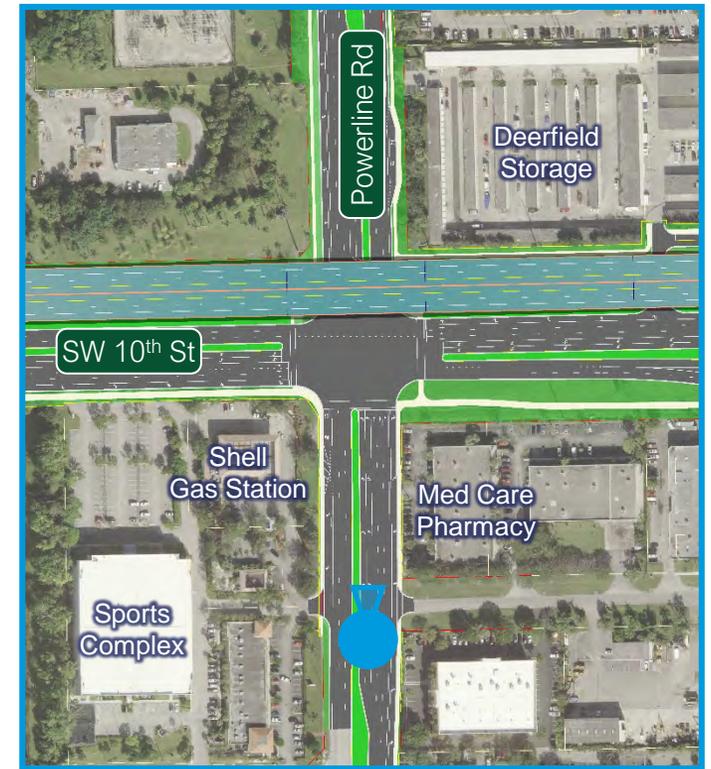
Renderings – Independence Bay – Looking East With Ramps to Powerline Rd



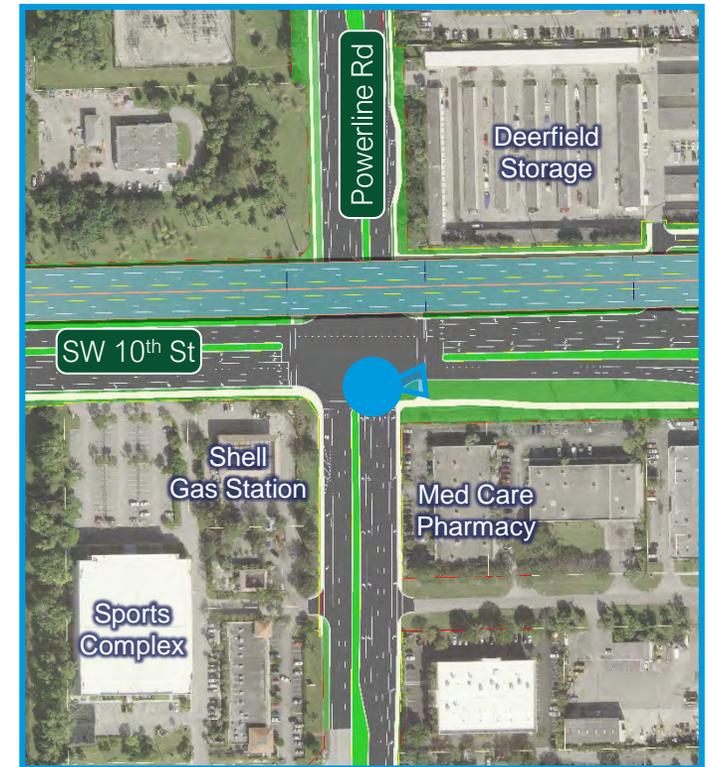
Renderings – Independence Bay – Looking East *Without Ramps to Powerline Rd*



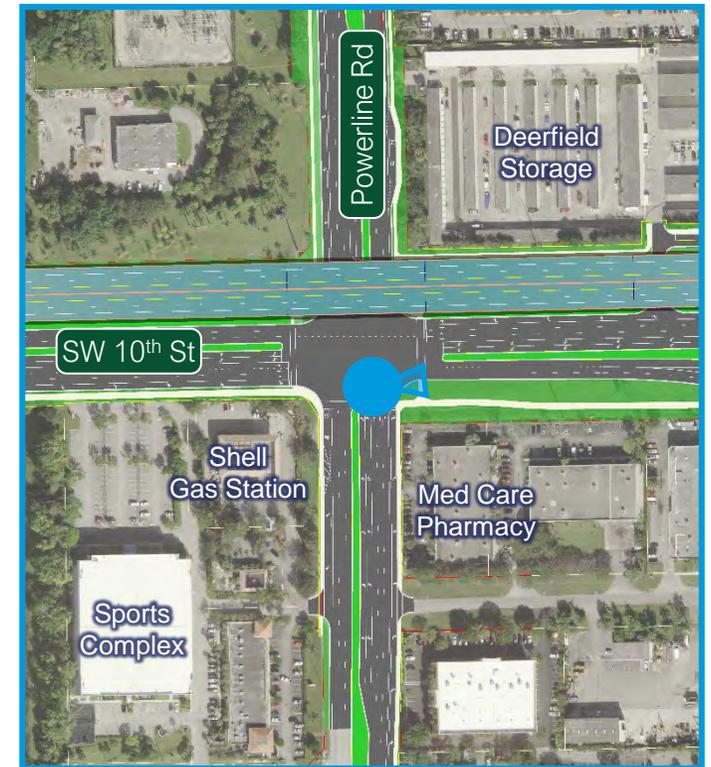
Renderings – At Powerline Road – Looking North



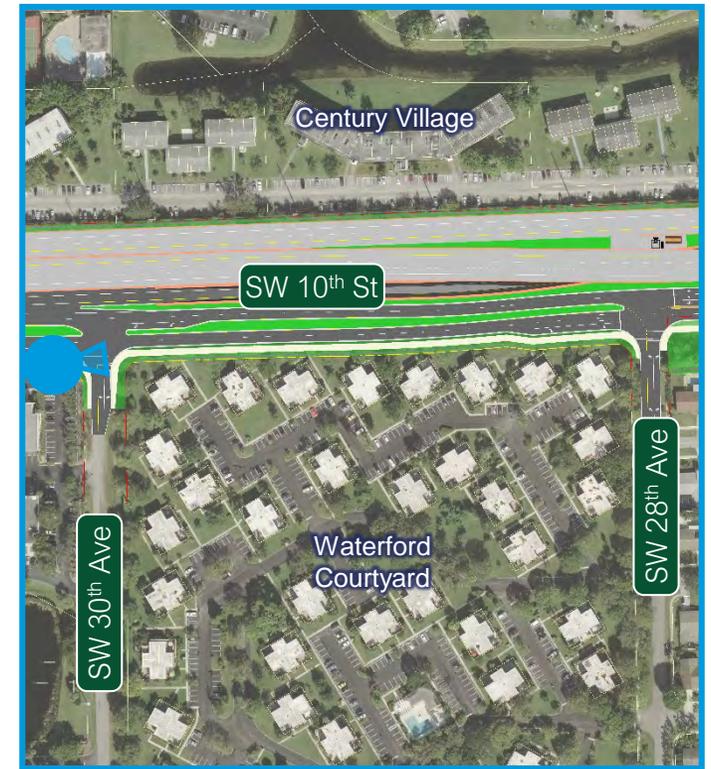
Renderings – At Powerline Road – Looking East With Ramps to Powerline Road



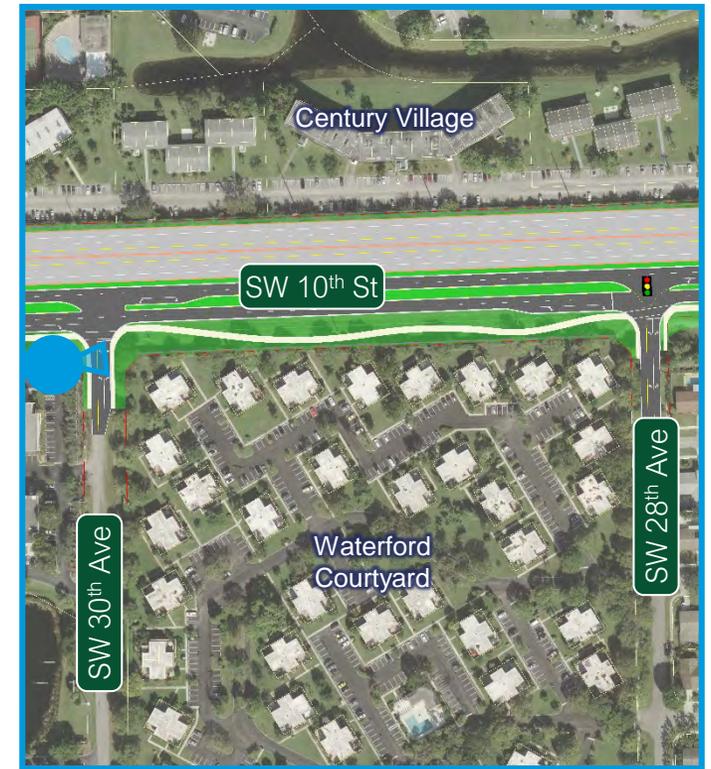
Renderings – At Powerline Road – Looking East *Without Ramps to Powerline Road*



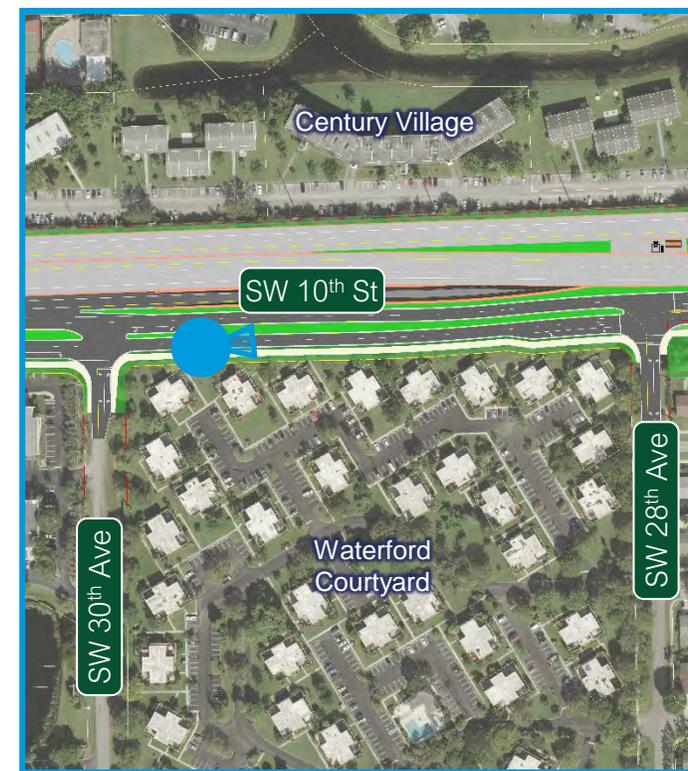
Renderings – At SW 30th Ave – Looking East With Ramps to Powerline Road



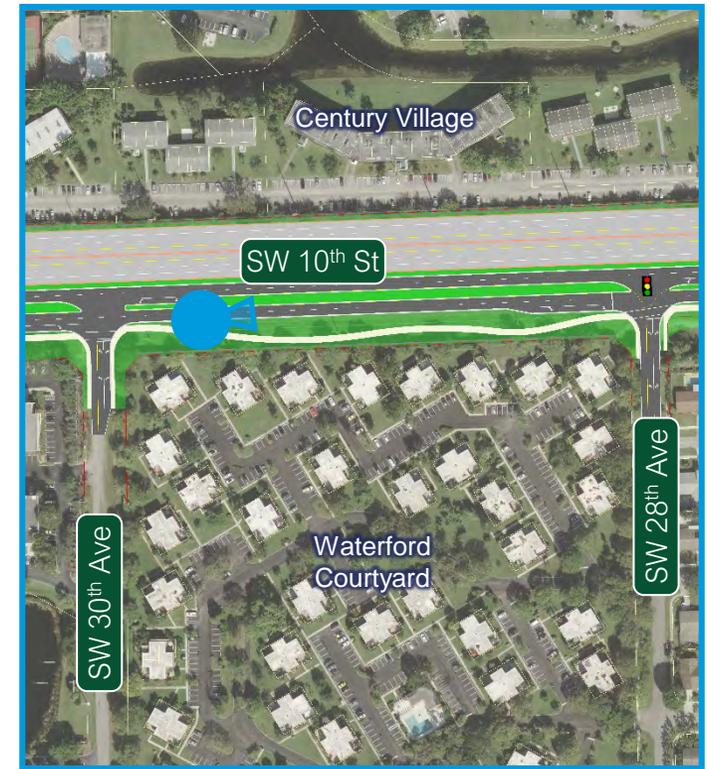
Renderings – At SW 30th Ave – Looking East *Without Ramps to Powerline Road*



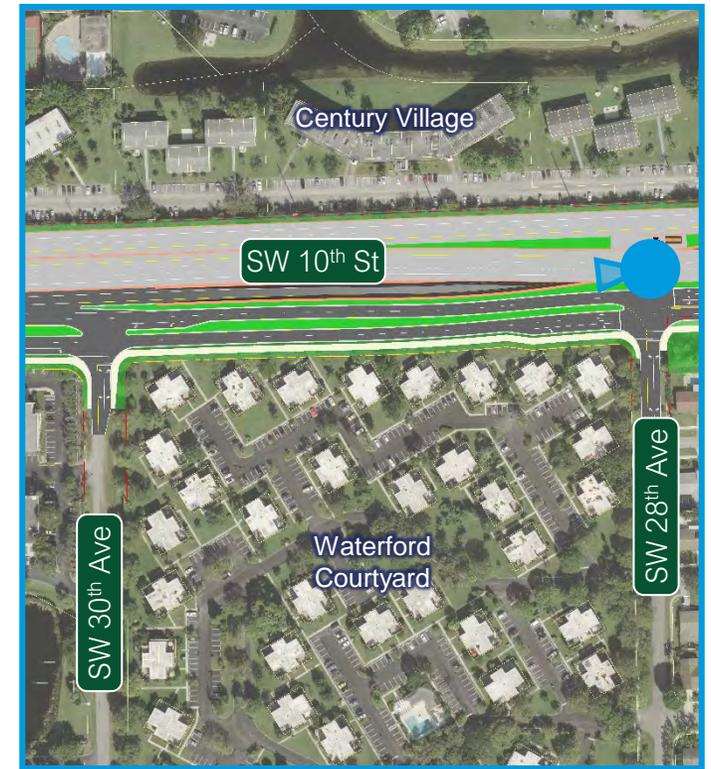
Renderings – East of SW 30th Ave – Looking East With Ramps to Powerline Road



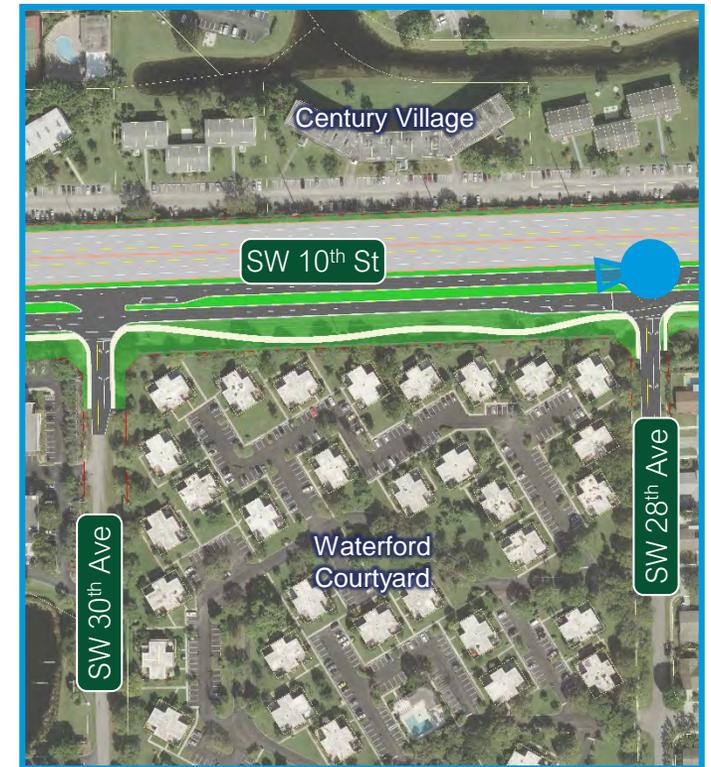
Renderings – East of SW 30th Ave – Looking East *Without Ramps to Powerline Road*



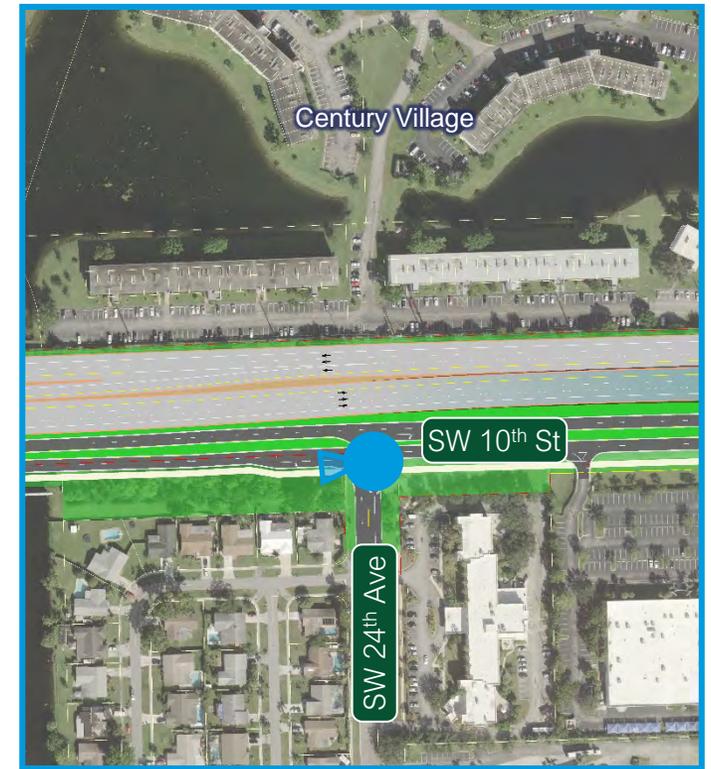
Renderings – Waterford Courtyard – Looking West With Ramps to Powerline Road



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



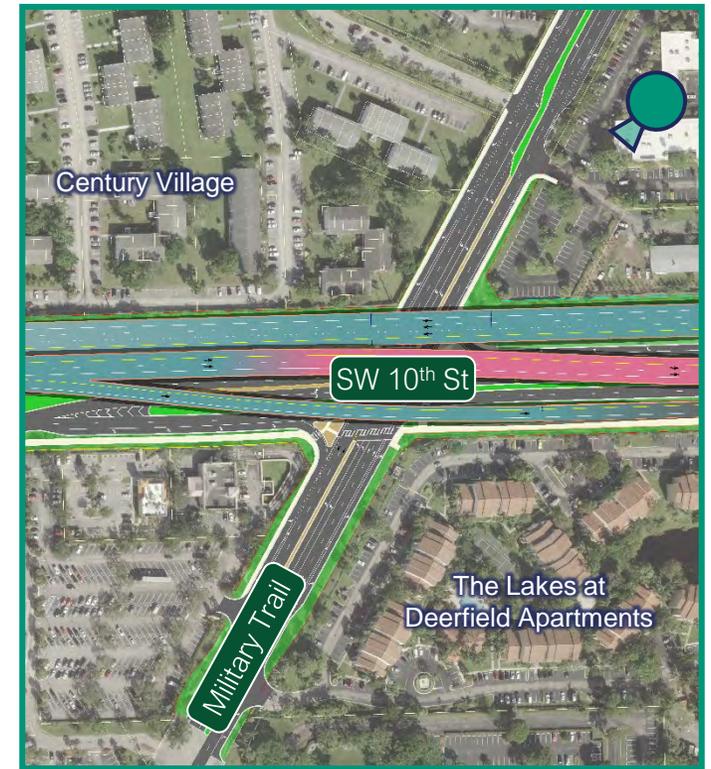
Renderings – 24th Ave – Looking West With Powerline Road Ramps



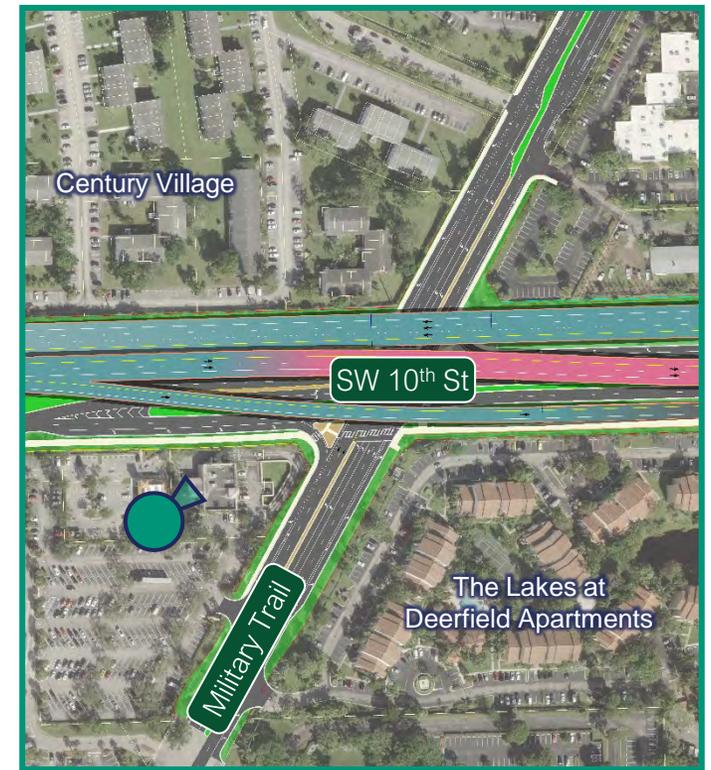
Renderings – 24th Ave – Looking West *Without* Powerline Road Ramps



Renderings – Military Trail – Looking South



Renderings – Military Trail – Looking North



Renderings – Newport Center – Looking Northeast



Renderings – I-95 Interchange – Looking South



Renderings – I-95 Interchange – Looking Southwest



Renderings – I-95 Interchange – Looking West



Renderings – I-95 Interchange – Looking North

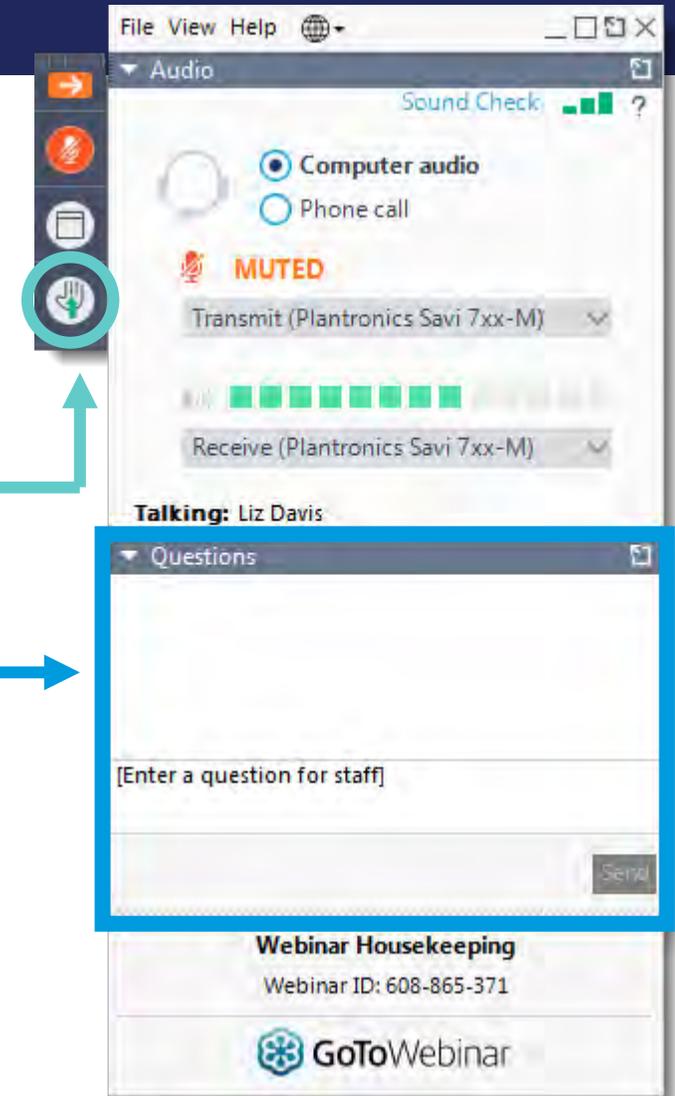


Century Village Related Questions

- Questions will be discussed by categories
 - Noise
 - Community
 - Traffic
 - Ponds/Drainage
 - Construction
- After initial discussion, we will call upon attendees in the order they raise their hands, and unmute them to discuss the specific category
- Time will be managed to cover all categories, so questions we are not able to receive during a category could be covered after all categories are covered and may extend the end time for those that wish to continue the meeting
- If you need additional information or would like to continue discussions after the meeting please contact the FDOT project manager or make a request through the project websites
 - www.sw10street.com
 - www.fdot.gov/projects/sr9/index.html

Recap on how to ask questions

- Asking Questions and Providing Comments during meeting
 - Call 1-800-418-0524
 - Raise hand during specific Q&A Categories that you have a question or clarification, you will be unmuted in order of raising hands and as time permits
 - Submit via the question box



Century Village Q&A Categories

- [Noise](#)
- [Community \(Features & Benefits\)](#)
- [Ponds](#)
- [Construction](#)
- [Traffic \(and Access\)](#)

Noise (1 of 2)

- 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?
- Have you measured the noise at different heights and projected them for the Connector? A wall may not work with all elevations. Would soundproof windows and doors be a better solution?
- When will you be “visiting” the buildings in Century Village to decide if sound walls will be erected?
- Century Village is planning on a 6-foot perimeter wall. Could the noise wall be done in lieu of the perimeter wall?
- As traffic increases, what considerations are being implemented in the project to control noise levels?
- Will noise walls affect those in a four-story building at Century Village near SW 28th Avenue?
- What is the proposed height of the noise walls?
- Will the noise walls along Military Trail?
- Will FDOT offer residents at Century Village free (or reduced price) soundproof windows?

**Noise**

Community

Ponds

Construction

Traffic



Noise (2 of 2)

- What are the plan for protecting citizens / property owners of Century Village including: noise, safety, and property values?
- The current traffic is already noisy and visually apparent. The expansion of SW 10th Street is expected to add to the noise and visual pollution especially for residents in Century Village. Will FDOT build a noise wall along Century Village to protect residents (regardless of whether the expansion is at street level, sunken, or raised)?
- What is the height of the Connector Lanes outside Century Village and what height above that will the soundproofing fencing extend?
- Will the local traffic lanes be constructed on the side/in front of Century Village East so the traffic noise may be less disruptive?
- Will a sound barrier be installed to cut out the traffic noise?
- From Oak Ridge Building O, I can see trucks on SW 10th Street. With the new configuration, will I see the vehicles on a higher plane?

**Noise**

Community

Ponds

Construction

Traffic



Noise Analysis and Process

- 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.
- Preliminary Noise analysis has been conducted for the corridor (SW 10th Street) and all residential areas along 10th Street West of Military Trail are warranted for noise barriers. Areas East of Military Trail are under analysis and the section of Military north of SW 10th Street, is not feasible but is recommended for further analysis in the final design phase of the project
- 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.
- FDOT commits to constructing ground-mounted noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.



Noise

Community

Ponds

Construction

Traffic



Potential Noise Barrier Locations

Legend

-  Noise Barrier Location Warranted for further consideration
-  Noise Barrier not feasible; will be further evaluated during final design.



Noise

Community

Ponds

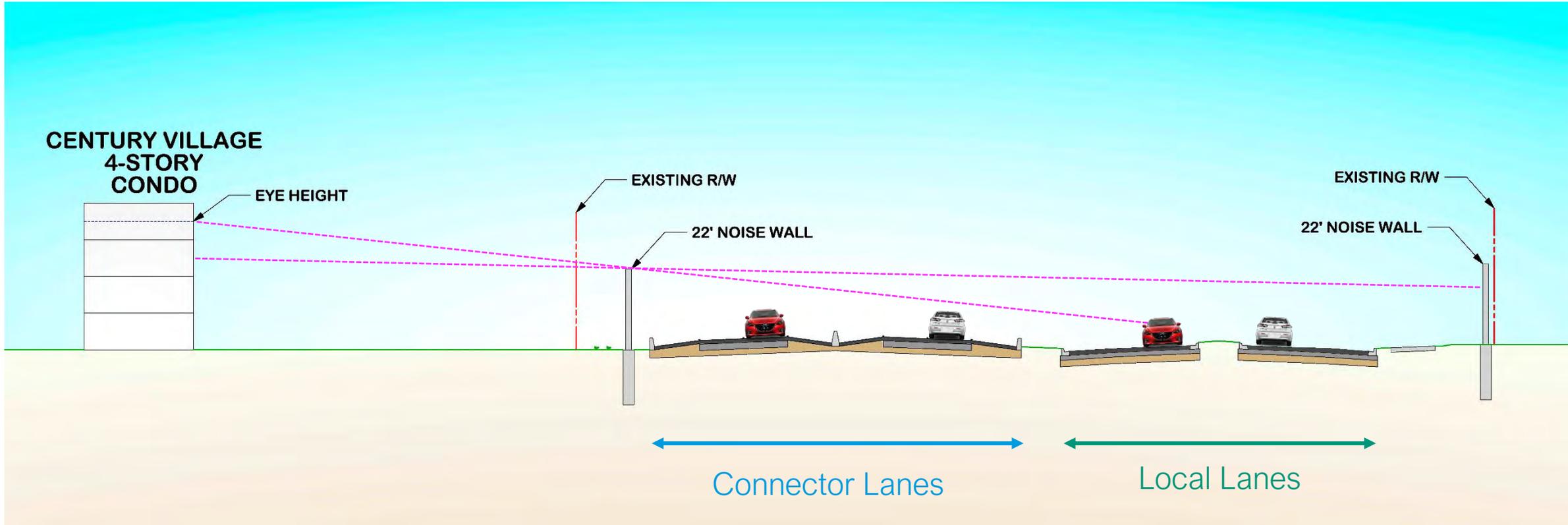
Construction

Traffic



Noise Wall Sight Lines

LEGEND
- - - - - LINE OF SIGHT FROM BUILDING



Noise

Community

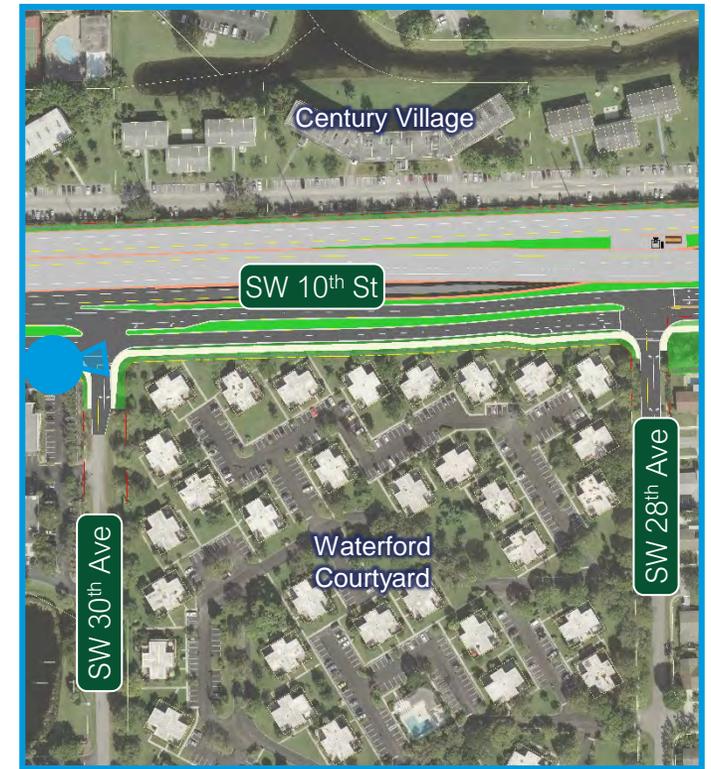
Ponds

Construction

Traffic



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



Noise

Community

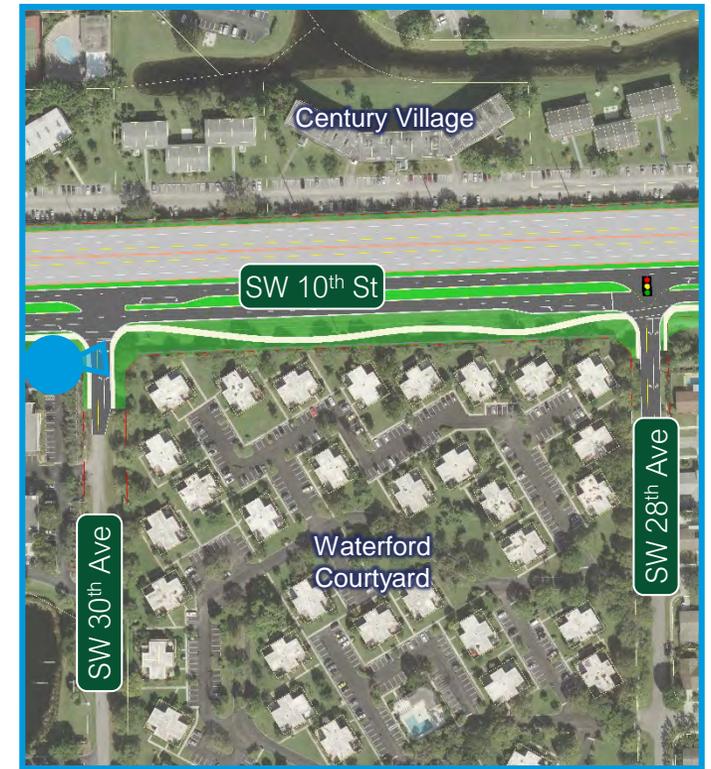
Ponds

Construction

Traffic



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



Noise

Community

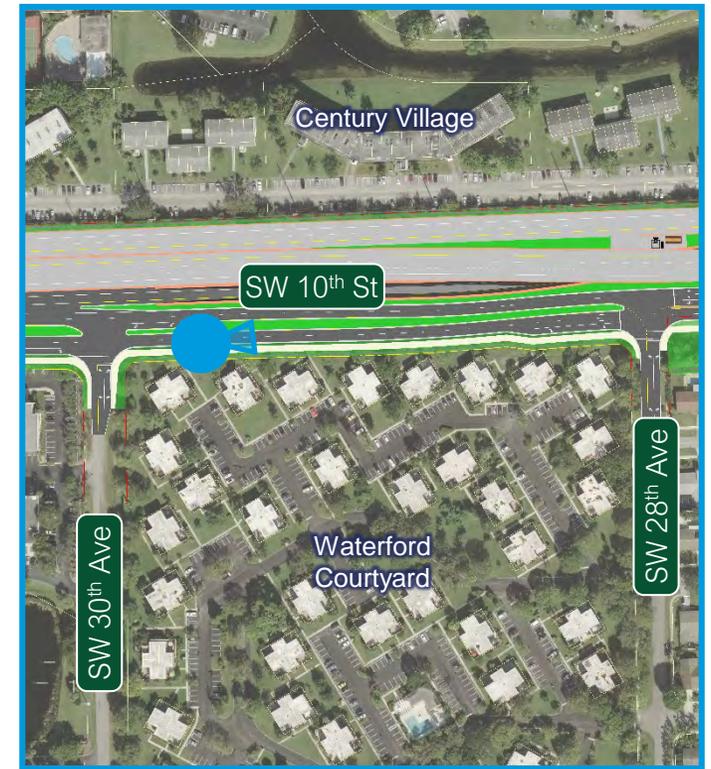
Ponds

Construction

Traffic



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



Noise

Community

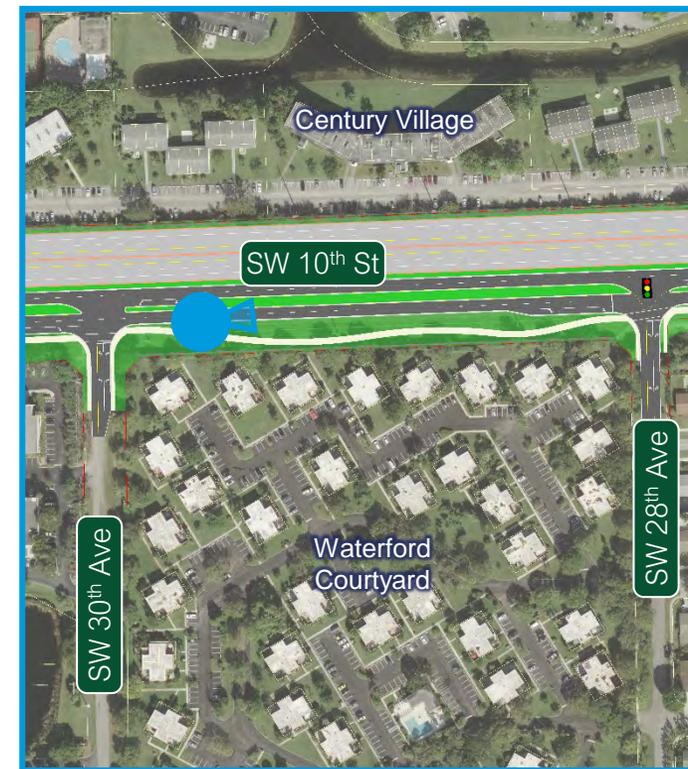
Ponds

Construction

Traffic



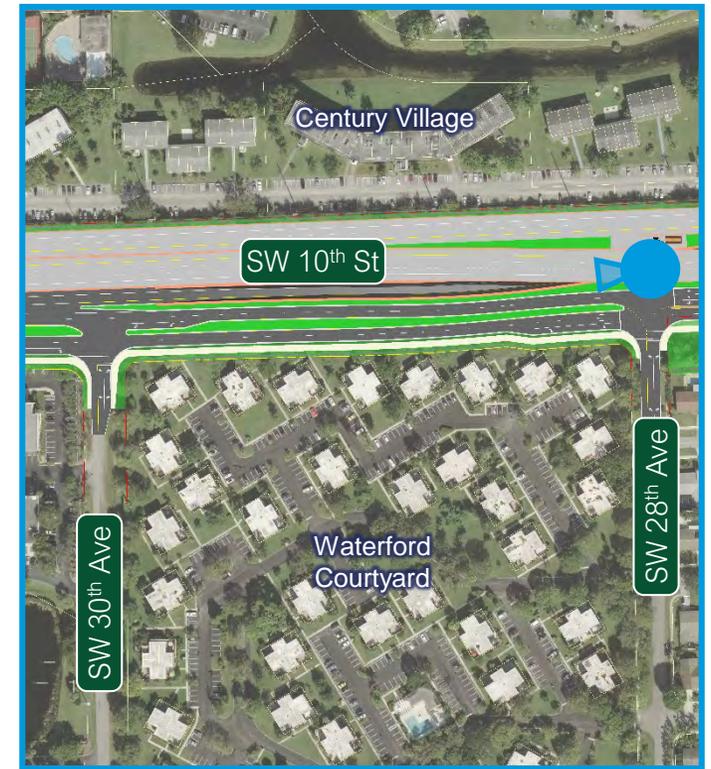
Renderings – East of SW 30th Ave – Looking East *Without Ramps to Powerline Road*



- Noise
- Community
- Ponds
- Construction
- Traffic



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



Noise

Community

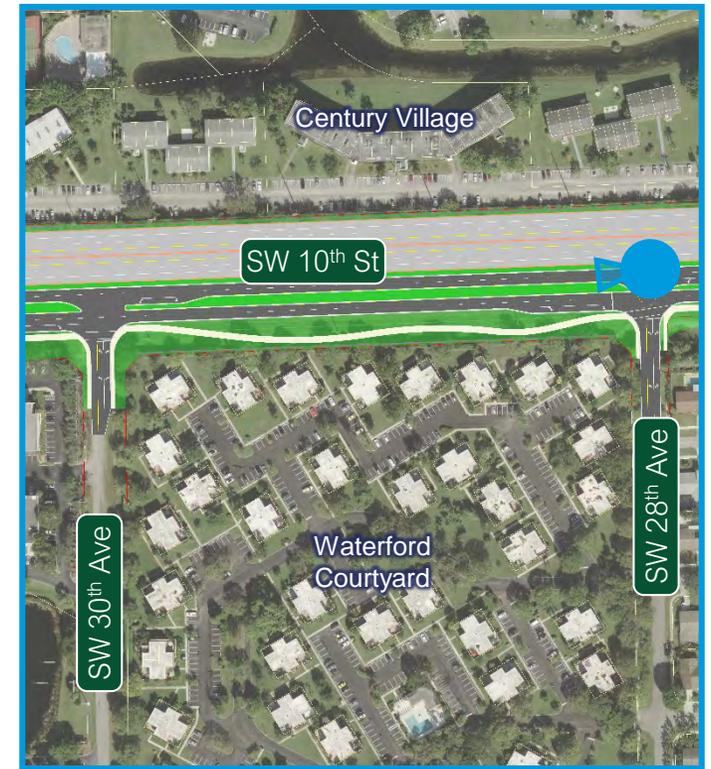
Ponds

Construction

Traffic



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



Noise

Community

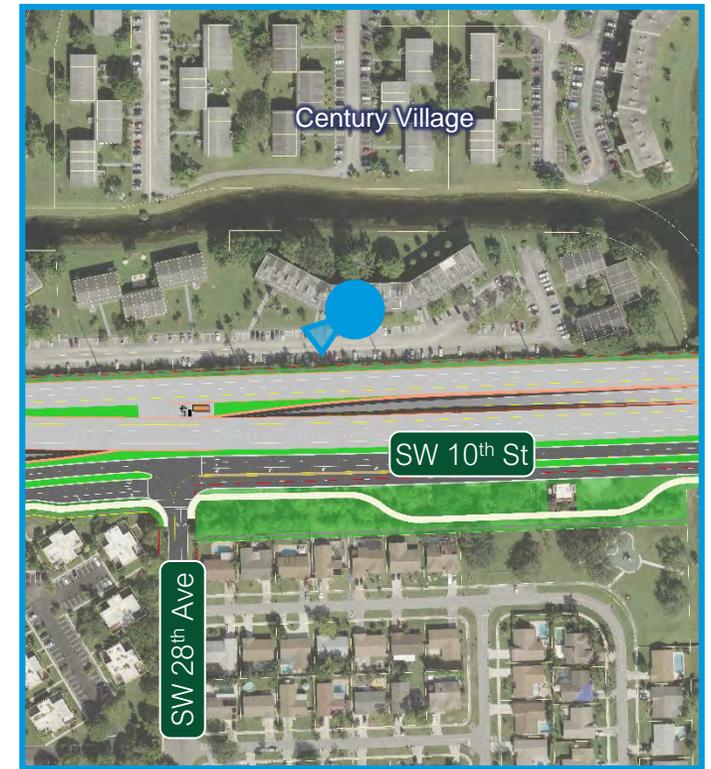
Ponds

Construction

Traffic



Renderings – At Balcony – Looking Southwest *With Ramps to Powerline Road*



Noise

Community

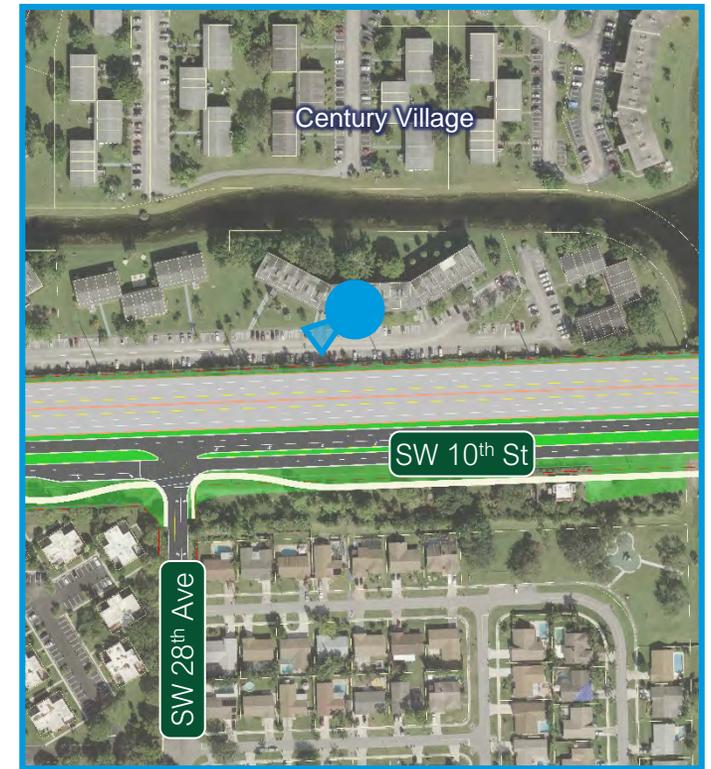
Ponds

Construction

Traffic



Renderings – At Balcony – Looking Southwest *Without Ramps to Powerline Road*



Noise

Community

Ponds

Construction

Traffic



Noise Evaluation Process - Aesthetics

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

Example ground-mounted noise wall texture



Example shoulder-mounted noise wall



Community Features

- Will there be a safe walking area and bicycle path?
- Will you be considering a pedestrian bridge from Century Village to the south side of SW 10th Street and Military Trail?
- Have you planned for additional landscape and green space on the north side of the noise wall on Century Village, so residents do not have to view a 20-foot wall?
- Is there no way to prevent this roadway which will cause more pollution and noise and does not benefit Century Village?
- How will this benefit Century Village in any way?
- Will there be any walking paths which will allow access to the stores, etc.?



Noise

Community

Ponds

Construction

Traffic



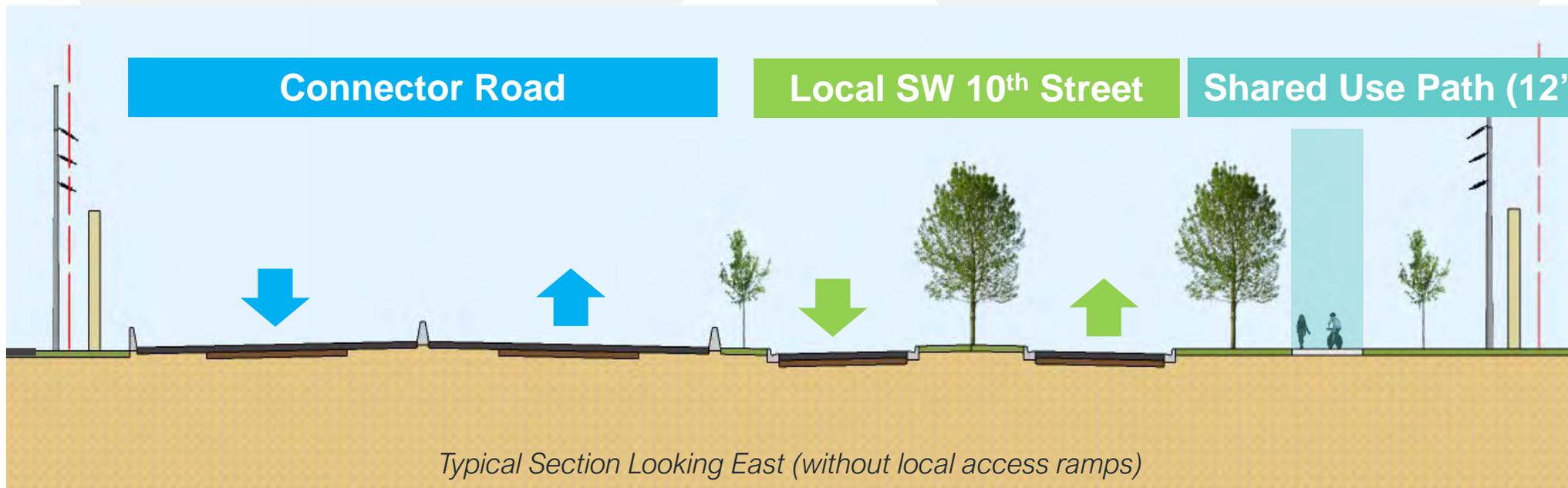
One Corridor, Dual Facilities

1 Connector Road

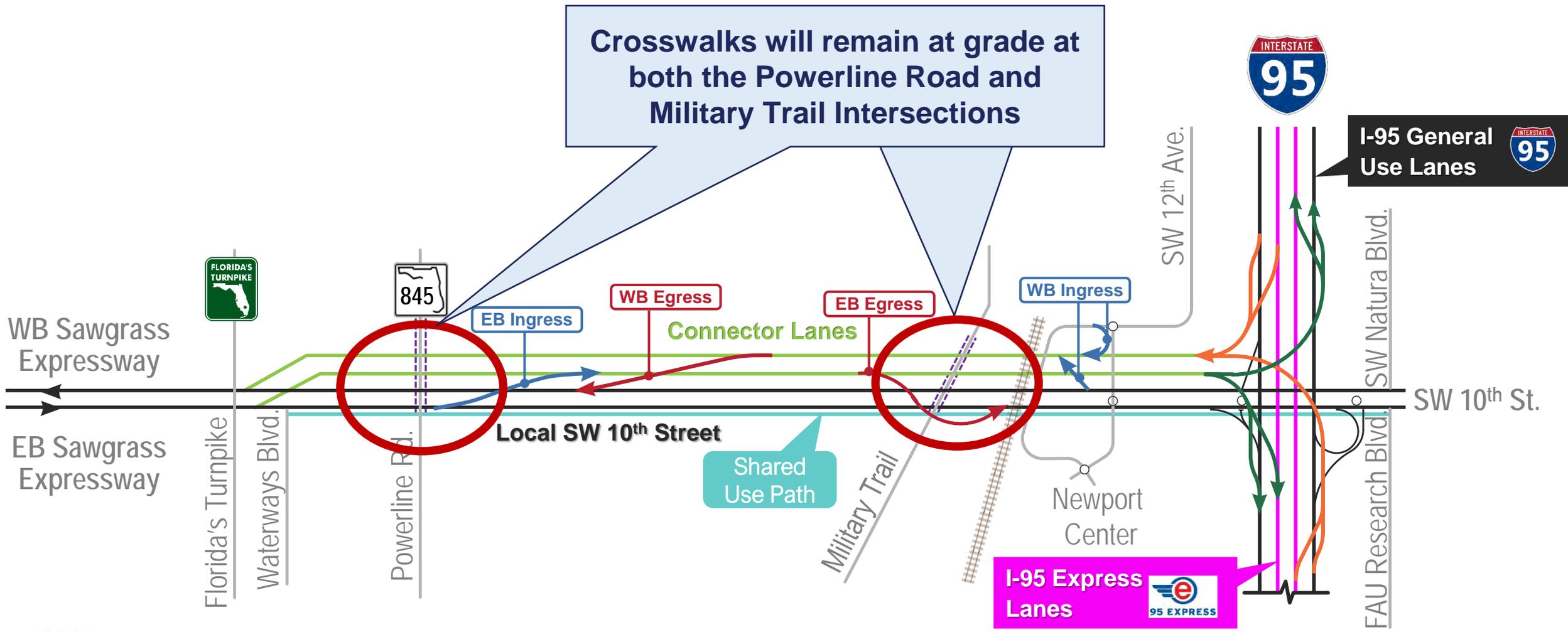
- Regional connection
- Higher speed
 - (60 mph)
- Limited Access
- Trucks allowed

2 Local Roadway

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



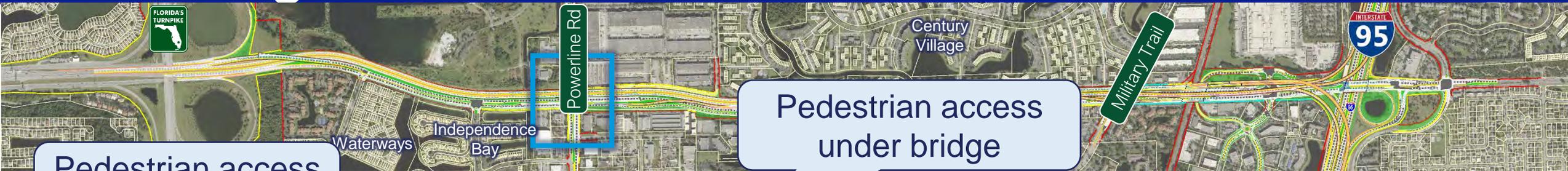
Bicycle and Pedestrian Connections



- Noise
- Community**
- Ponds
- Construction
- Traffic

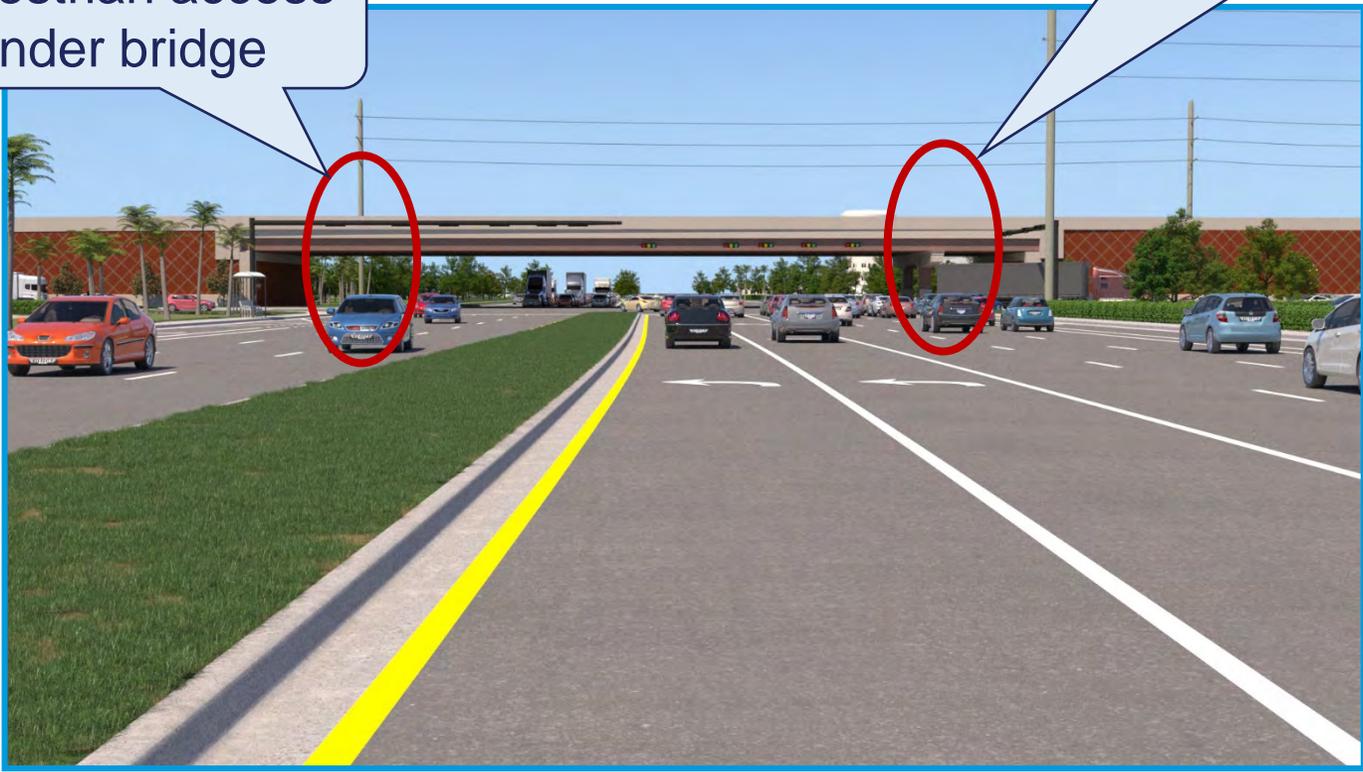


Renderings – At Powerline Road – Looking North



Pedestrian access under bridge

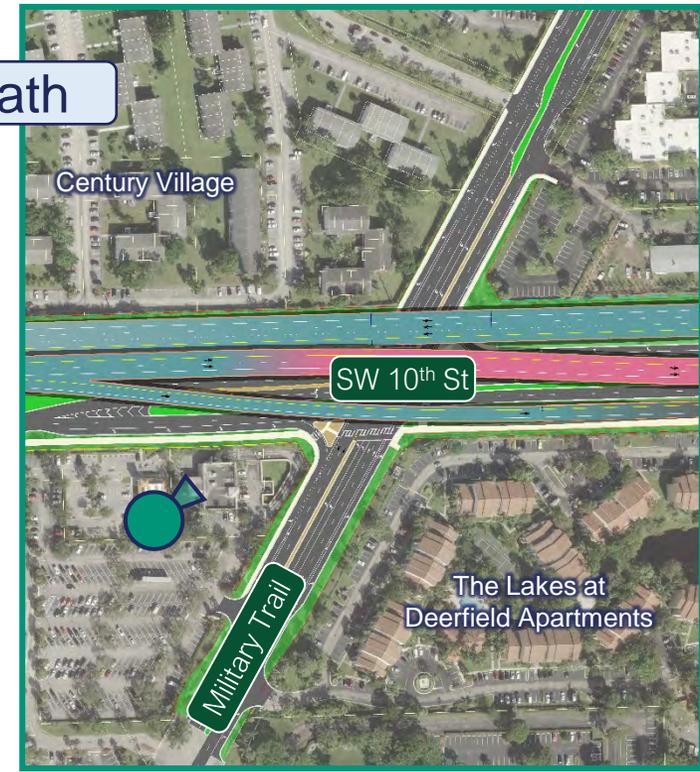
Pedestrian access under bridge



- Noise
- Community**
- Ponds
- Construction
- Traffic



Renderings – Military Trail – Looking North



Noise

Community

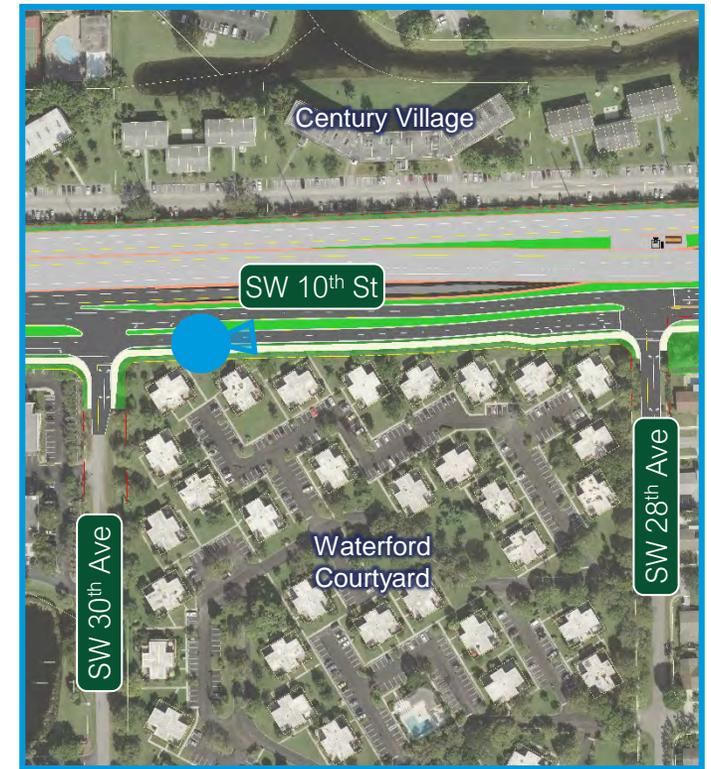
Ponds

Construction

Traffic



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



Noise

Community

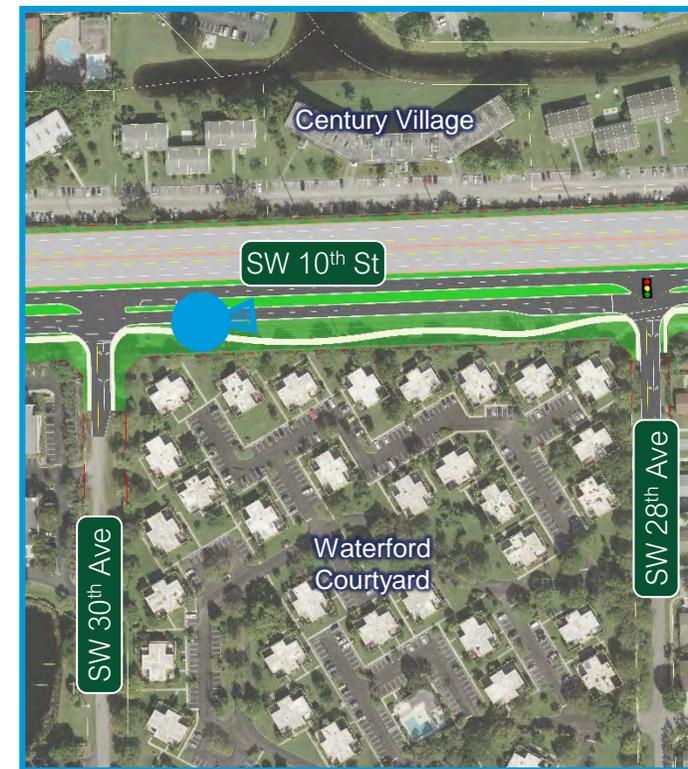
Ponds

Construction

Traffic



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



- Noise
- Community
- Ponds
- Construction
- Traffic



Rendering Comparison

Renderings Shown East of SW 30th Ave –
Looking East (*shown without noise walls*) 77

Without Powerline Road Ramps



Noise

Community

Ponds

Construction

Traffic

Rendering Comparison

Renderings Shown East of SW 30th Ave – Looking East (*shown without noise walls*) 78

With Powerline Road Ramps



Without Powerline Road Ramps



Noise

Community

Ponds

Construction

Traffic



Ponds

- Will “runoff pools” from cars be routed to Century Village? Is there a consideration for monitoring health of residents? Can these not be located on the commercial side of the highway?
- Does the project require the water to be rerouted into Century Village? If so, does Master Management get any funds to handle that inside Century Village?
- Does Century Village have a right to shape the flow and look of the ponds?

Ponds

- The FDOT has approached the Master Management group about the possibility of using a portion of the abandoned golf course for storm water ponds
- Ponds could be configured to be compatible with future recreational path and facilities
- FDOT is willing to purchase a drainage easement over the area if Century Village is willing to participate in an agreement
- FDOT would utilize pollutant control structures prior to discharging into the Broward County C-2 Canal
- The Broward County C-2 canal conveys all runoff from the basin to the north through Century Village
- The discussion with Century Village Management group is very preliminary



Construction

- During construction, how are you planning to protect Century Village from respiratory problems, from sound and pollution?
- What noise and dust remediation protocols will be in place during construction?
- How will the westbound Connector Lanes affect Century Village?



Noise

Community

Ponds

Construction

Traffic



Construction Information

- Construction activities will have **temporary** air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.
- Impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction
 - Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of calcium chloride.
 - Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and using BMPs.
 - Stormwater pollution prevention measures will be developed per FDOT standards and in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements.
 - The removal of structures and debris will be in accordance with local and state regulatory agencies permitting this operation.
 - Dust will be controlled by wetting, covering, or other means as approved by the Engineer.

Construction Information

- All residences and businesses that currently have access to SW 10th Street will retain access to local SW 10th Street during construction
- FDOT commits to constructing ground-mounted noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.
- Monitor the work zone with Bluetooth, and cameras, use adaptive signal control to manage congestion, notify drivers of delays using dynamic message signs, email, text, social media, and radio.
- More detail on construction phasing will be available in next phase



Traffic & Access

- Will there be access from SW 10th Street to I-95?
- Will there be direct access from Military Trail to the Connector?
- Will the Century Village entrance be affected?
- Concerned with reaching Century Village entrances and getting to stores on Powerline Road and Military Trail.
- Will the depressed lanes get flooded during extensive rains or hurricanes?
- What solutions have you considered to fix the delay at Military Trail and SW 10th Street. The U-Turn lane at the Goolsby traffic light only makes the situation worse.
- Have there been any consideration for reversible lanes like the ones on 595 between I-75 and I-95?
- How will this project affect the entrance / exit of Century Village?
- How will access to SW 10th Street eastbound and westbound be impacted?
- How will access to I-95 from East gate entrance / exit be impacted?



Noise

Community

Ponds

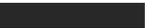
Construction

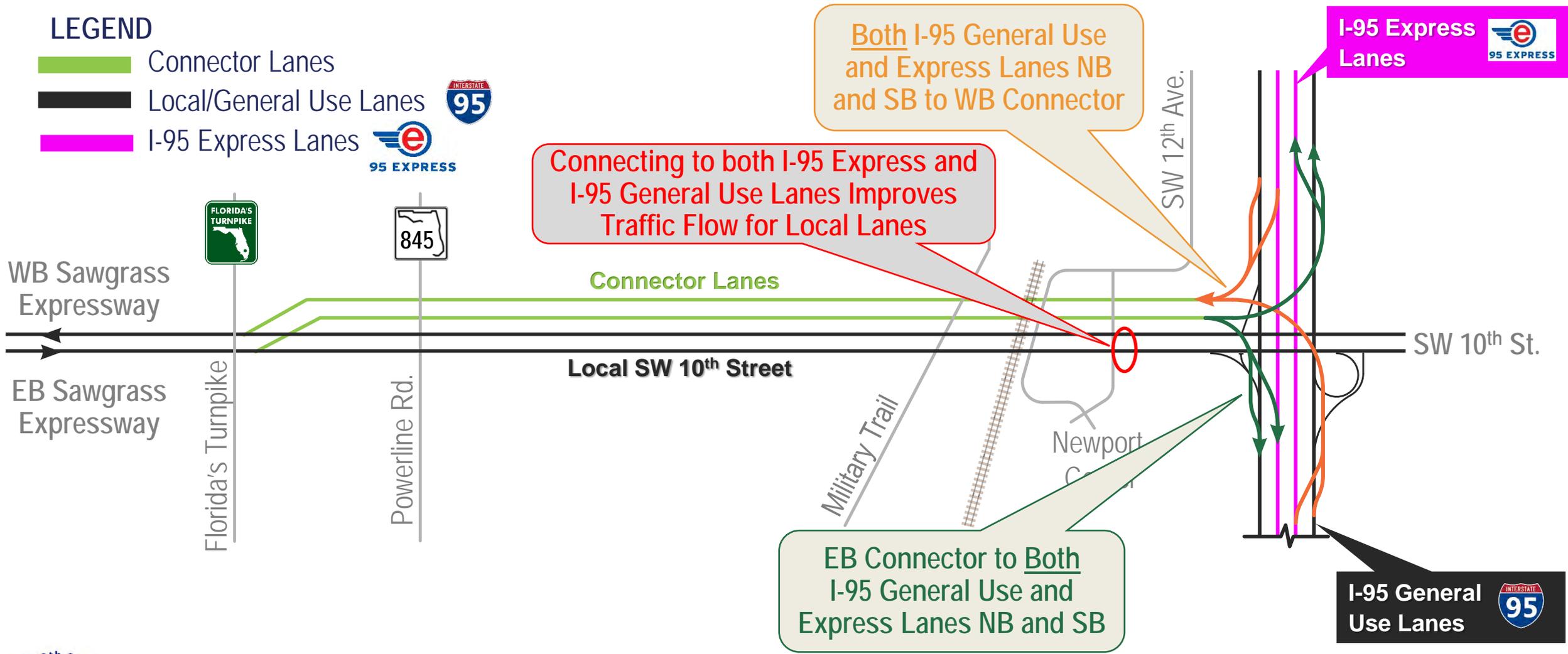
Traffic



I-95 Connections - Serve Express and General Purpose Lanes

LEGEND

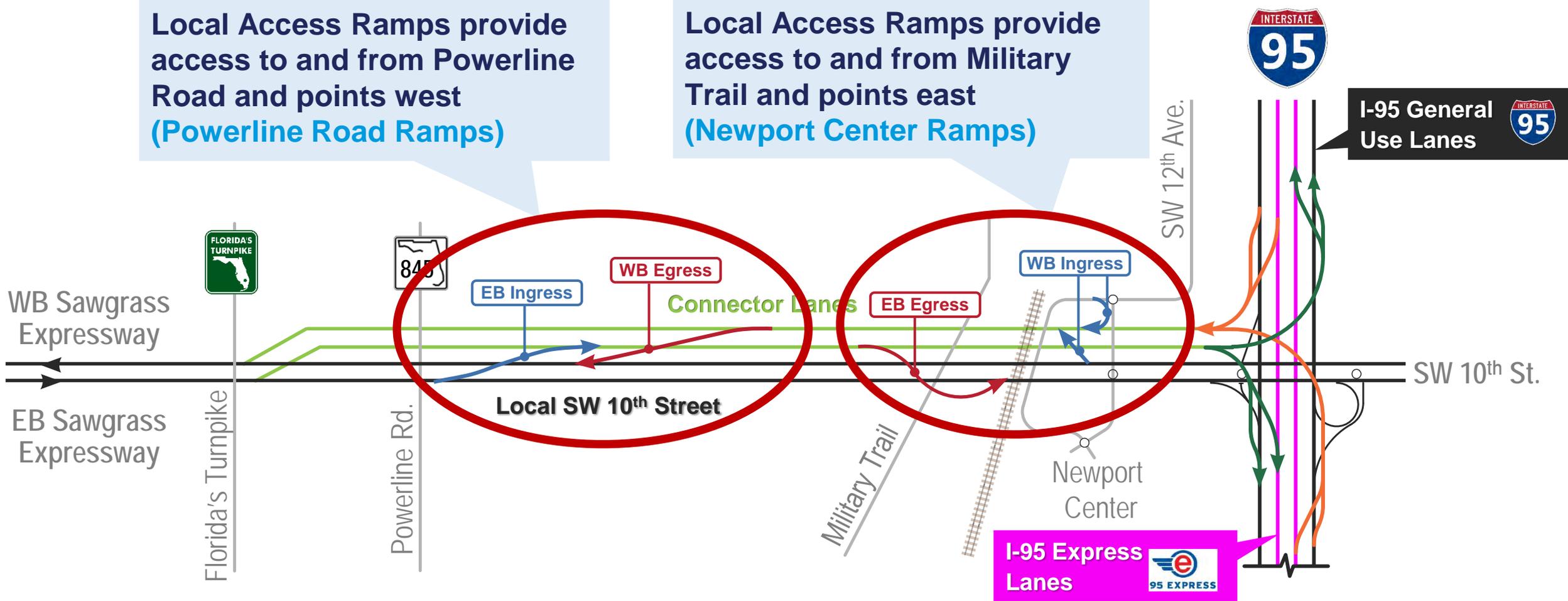
-  Connector Lanes
-  Local/General Use Lanes
-  I-95 Express Lanes 



Eliminate Local Access Ramps (to Increase Green Space)

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

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

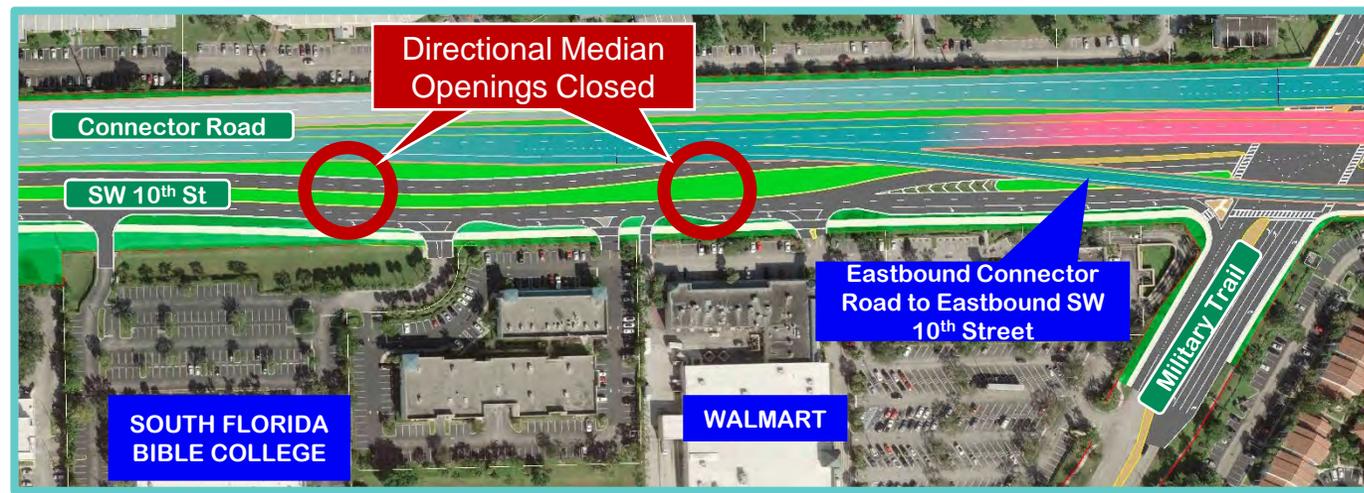
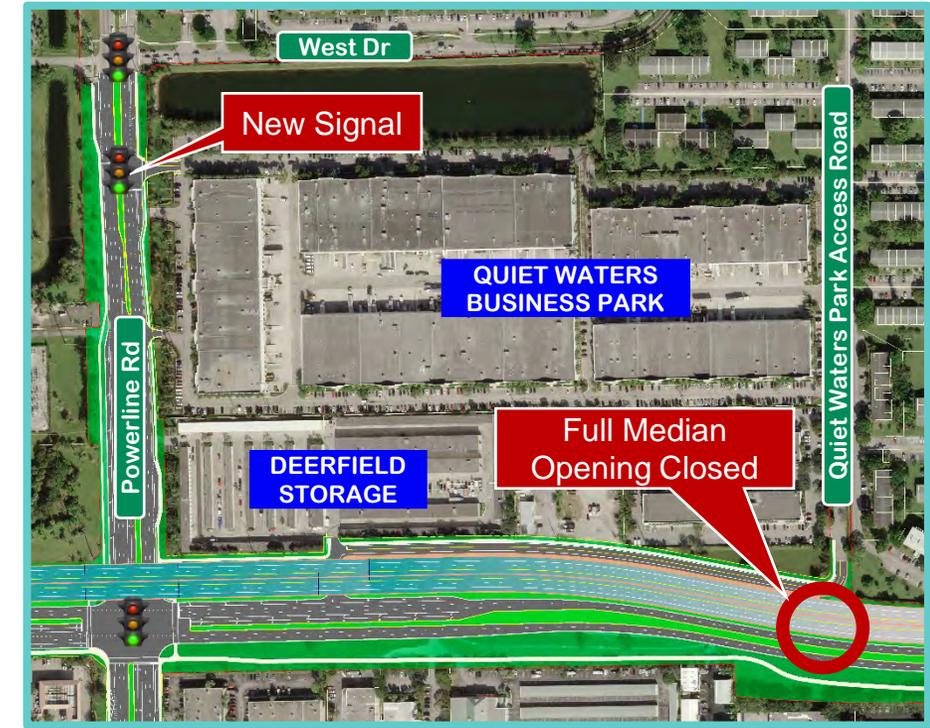


- Noise
- Community
- Ponds
- Construction
- Traffic

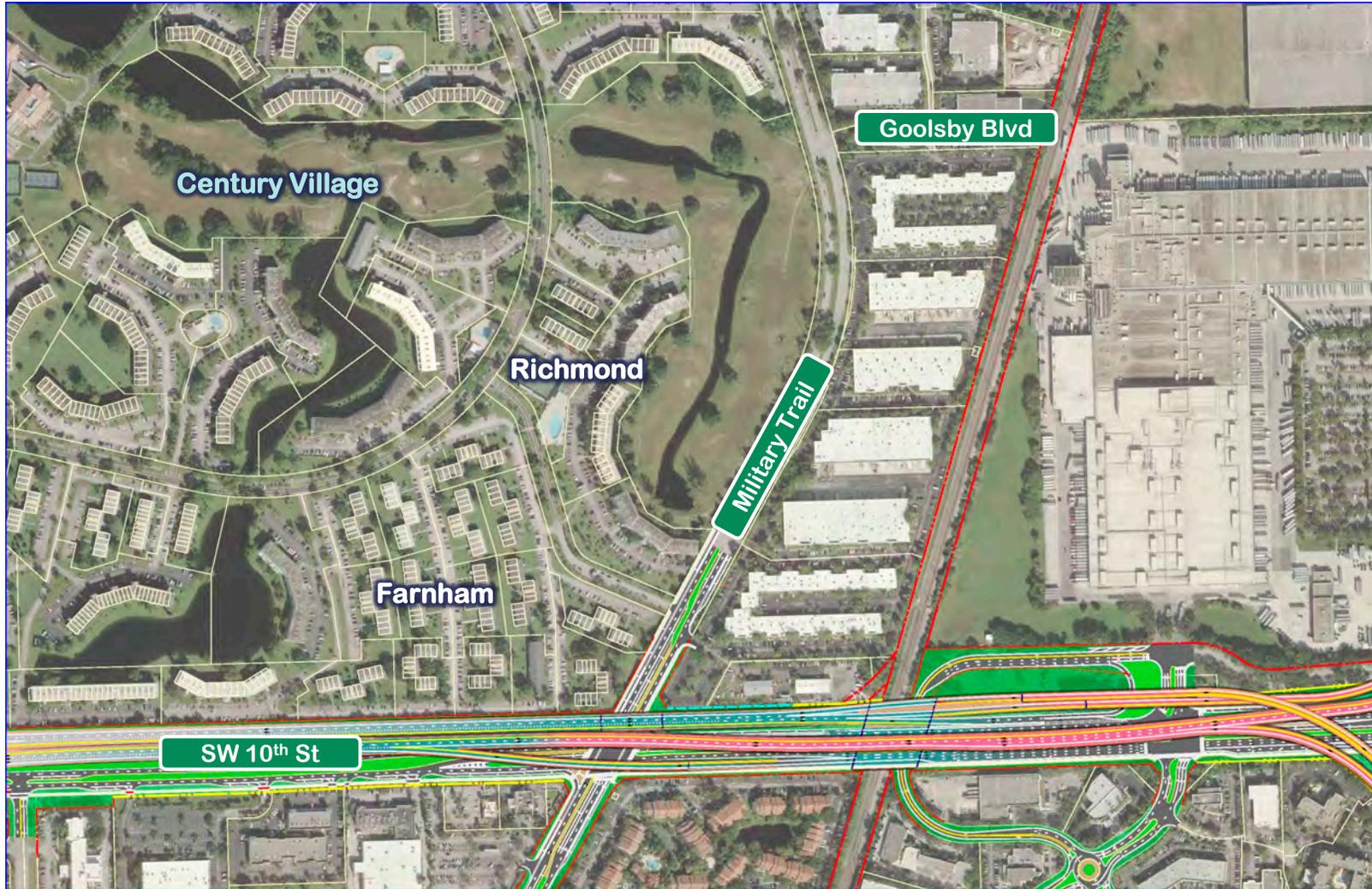


Median Openings

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



SW 10th Street and Military Trail



Noise

Community

Ponds

Construction

Traffic



Peak Hour Traffic Volumes (Comparison)

LEGEND

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

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

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

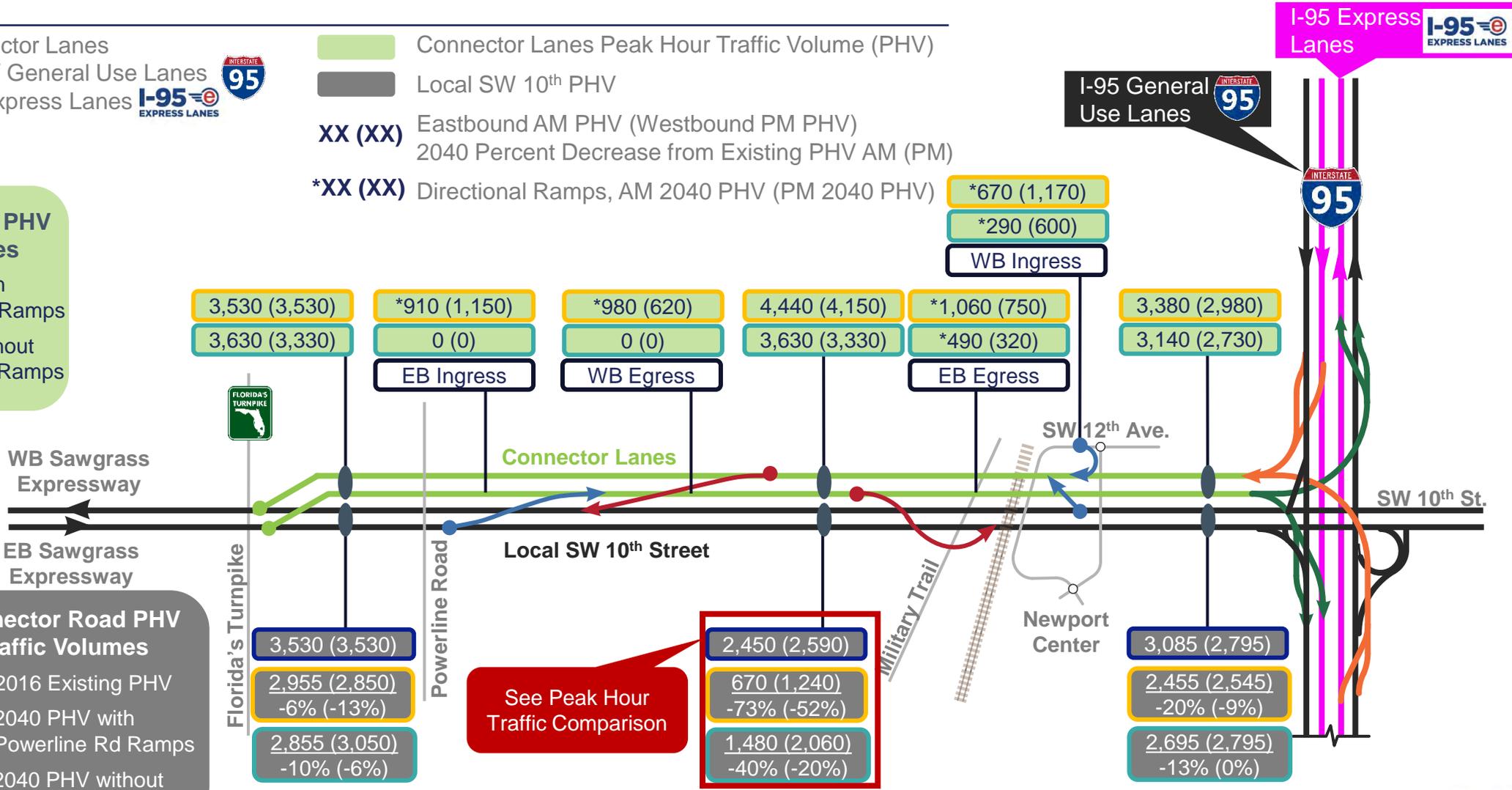
*XX (XX) Directional Ramps, AM 2040 PHV (PM 2040 PHV)

Connector Road PHV Traffic Volumes

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

Connector Road PHV Traffic Volumes

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



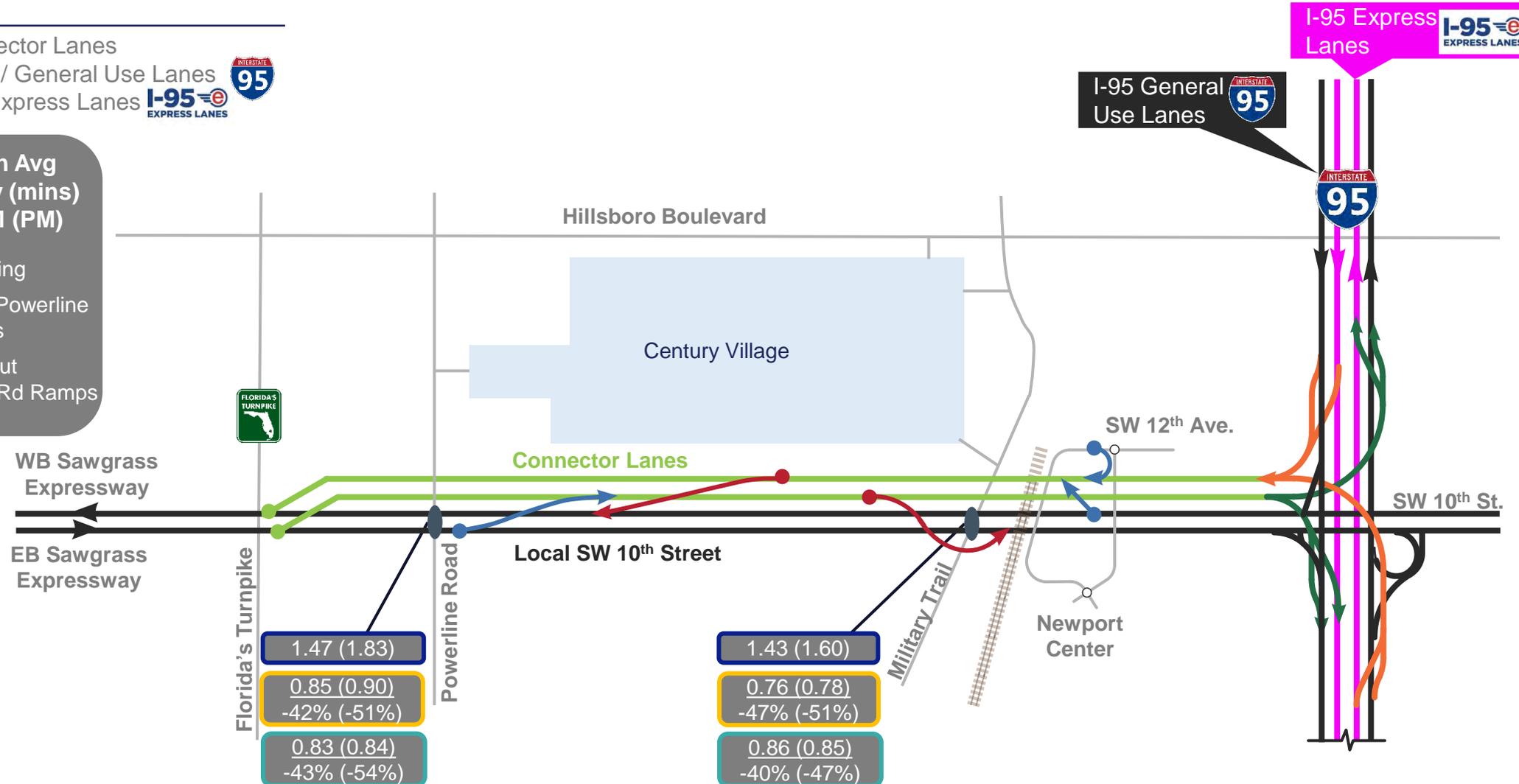
Peak Hour Intersection Delay (Comparison)

LEGEND

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

Intersection Avg Vehicle Delay (mins)
(##) = AM (PM)

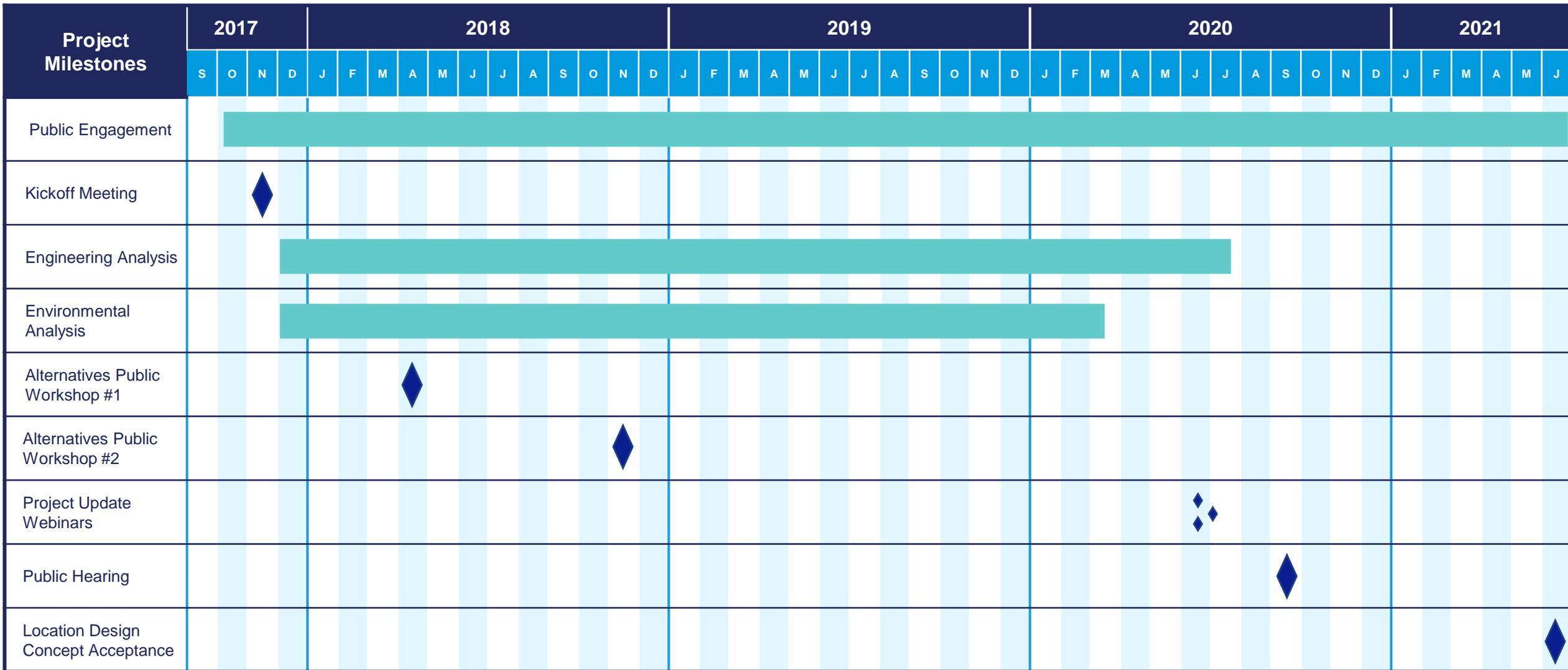
- 2016 Existing
- 2040 with Powerline Rd Ramps
- 2040 without Powerline Rd Ramps



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

- Summer / Fall
 - Additional Individual HOA and Stakeholder Virtual Meeting in combination with face to face when permitted
 - Continued Coordination with City of Deerfield Beach
 - Social media updates / flyers
 - Elected Official Meetings
 - City Updates
 - Public Hearing (Anticipated in September)
 - Location Design Concept Acceptance (LDCA) (Anticipated Spring 2021)
 - Construction Funding in Fiscal Year 2023

Schedule



Major Construction Activities
Anticipated to Start 2023



Anticipated Completion
2027/2028

Contact:

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Robert.Bostian@dot.state.fl.us

(954) 777- 4427

www.sw10street.com

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

Thank you!

I-95 
EXPRESS LANES

SW 10th Street

Connector