



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

Community Meeting with Waterford Homes



**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

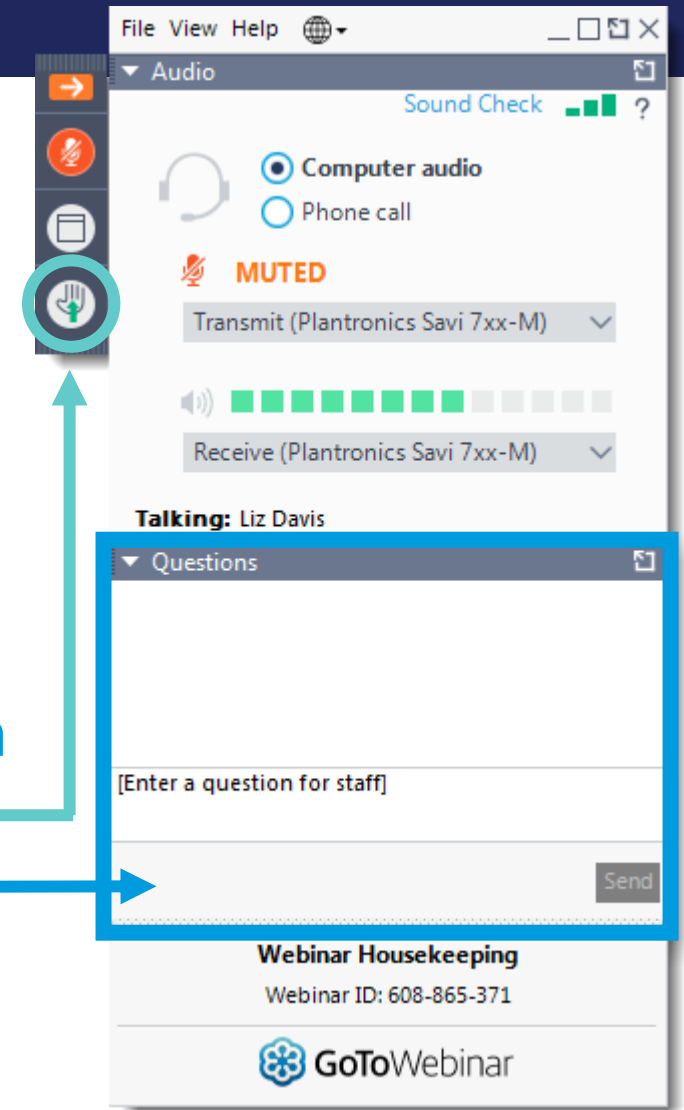
August 5, 2020

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 Waterford Homes 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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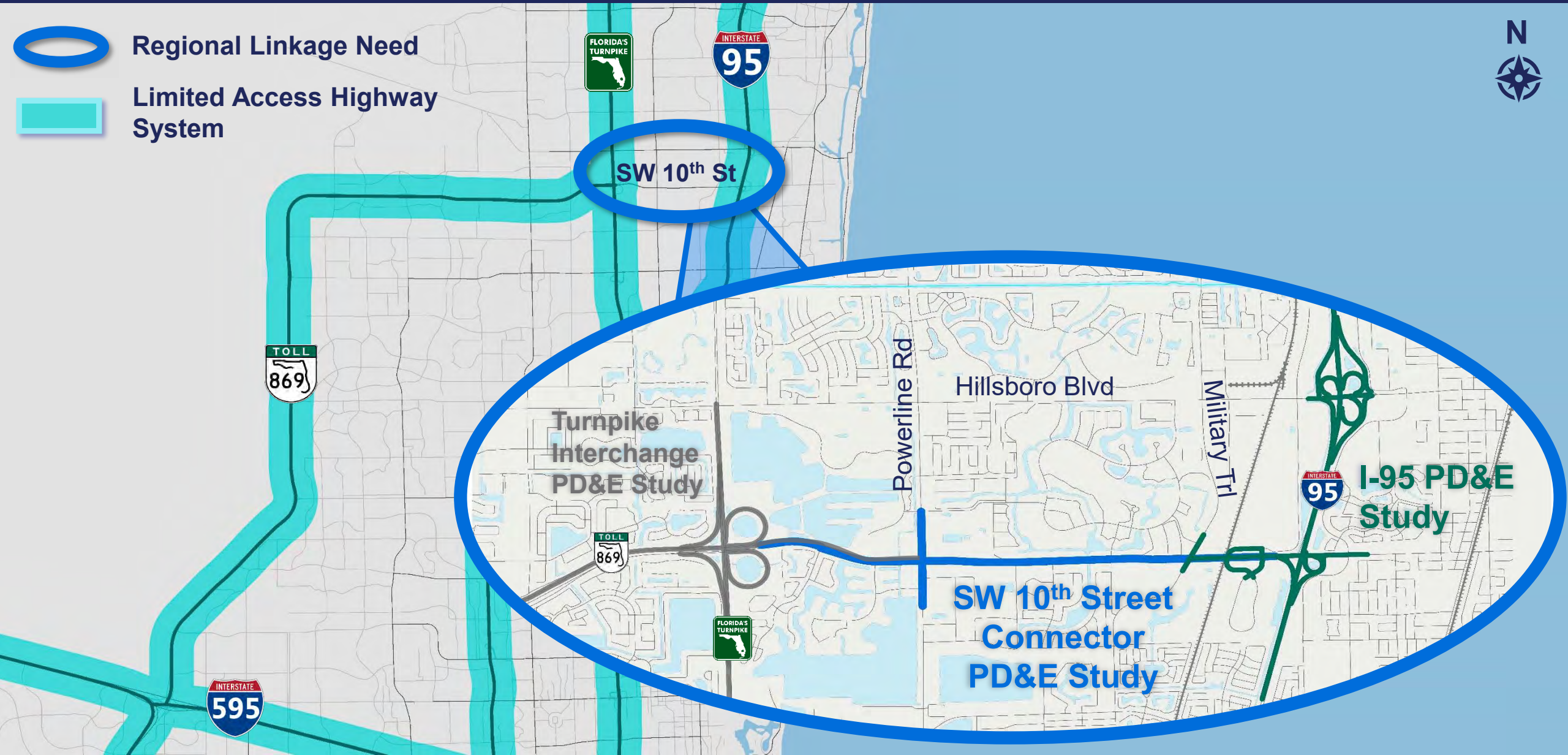
General Information

- 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
 - Shawn Birst, SW 10th Street Connector Traffic Team Member
- Other acknowledgments

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

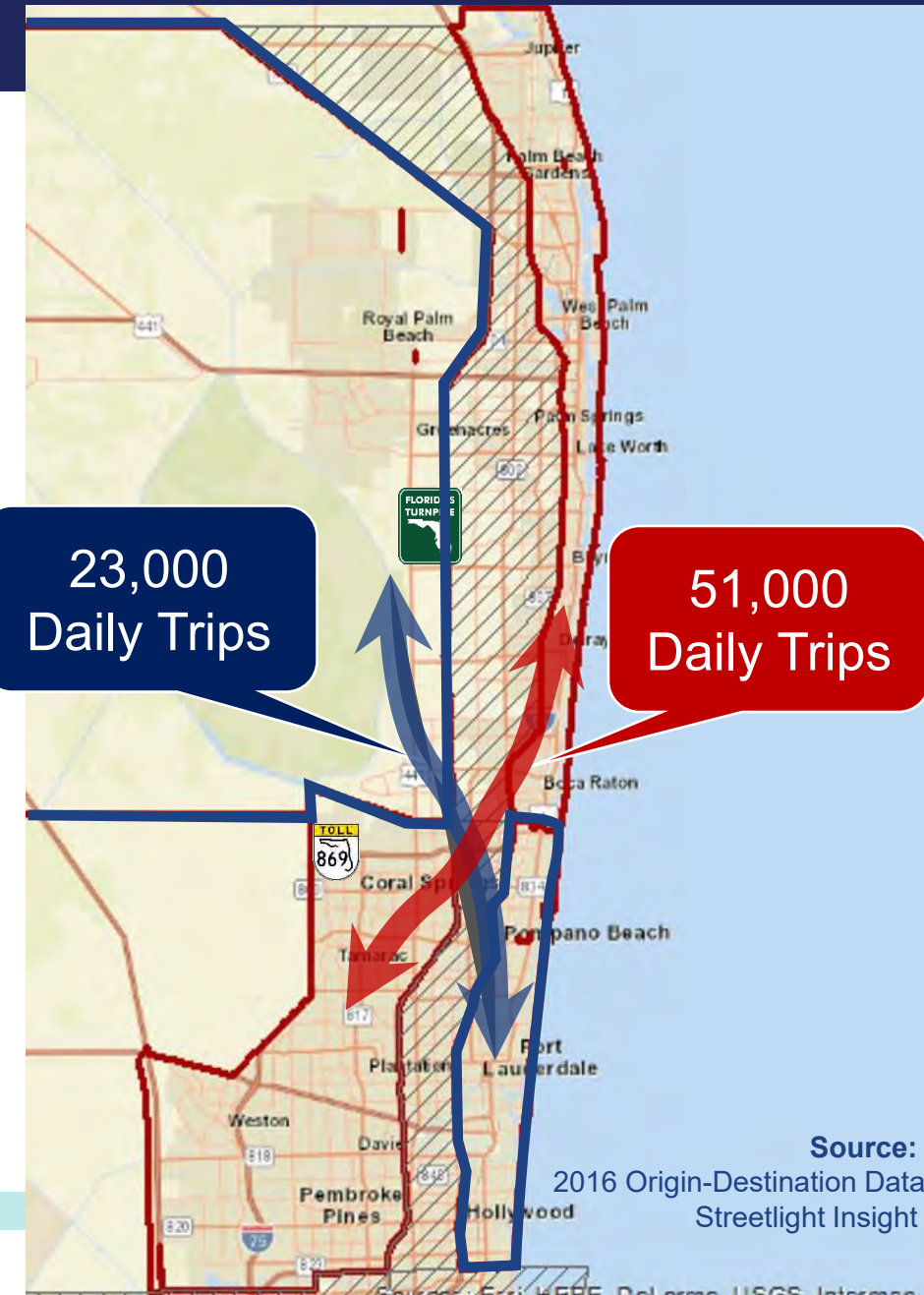
- Multiple coordination Meetings with the City of Deerfield Beach to better define concerns over the project
- Additional analysis to evaluate changes to address concerns
- Development of several exhibits to help explain project details, challenges, and options under consideration
- Conducted three virtual 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

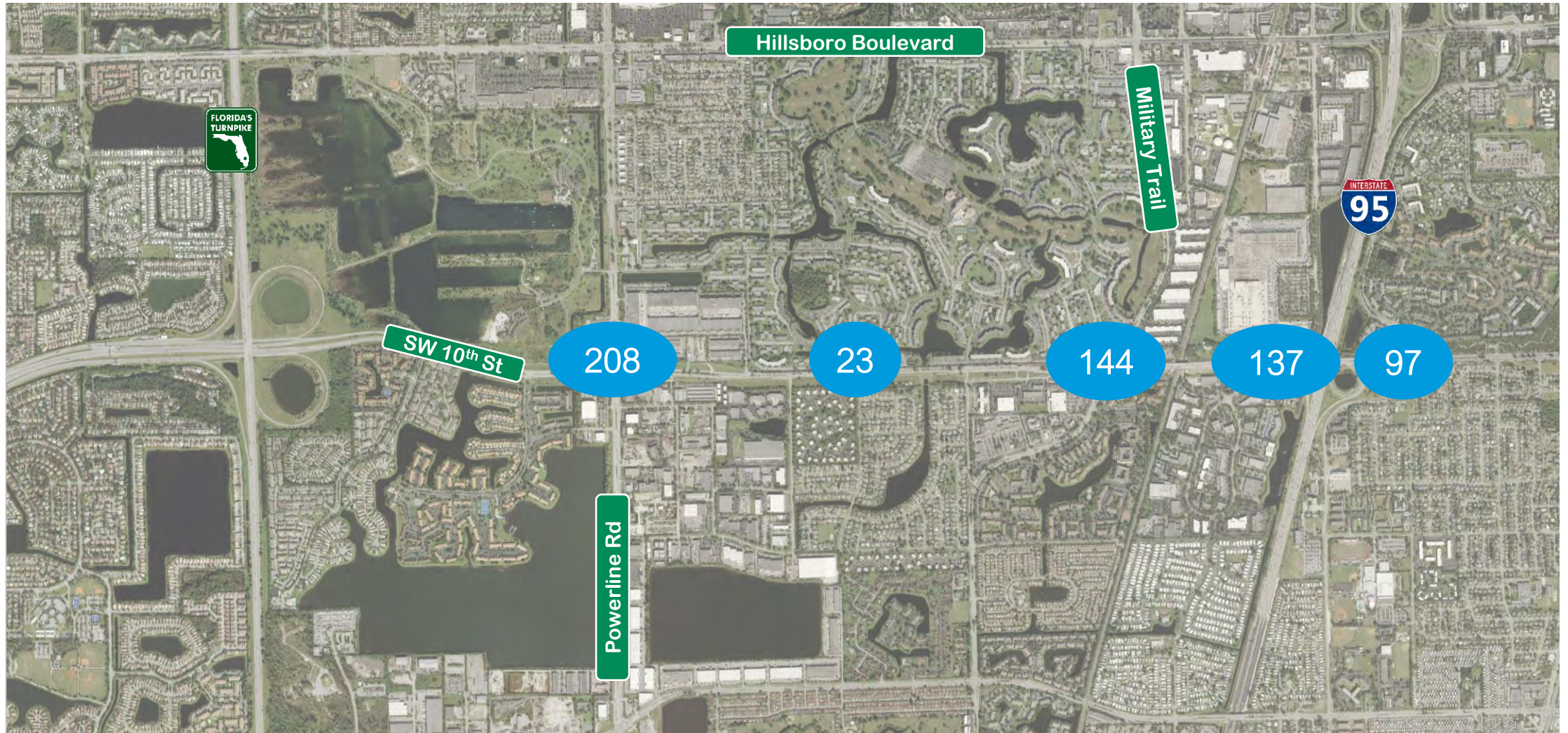


System Linkage Need

- 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

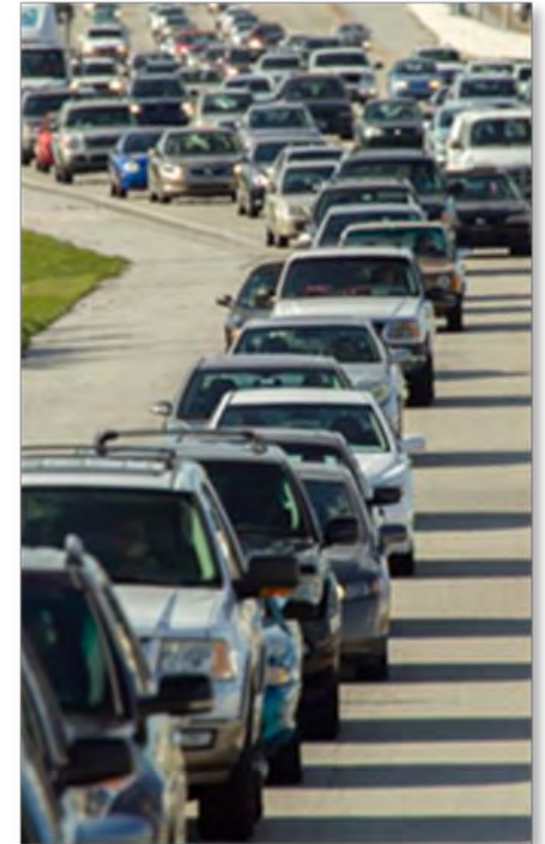
SW 10th Street PD&E Study

- 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



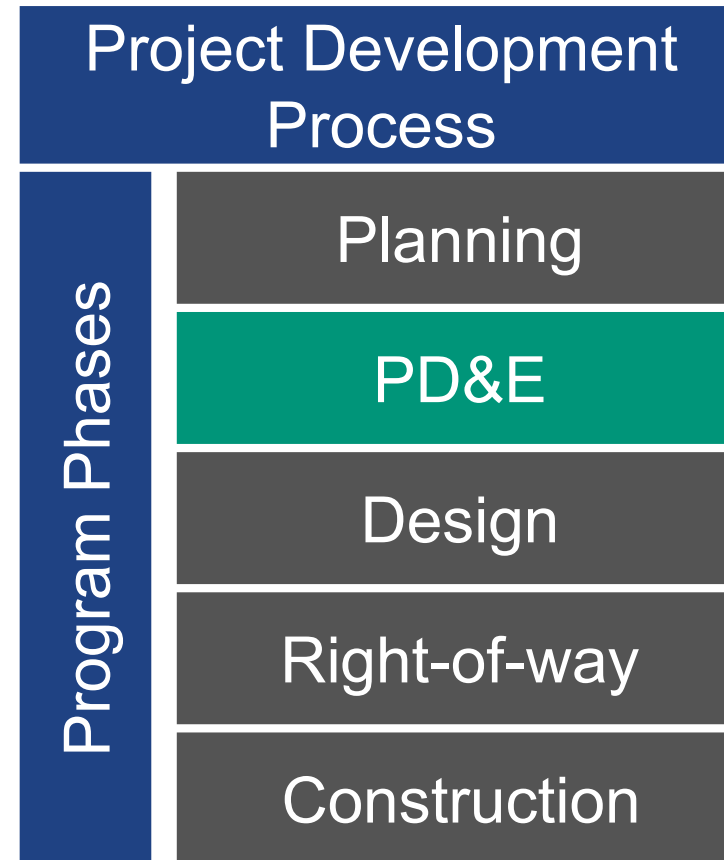
Purpose and Need – I-95 PD&E Study

- 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

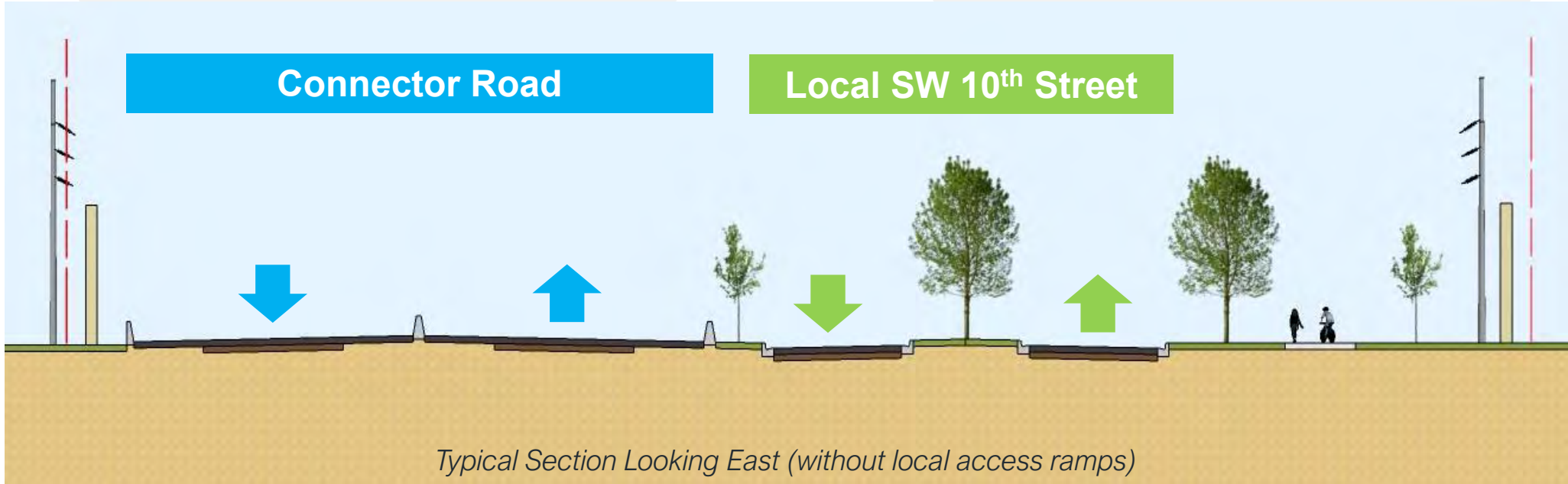
Overview: One Corridor, Dual Facilities

1 Connector Road

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

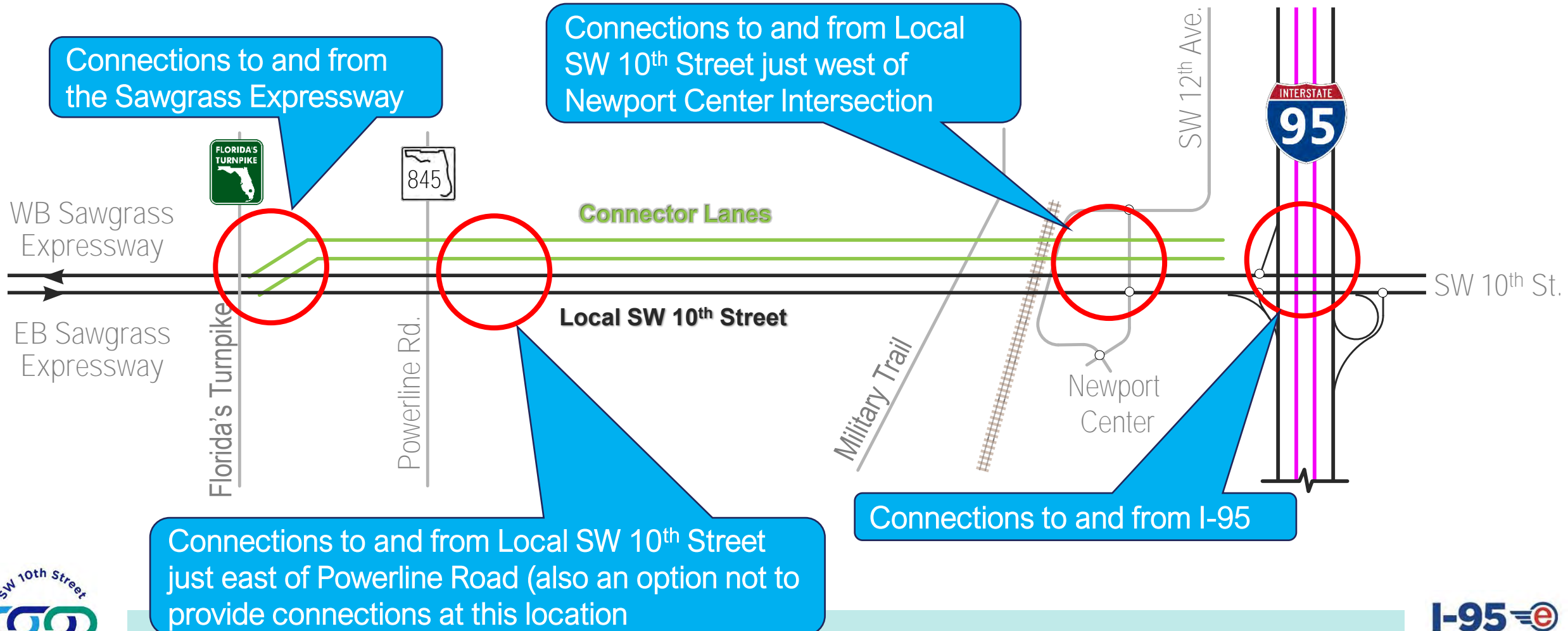
2 Local Roadway

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



Overview: Access to the Connector Lanes

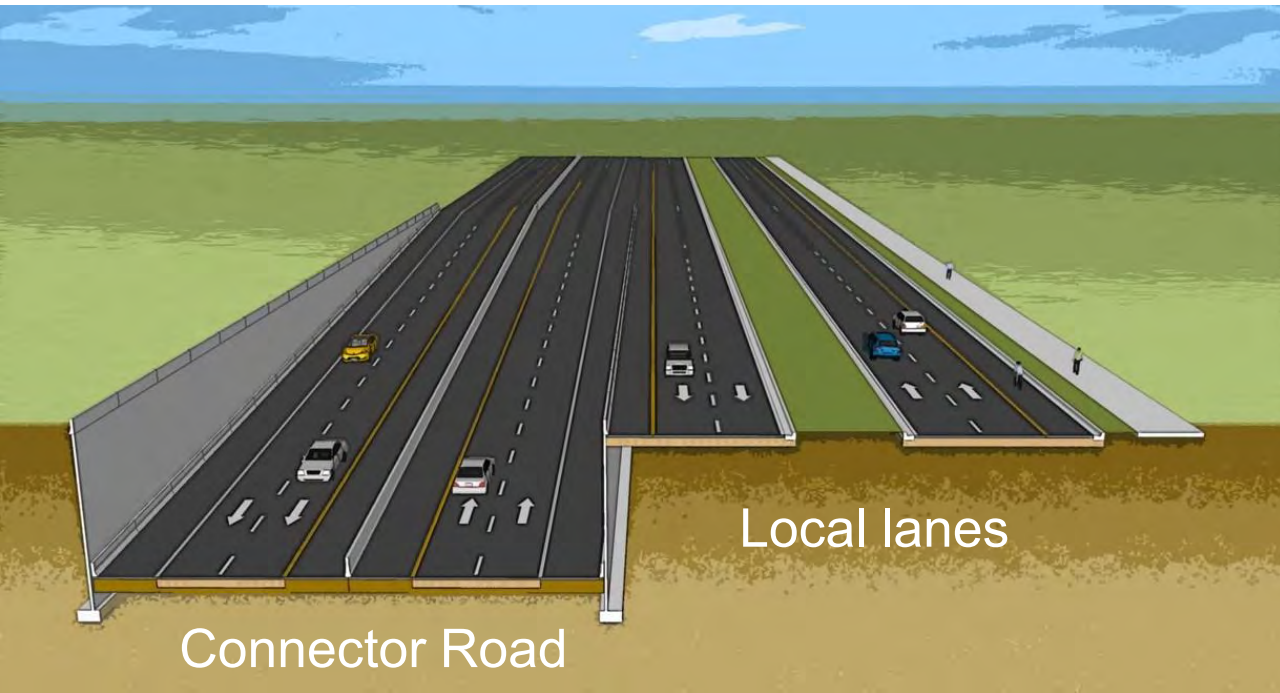
NOTE: Local SW 10th Street will have some median opening modifications as well as some combined driveways will require individual connections to Local SW 10th Street.



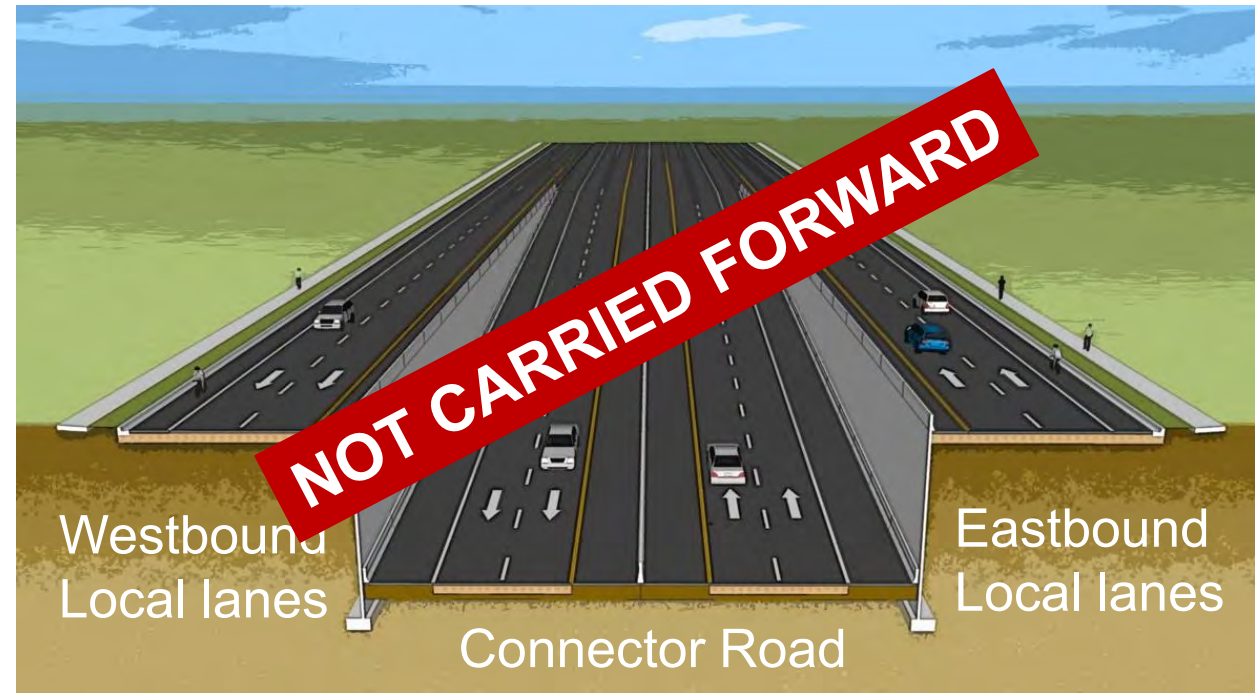
Alternatives Development – Workshop #1

- 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

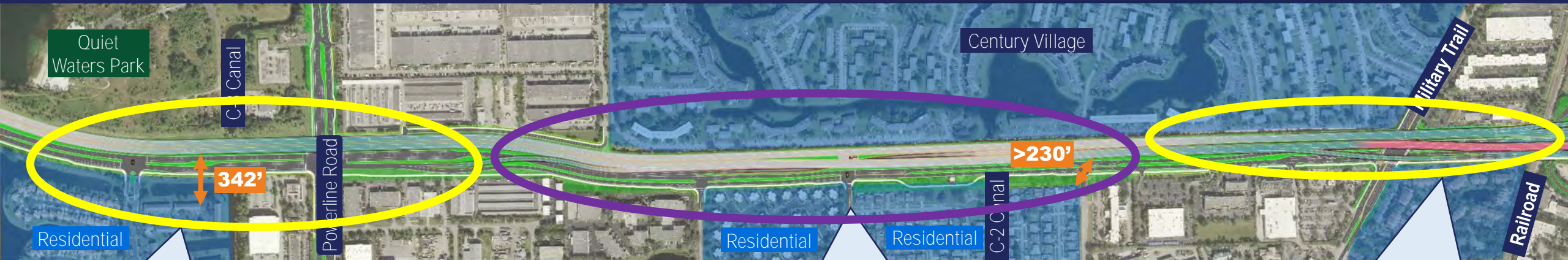
North Alignment



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

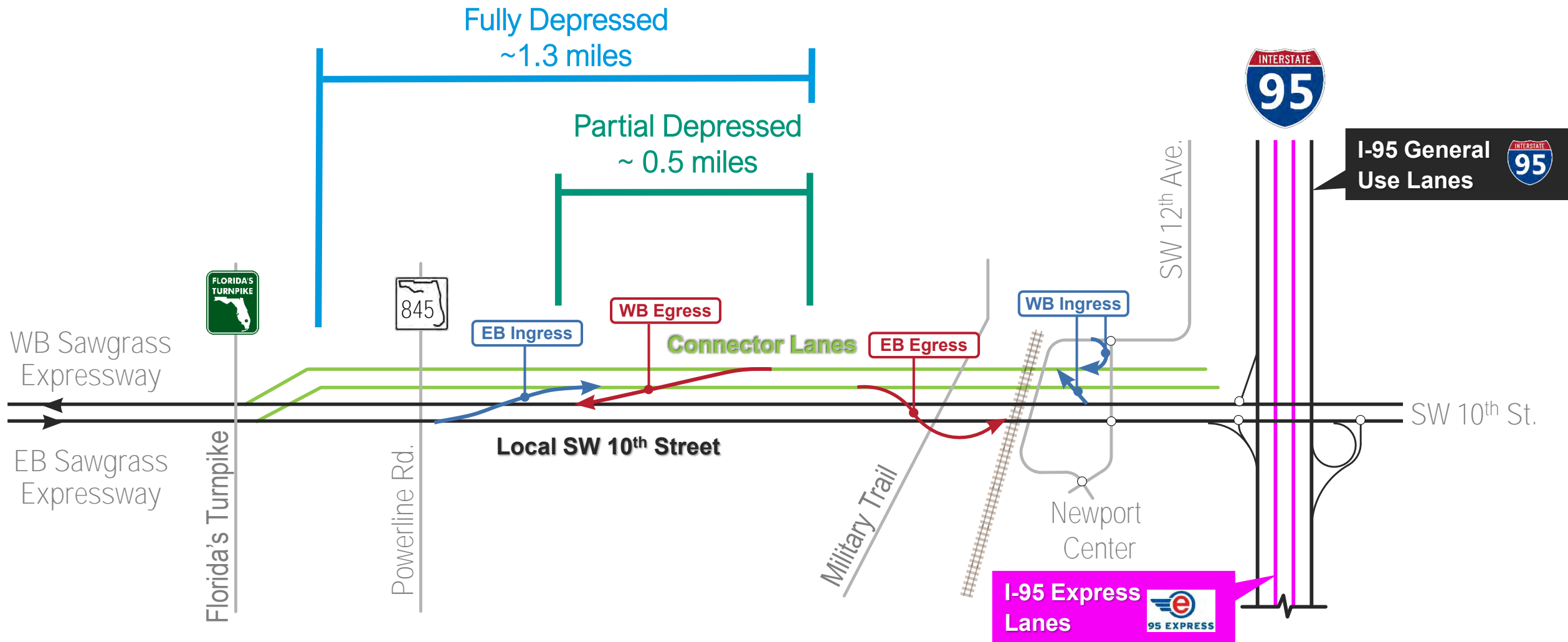
East Constraints

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

Minimal benefits

- Closest house on south is more than 230 feet from the start elevation increase
- Century Village has expressed desire for noise wall

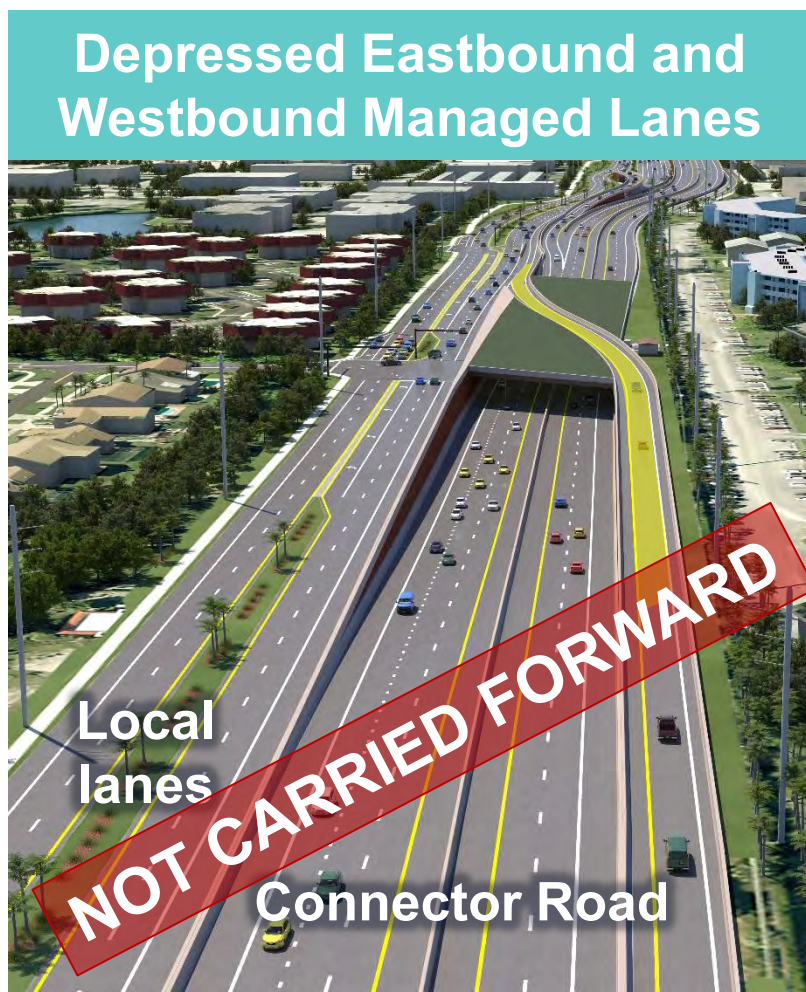
Length of Depressed Roadways Evaluated



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)

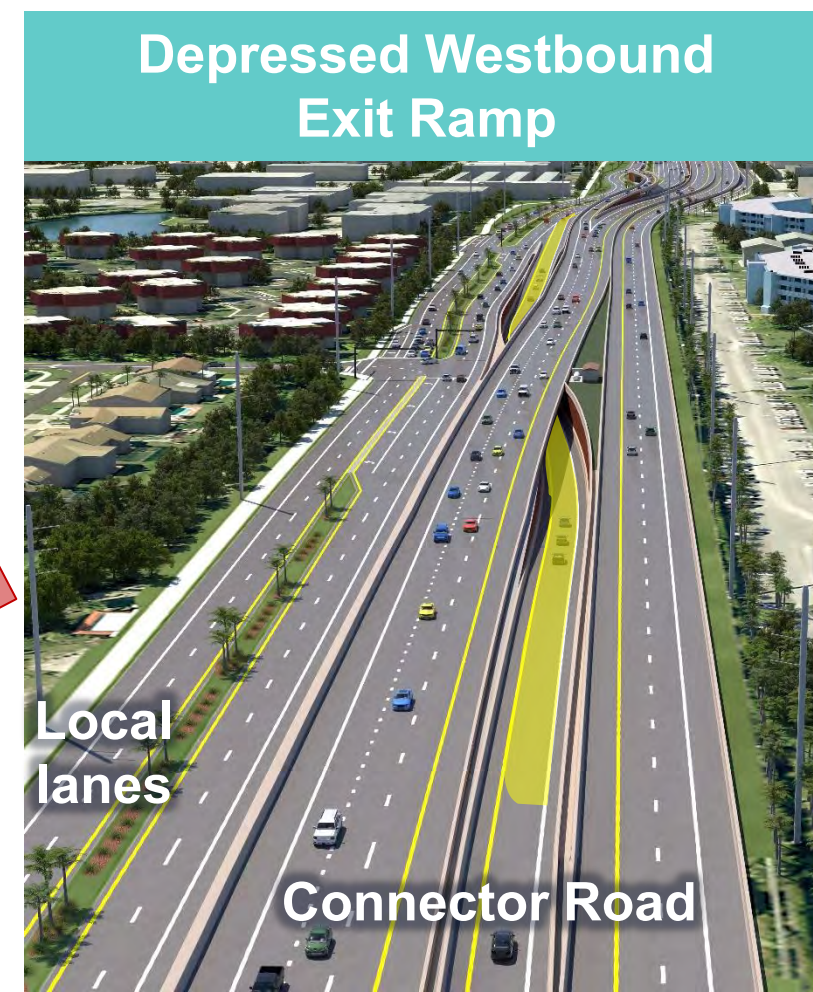
Depressed Eastbound and Westbound Managed Lanes



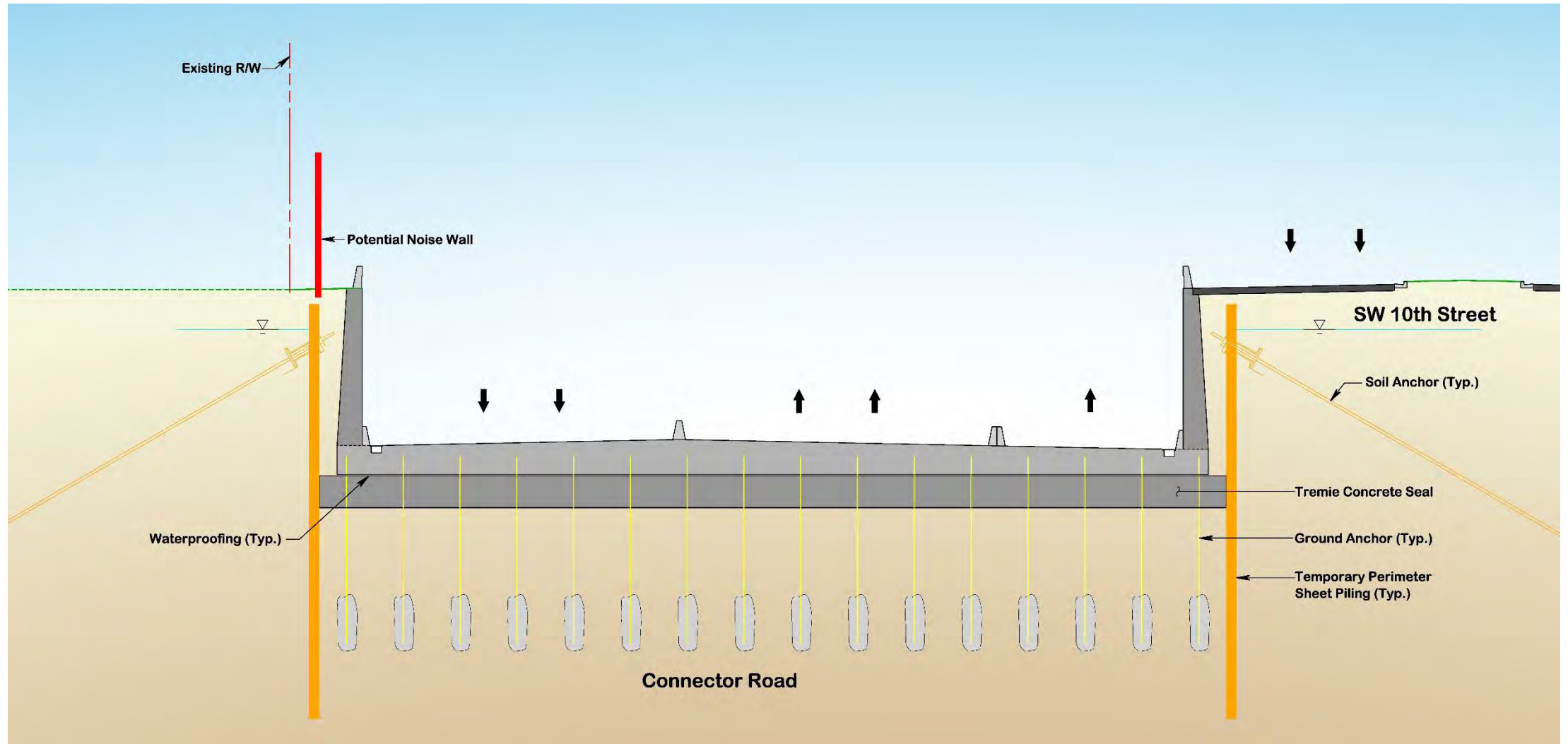
Depressed Eastbound Managed Lanes



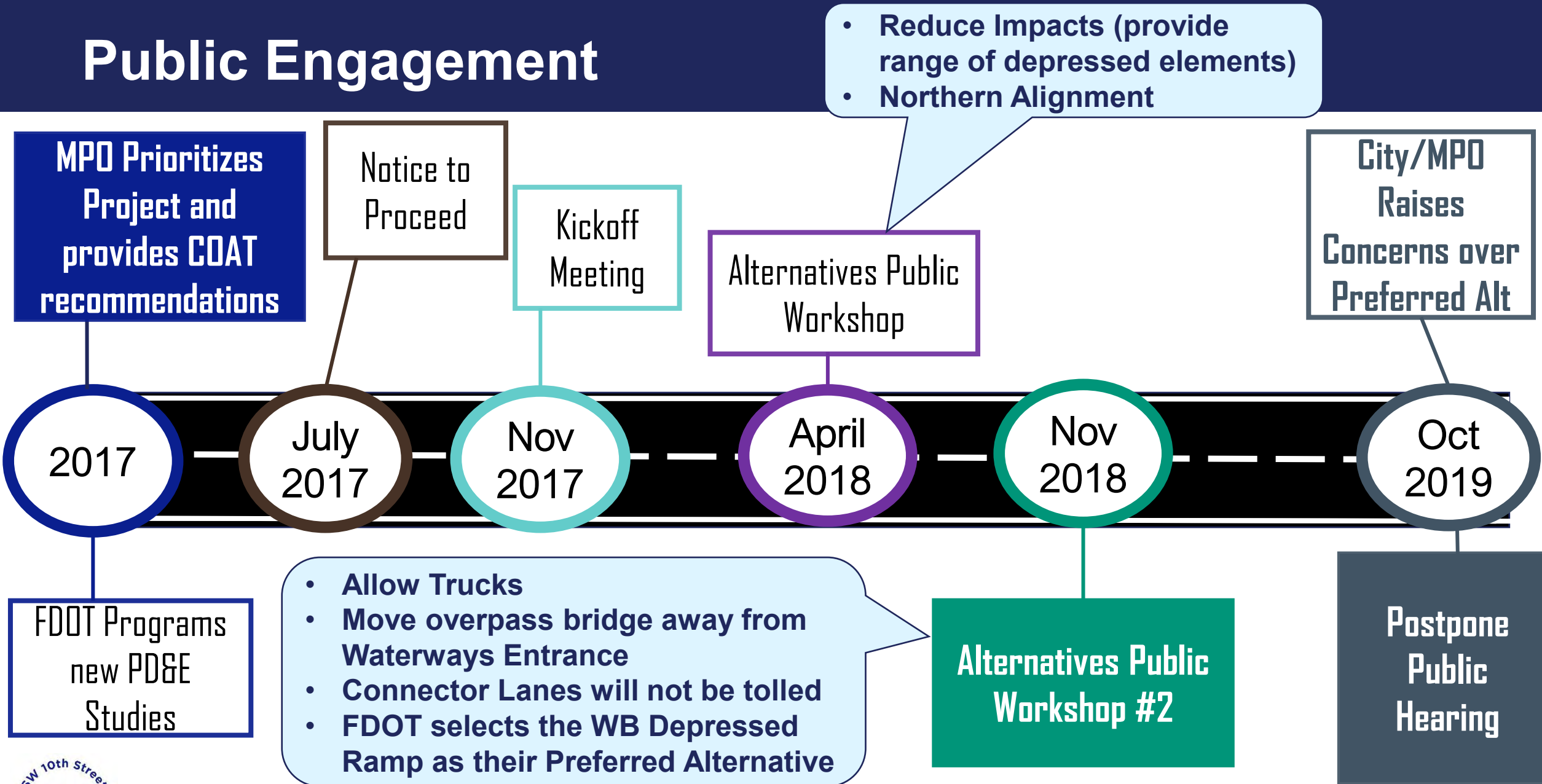
Depressed Westbound Exit Ramp



Depressed Section Challenges



Public Engagement



Addressing Concerns



1. 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.



2. 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.



3. 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.



4. Not enough green space

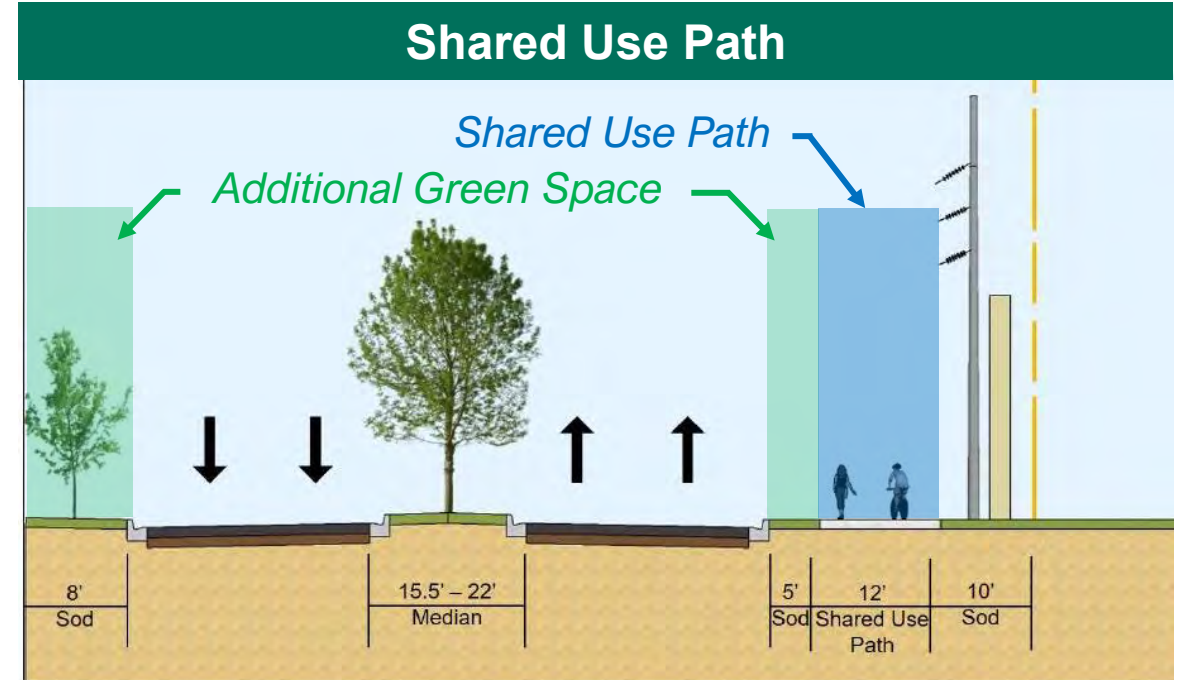
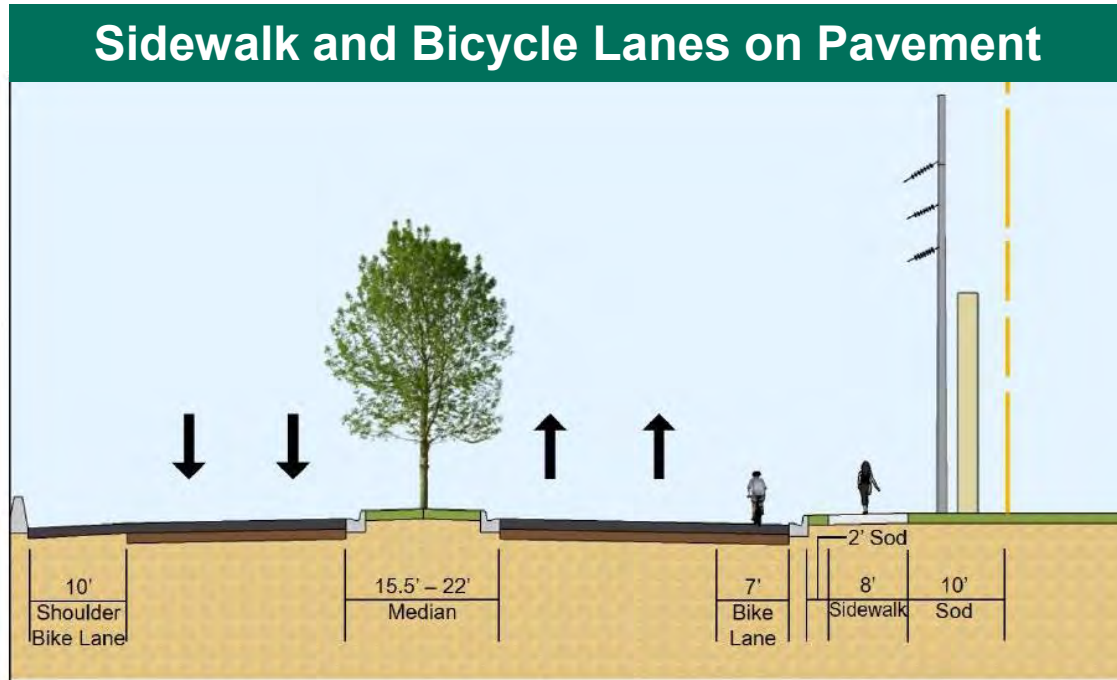
PROPOSED SOLUTION – Additional green space has been added to all build options. One option adds an additional 30 feet of green space in the middle of the corridor and moves the road approximately 50 feet further away from homes.



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

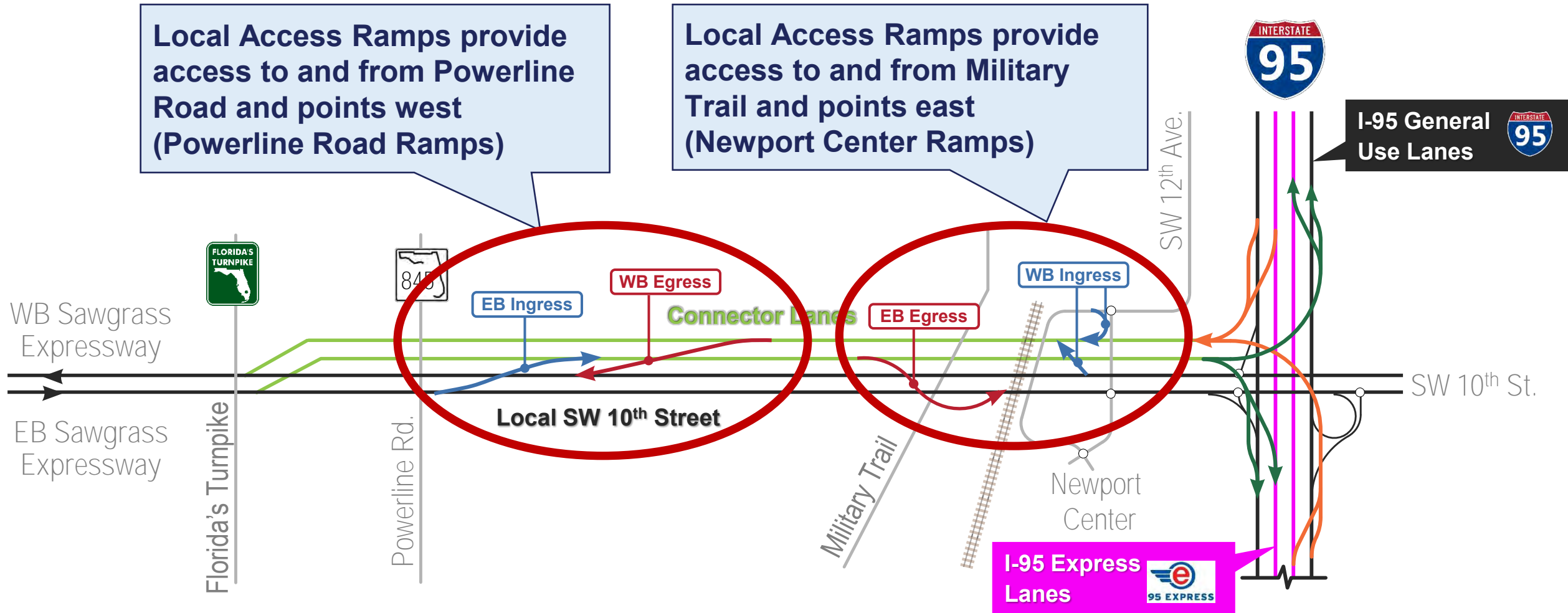
PROPOSED SOLUTION – FTE has dropped its express lane concept for Sawgrass Expressway and will make a general use lane connection to the connector lanes from the south.

Make Local 10th a Complete Street



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

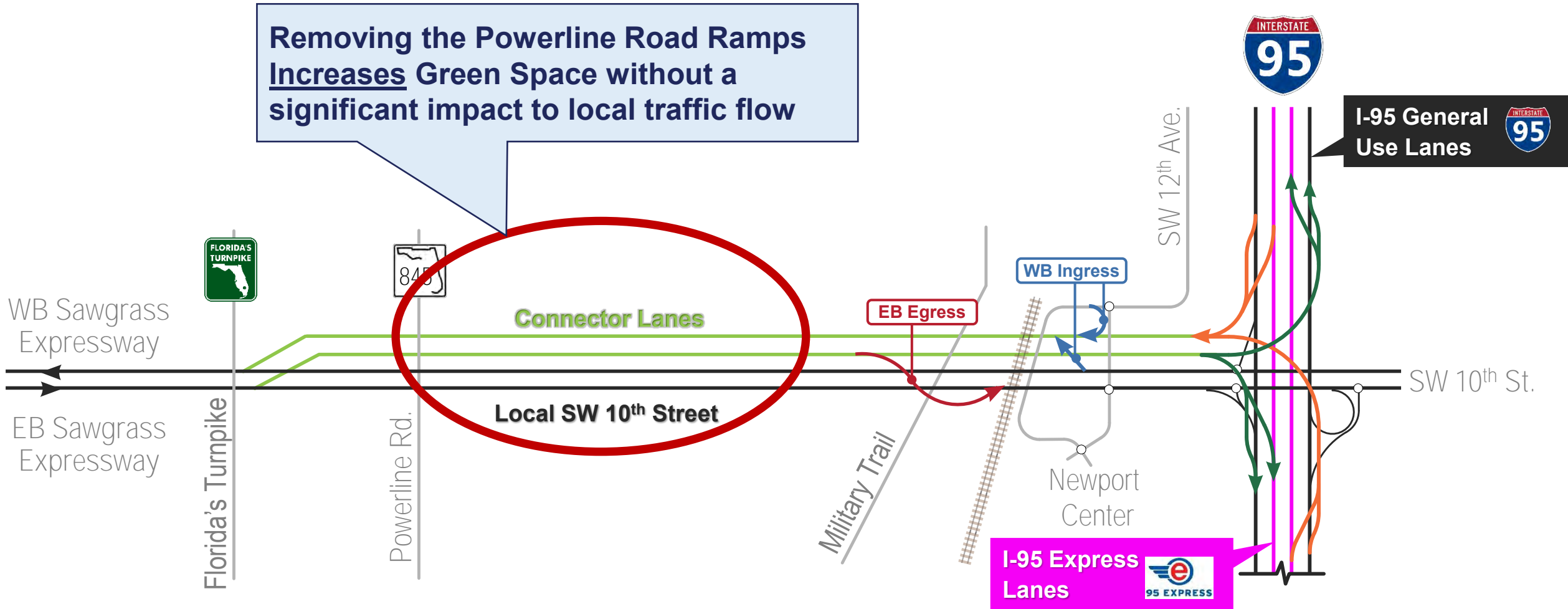
Eliminate Local Access Ramps (to Increase Green Space)



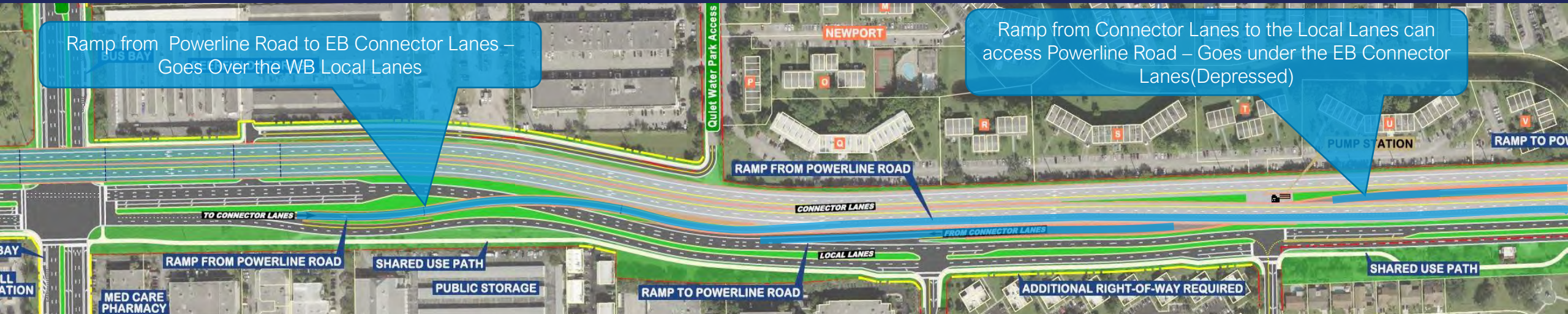
Eliminate Local Access Ramps (to Increase Green Space)

Without Powerline Road Ramps

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



Alternatives Comparison

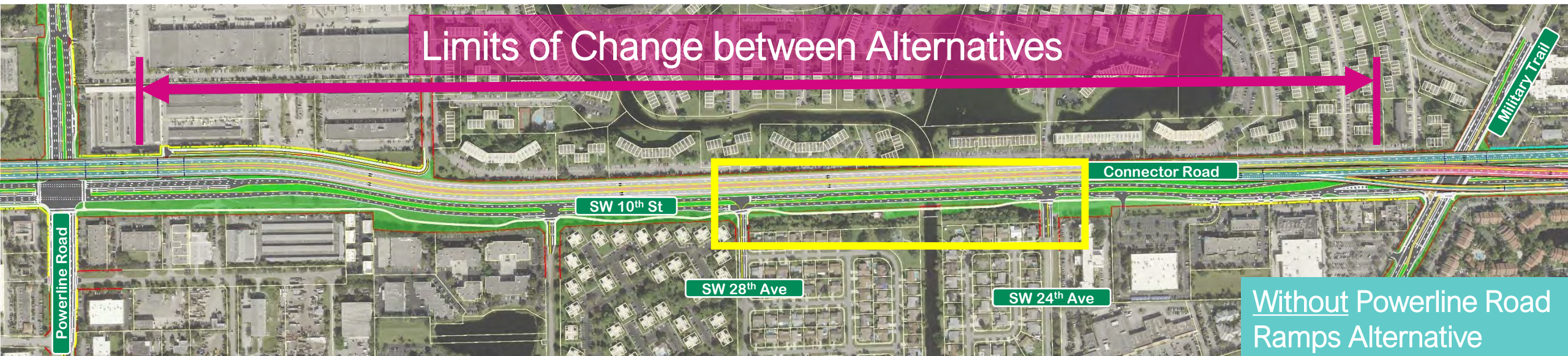
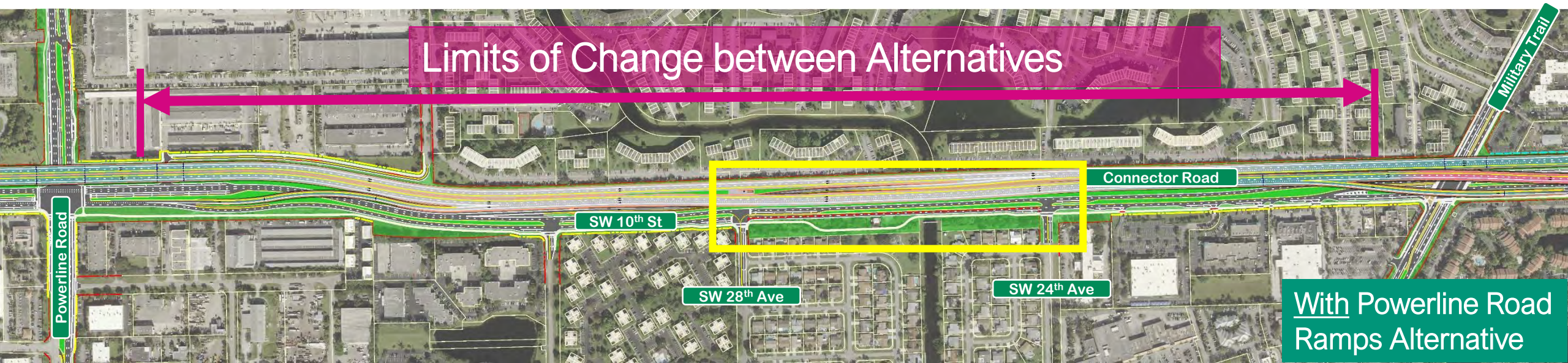


Alternative with the Local Access Ramps to and from Powerline Road



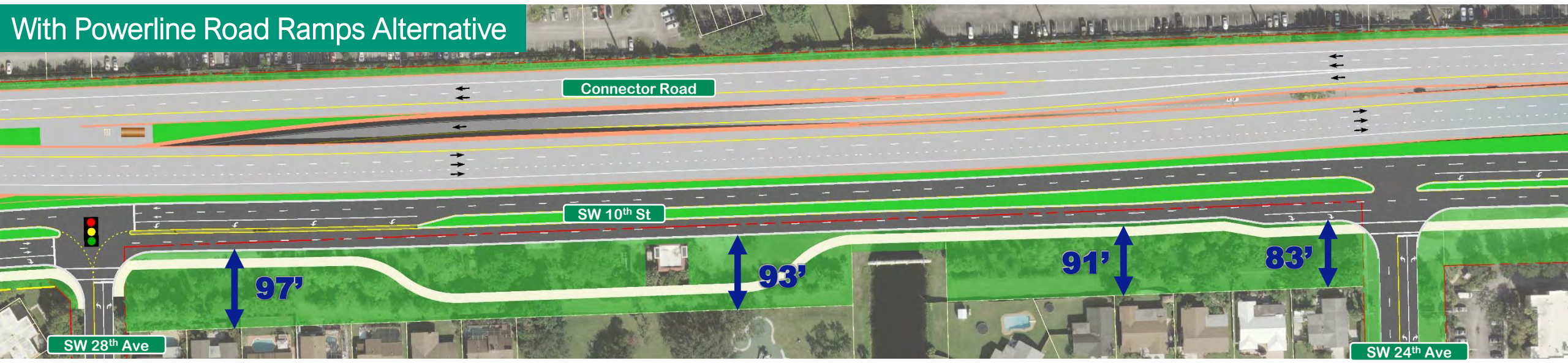
Alternative with No Local Access Ramps to and from Powerline Road

Alternatives Comparison

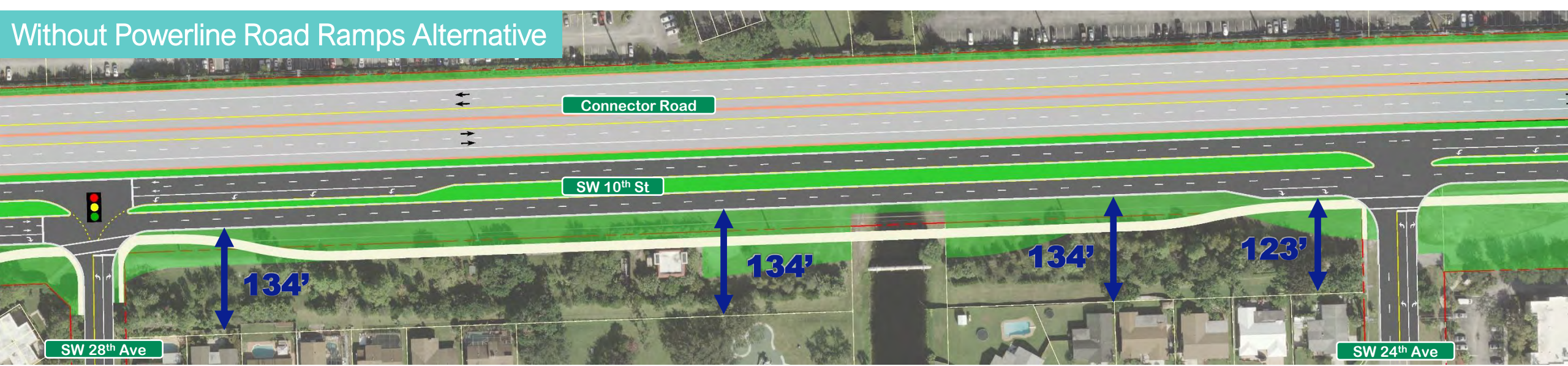


Alternatives Comparison – Offsets from Property Lines

With Powerline Road Ramps Alternative



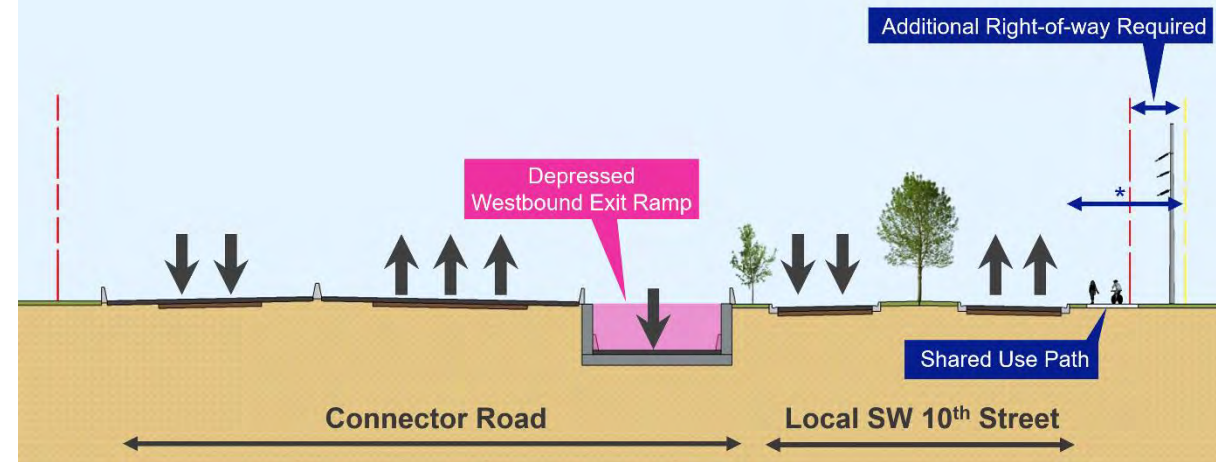
Without Powerline Road Ramps Alternative



Typical Section Comparison

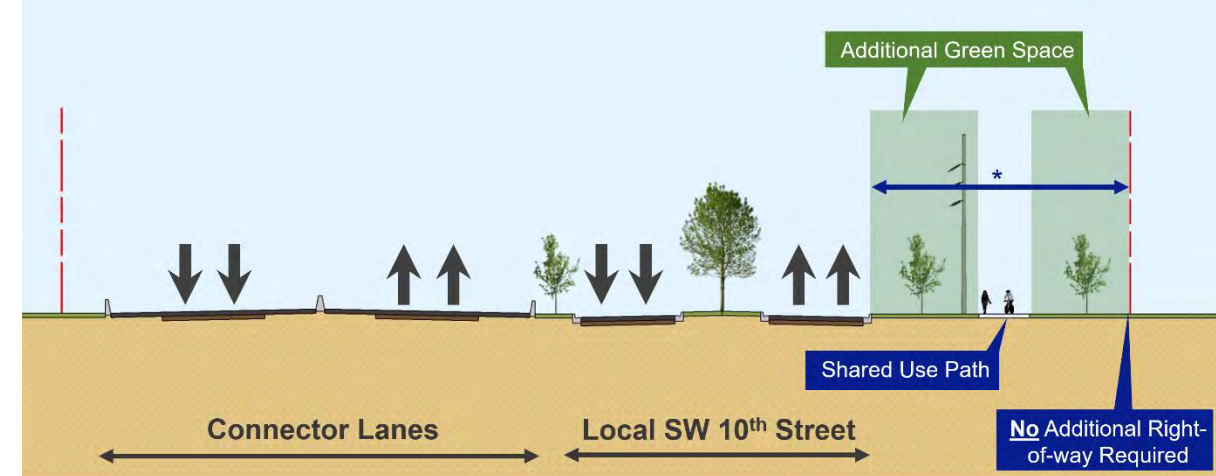
With Powerline Road Ramps (between SW 30th Avenue and SW 24th Avenue)

- 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*)

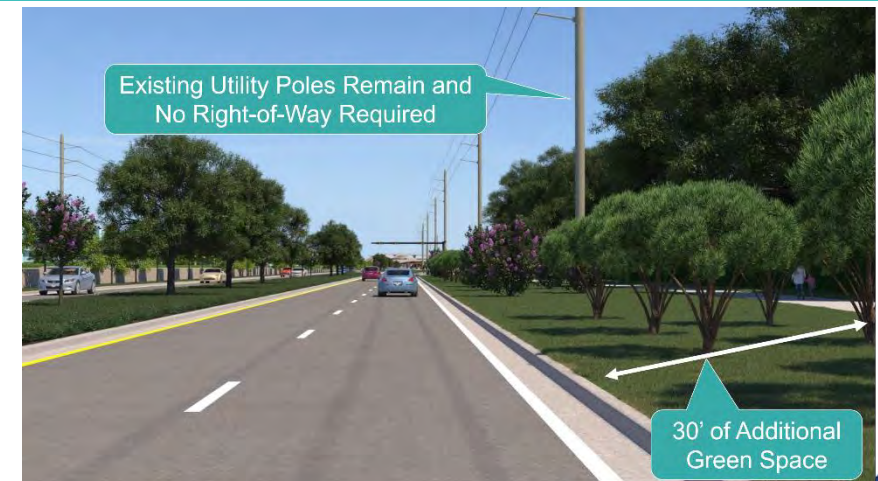
With Powerline Road Ramps

- Four feet between curb and shared use path
- Requires additional right-of-way
- Requires relocating transmission poles on the south side
- 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
- 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



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)

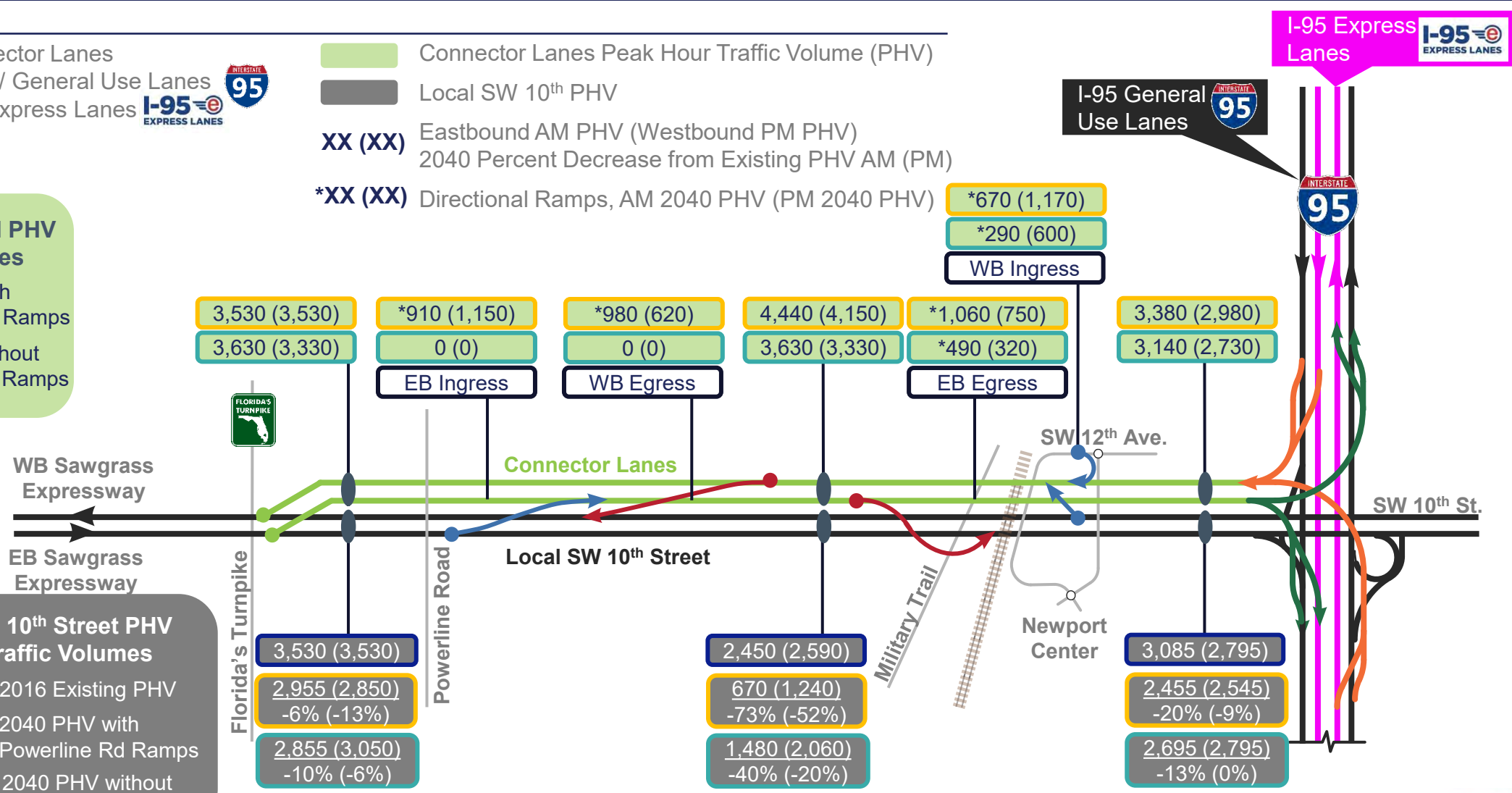
*XX (XX) Directional Ramps, AM 2040 PHV (PM 2040 PHV)

Connector Road PHV Traffic Volumes

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

SW 10th Street PHV Traffic Volumes

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



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

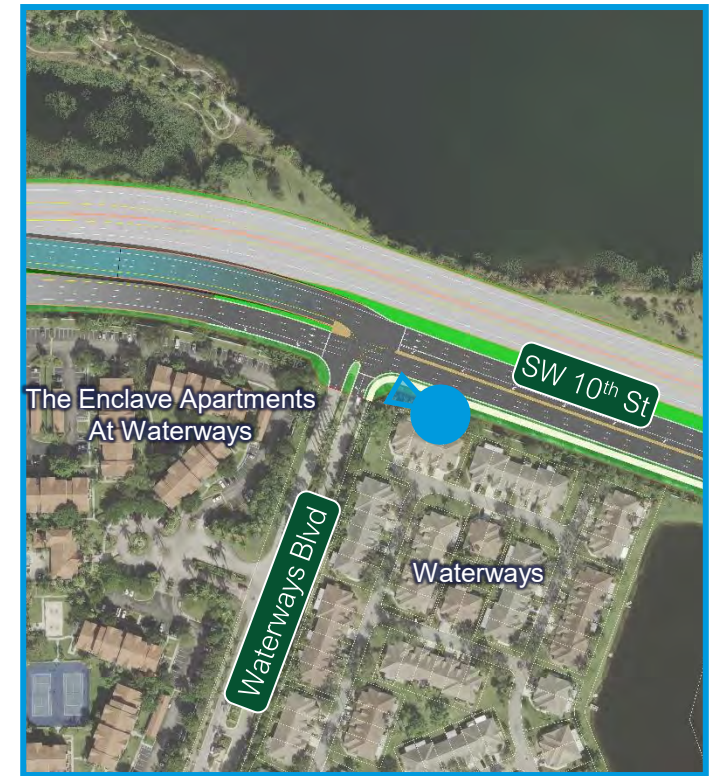


DRAFT - Preliminary Evaluation Matrix

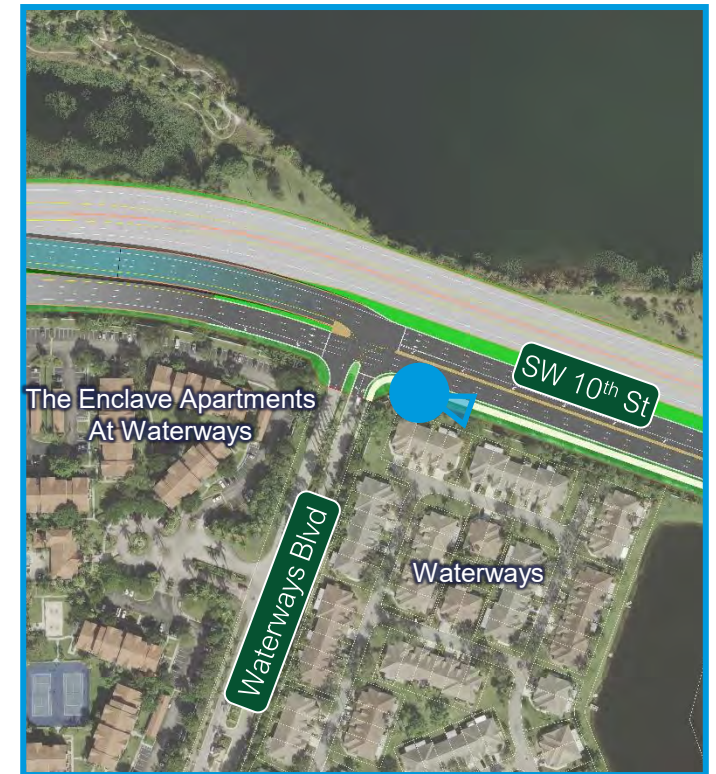


Evaluation Category		COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
COAT Recommendation Categories					
	Safety	1, 2	● (orange)	● (dark green)	● (dark green)
	Aesthetics	4, 5, 11	● (dark green)	● (yellow)	● (teal)
	Improve Traffic Flow	1, 3, 16	● (orange)	● (dark green)	● (dark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

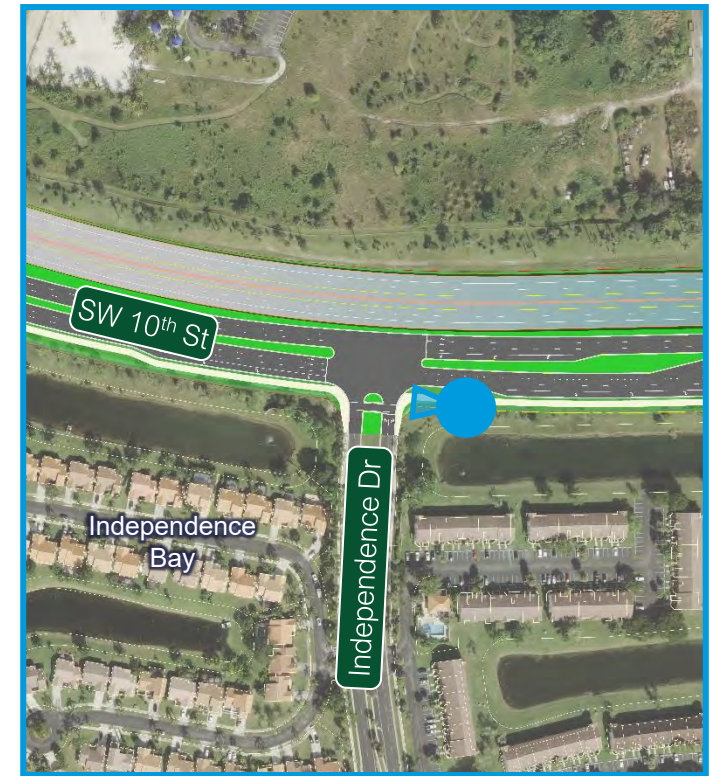
Renderings – At Waterways – Looking West



Renderings – At Waterways – Looking East



Renderings – Independence Bay – Looking West



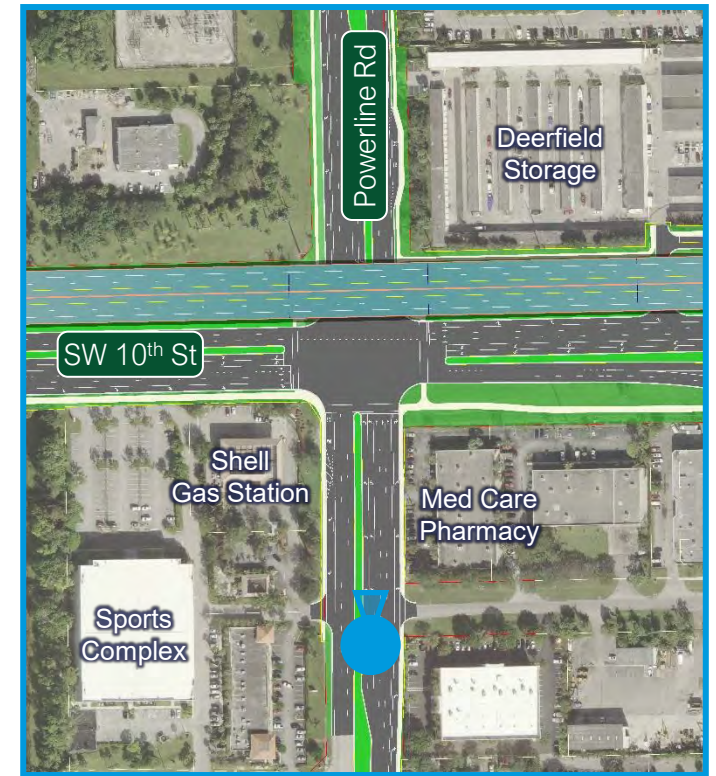
Renderings – Independence Bay – Looking East With Ramps to Powerline Rd



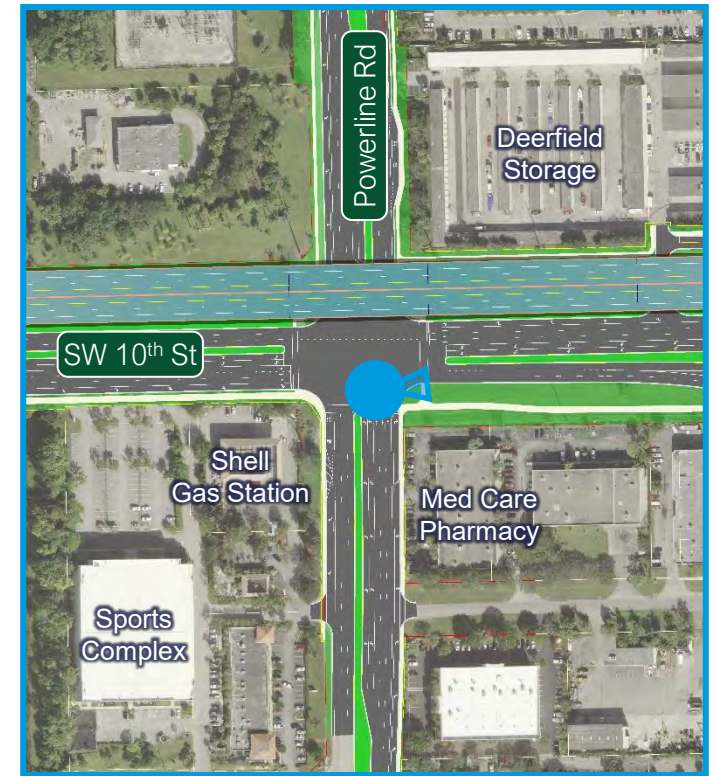
Renderings – Independence Bay – Looking East *Without Ramps to Powerline Rd*



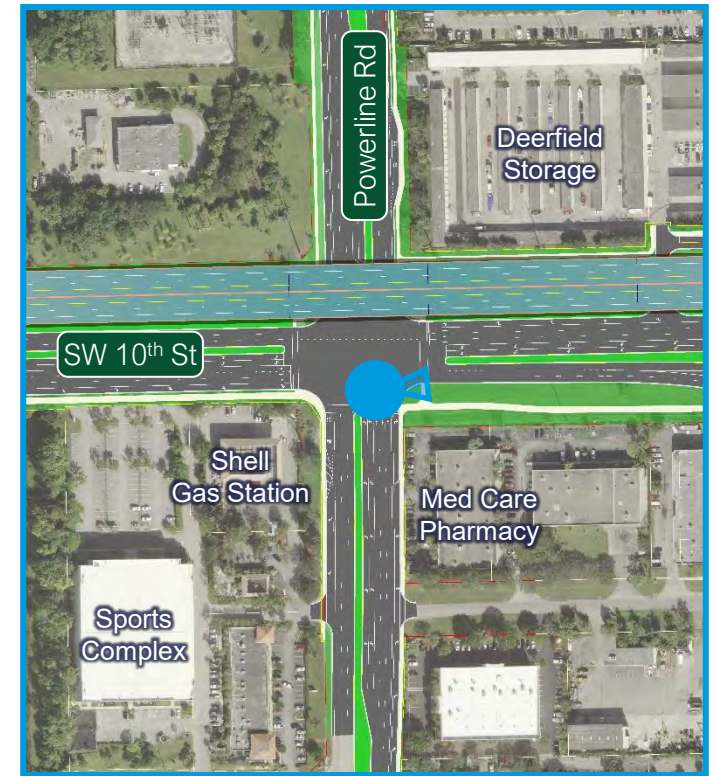
Renderings – At Powerline Road – Looking North



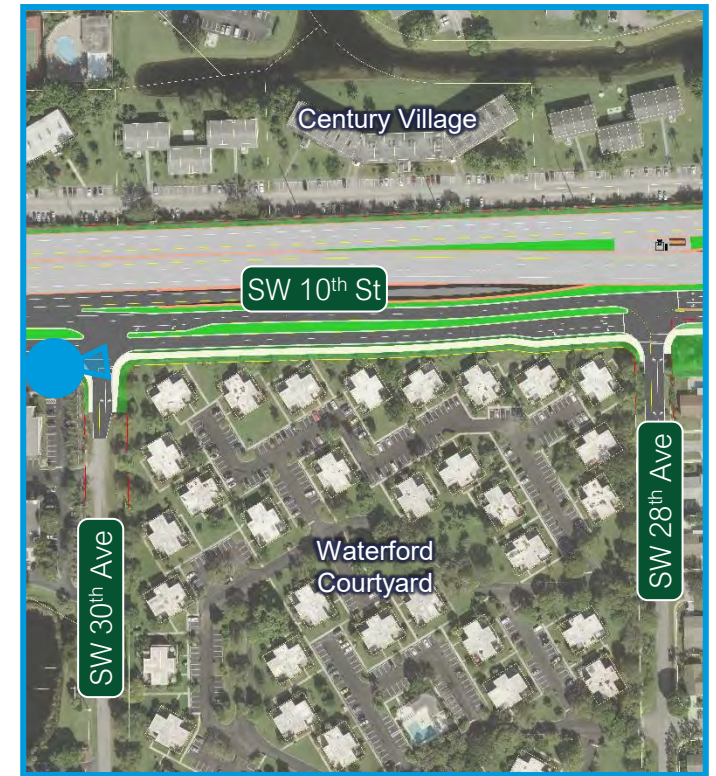
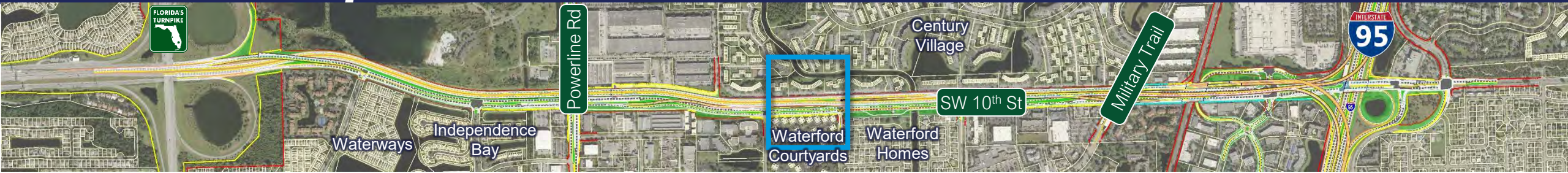
Renderings – At Powerline Road – Looking East With Ramps to Powerline Road



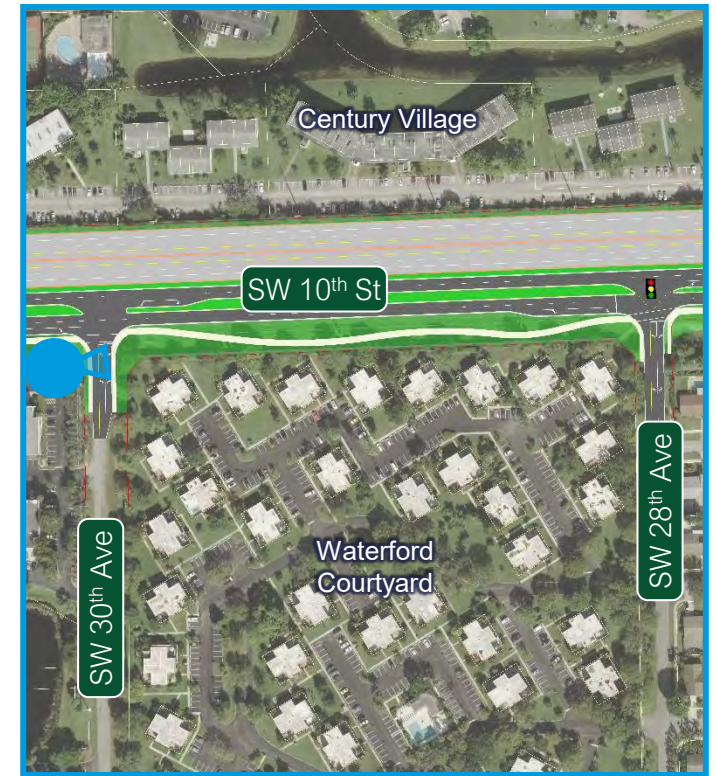
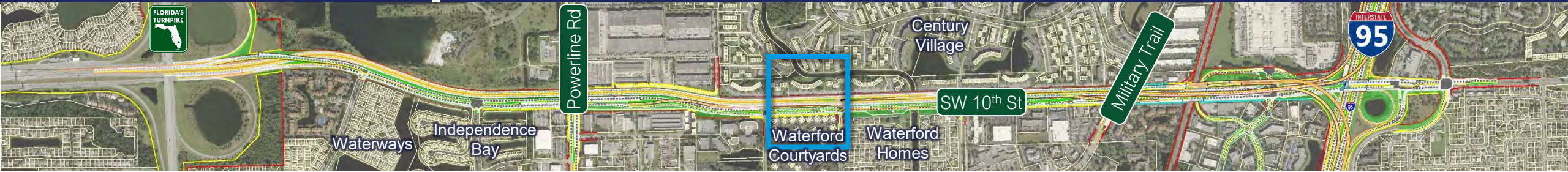
Renderings – At Powerline Road – Looking East *Without Ramps to Powerline Road*



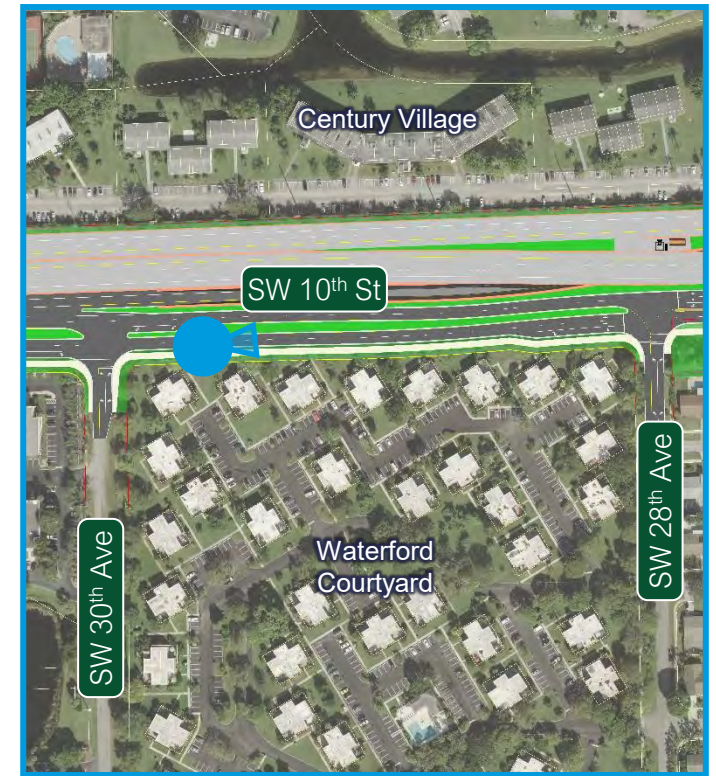
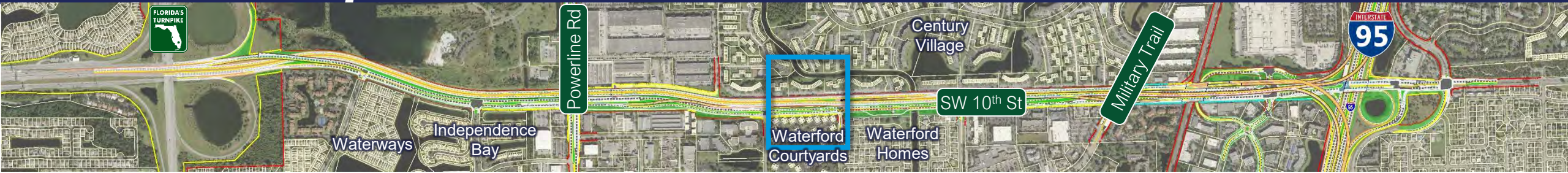
Renderings – At SW 30th Ave – Looking East With Ramps to Powerline Road



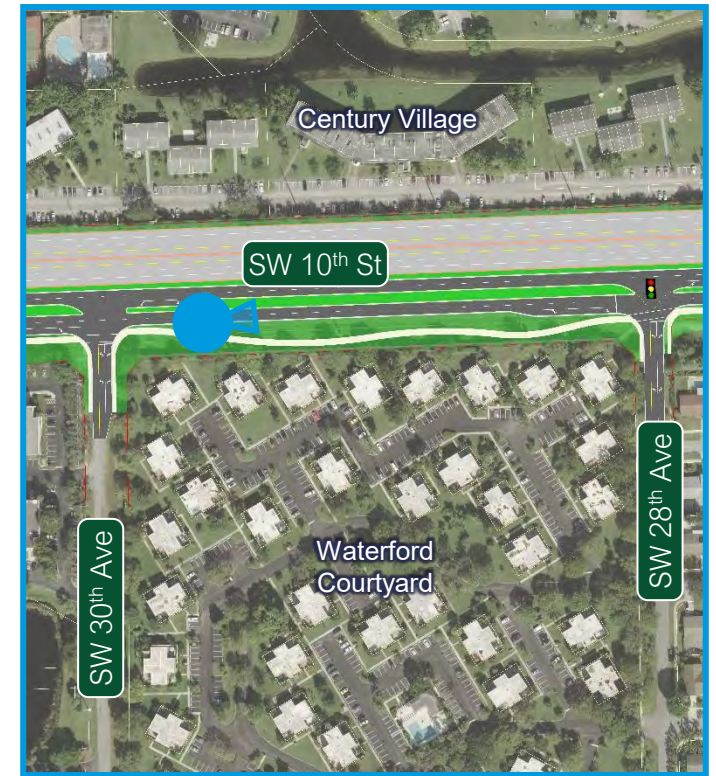
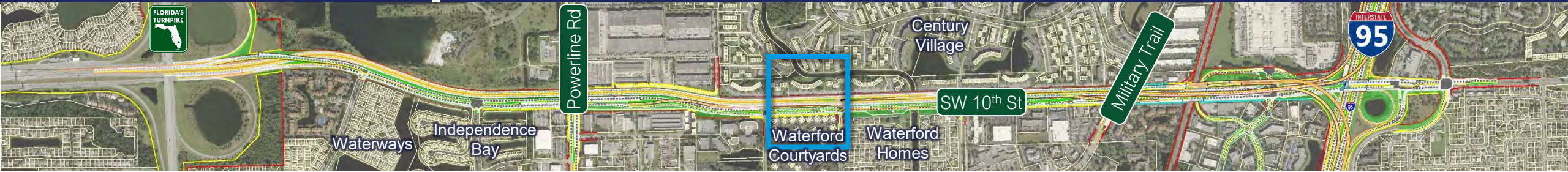
Renderings – At SW 30th Ave – Looking East *Without Ramps to Powerline Road*



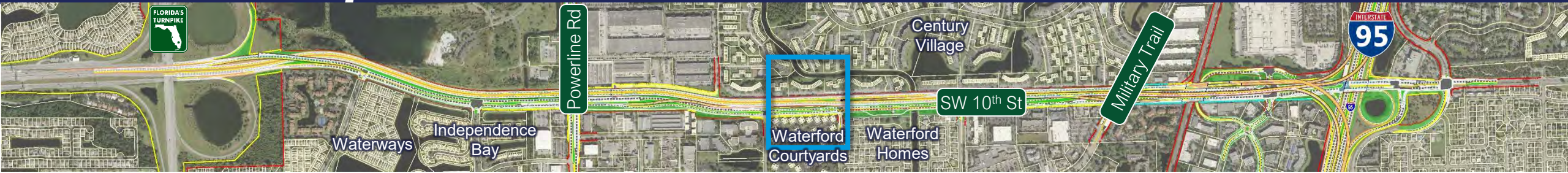
Renderings – East of SW 30th Ave – Looking East With Ramps to Powerline Road



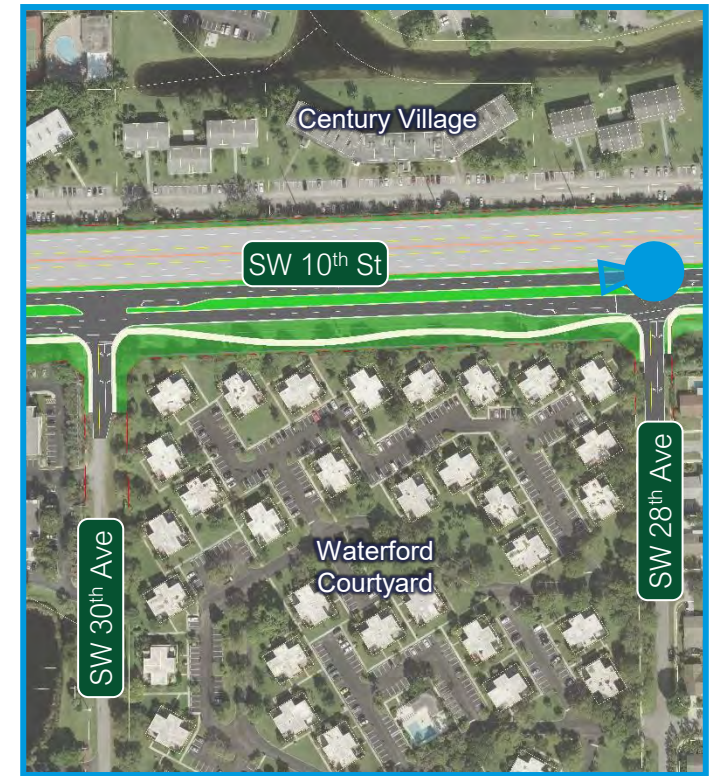
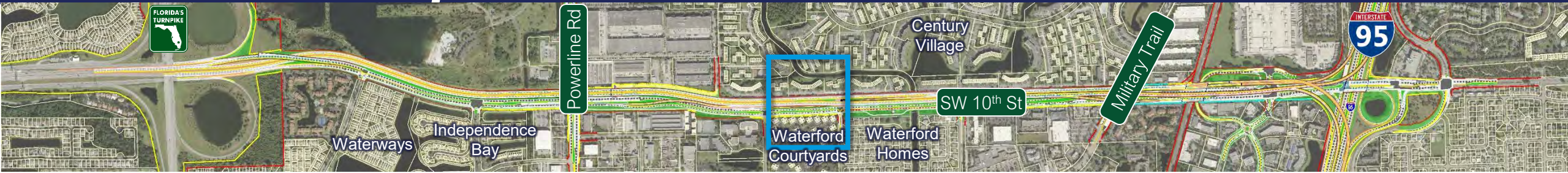
Renderings – East of SW 30th Ave – Looking East *Without Ramps to Powerline Road*



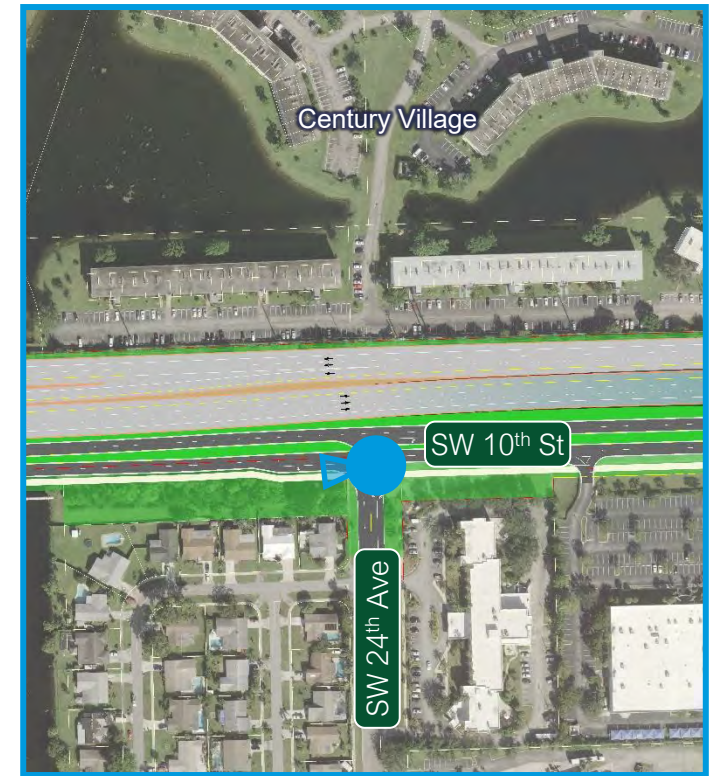
Renderings – Waterford Courtyard – Looking West With Ramps to Powerline Road



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



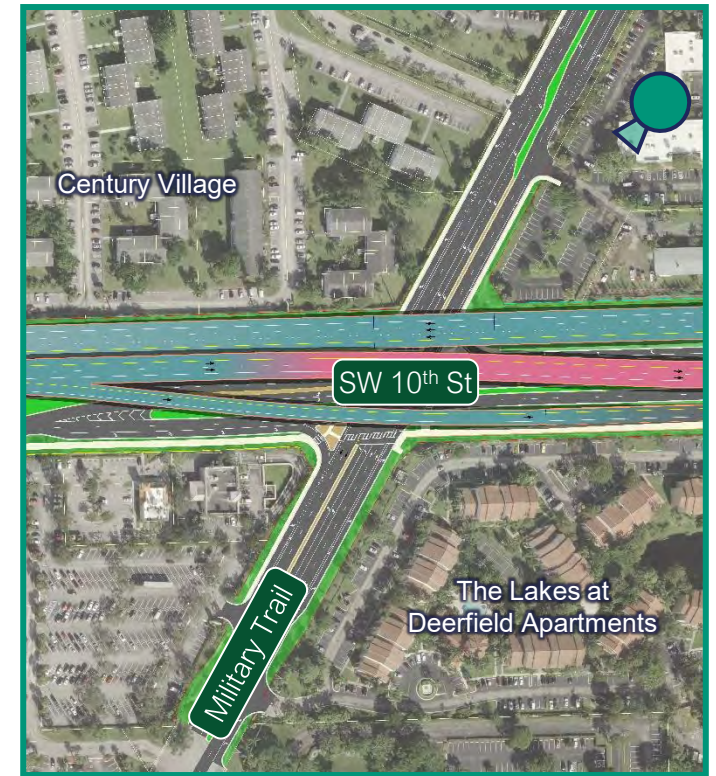
Renderings – 24th Ave – Looking West With Powerline Road Ramps



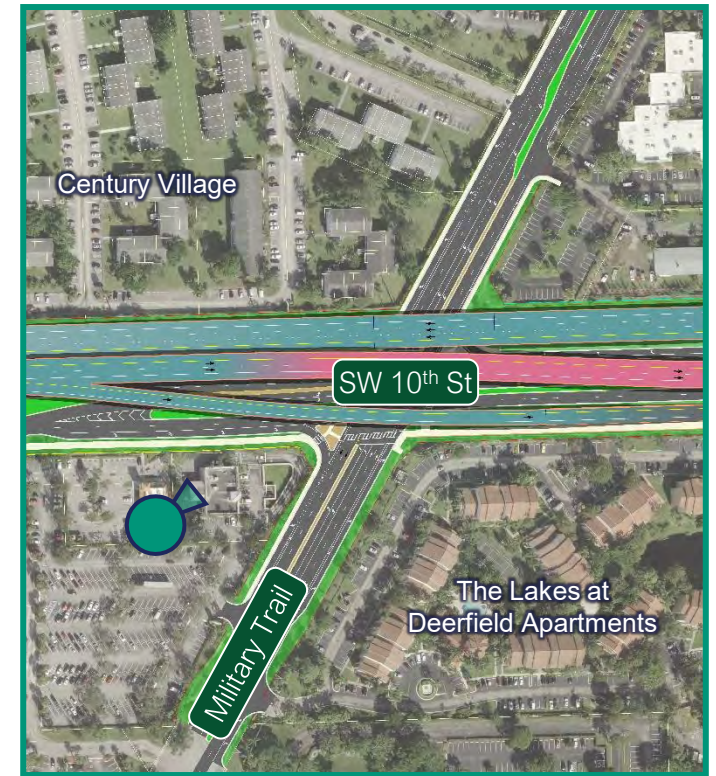
Renderings – 24th Ave – Looking West *Without Powerline Road Ramps*



Renderings – Military Trail – Looking South



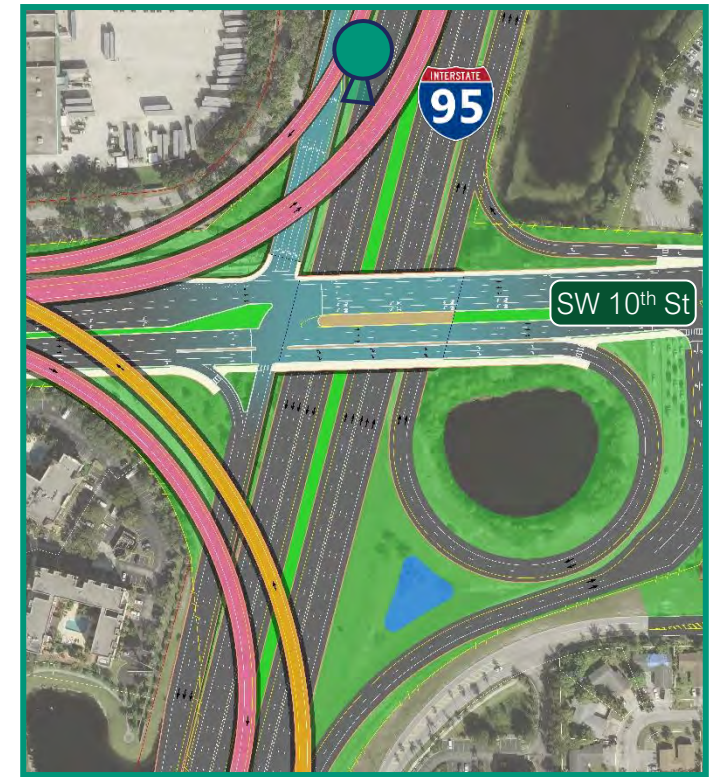
Renderings – Military Trail – Looking North



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

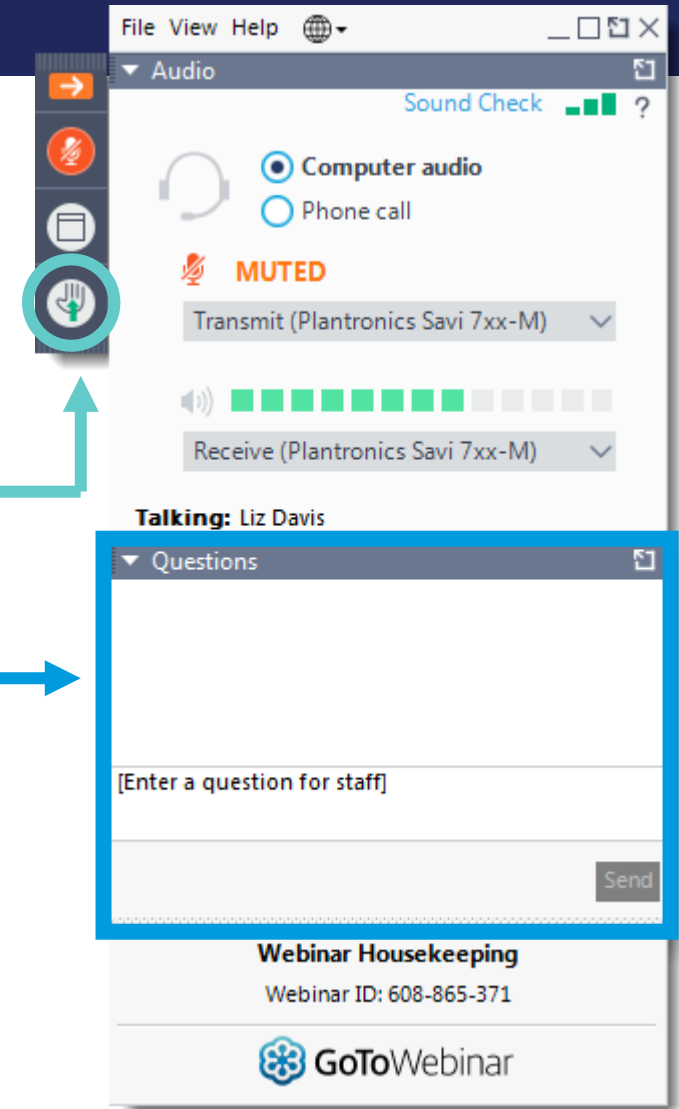


Waterford Homes Related Questions

- Questions will be discussed by categories
 - Noise
 - Community
 - Traffic/Access
 - 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



Waterford Homes Q&A Categories



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

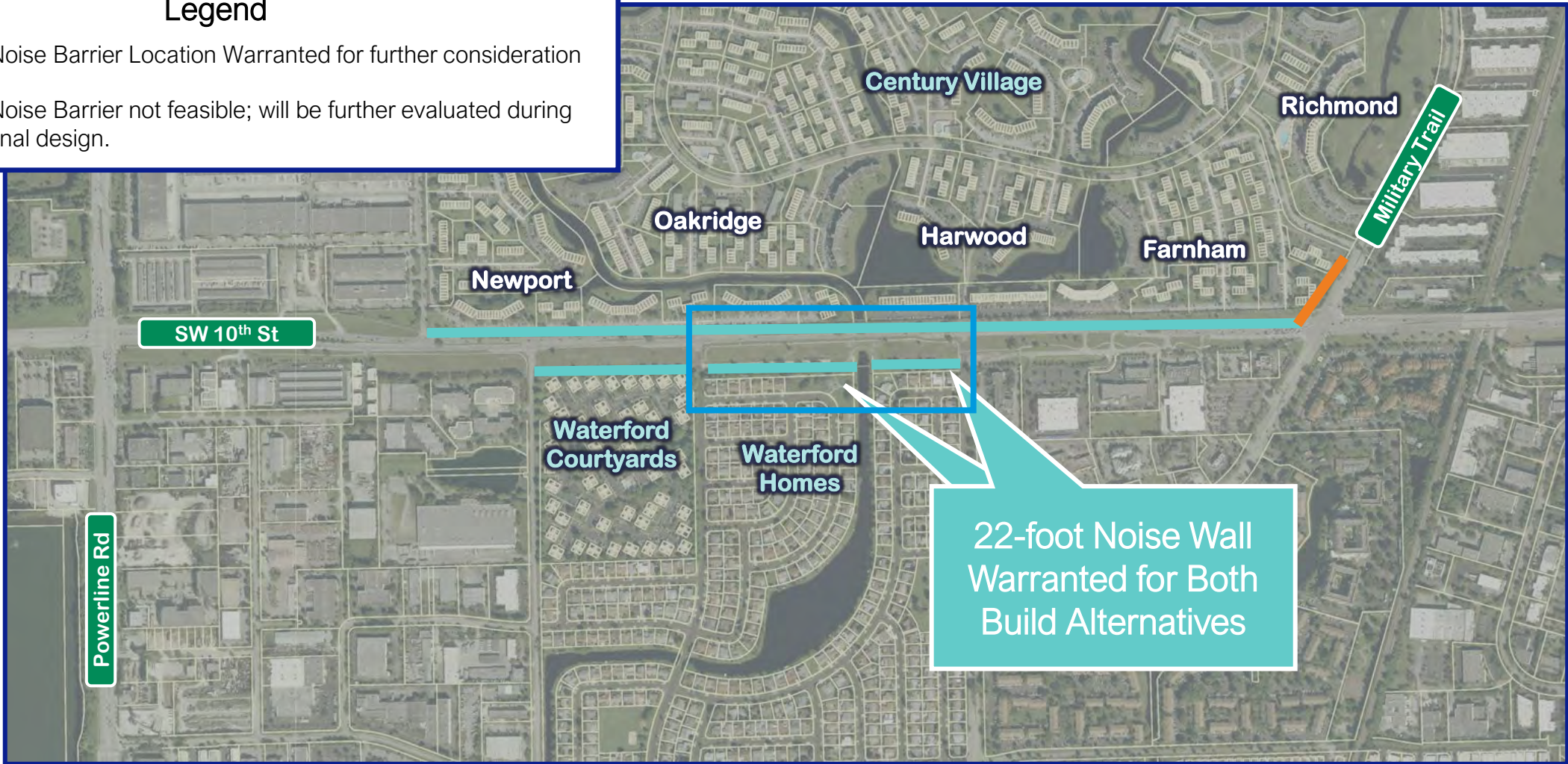
Noise

- How will our neighborhood be impacted by sound by the project?
- What is the proposed height of the noise walls?
- Would the noise walls be placed on the north or south side of the powerlines?
- How many feet from the property line (west side of Waterford Homes) are the proposed noise walls?
- Who will be voting for the implementation of the noise wall (geographically)?
- Would noise walls be constructed prior to construction?

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

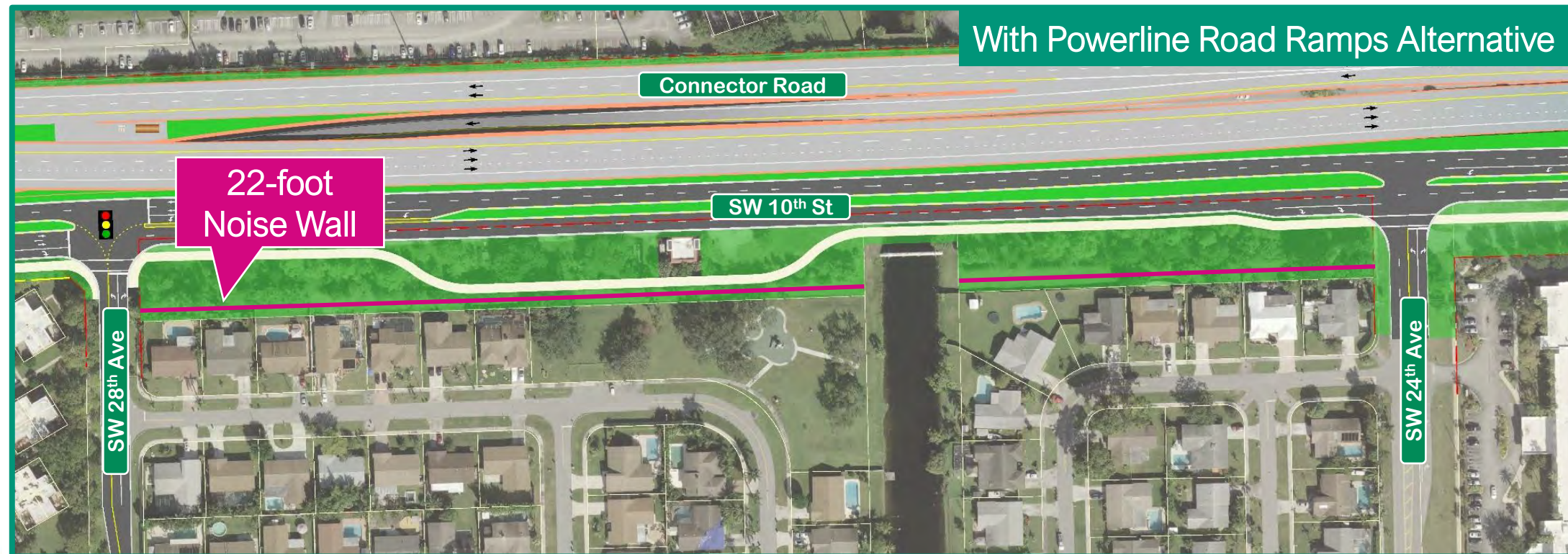
Traffic

Construction



Noise Barrier Info

- Noise walls are typically constructed approximately four feet from property line
- Ground Mounted Noise Walls can range in height from 14' to 22', it is anticipated that the noise walls will be 22' tall in front of Waterford Homes
- We anticipate the FP&L poles to be on the roadside (north of the anticipated wall)



Noise

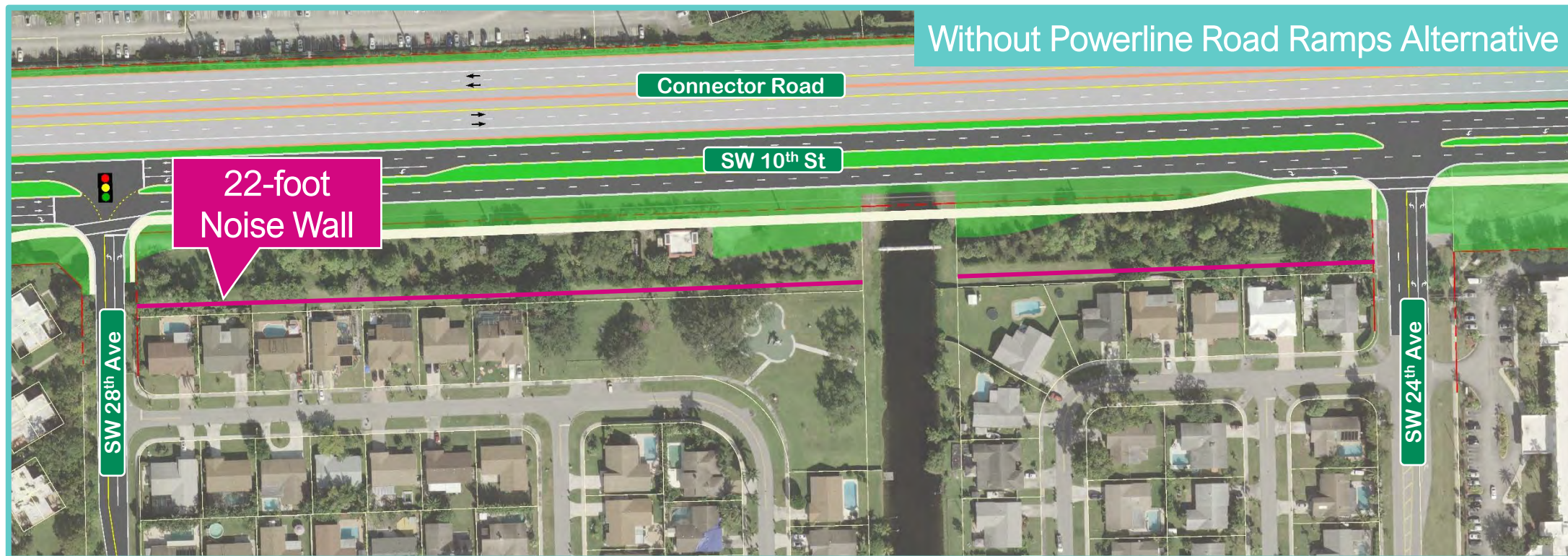
Community

Traffic

Construction

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Noise

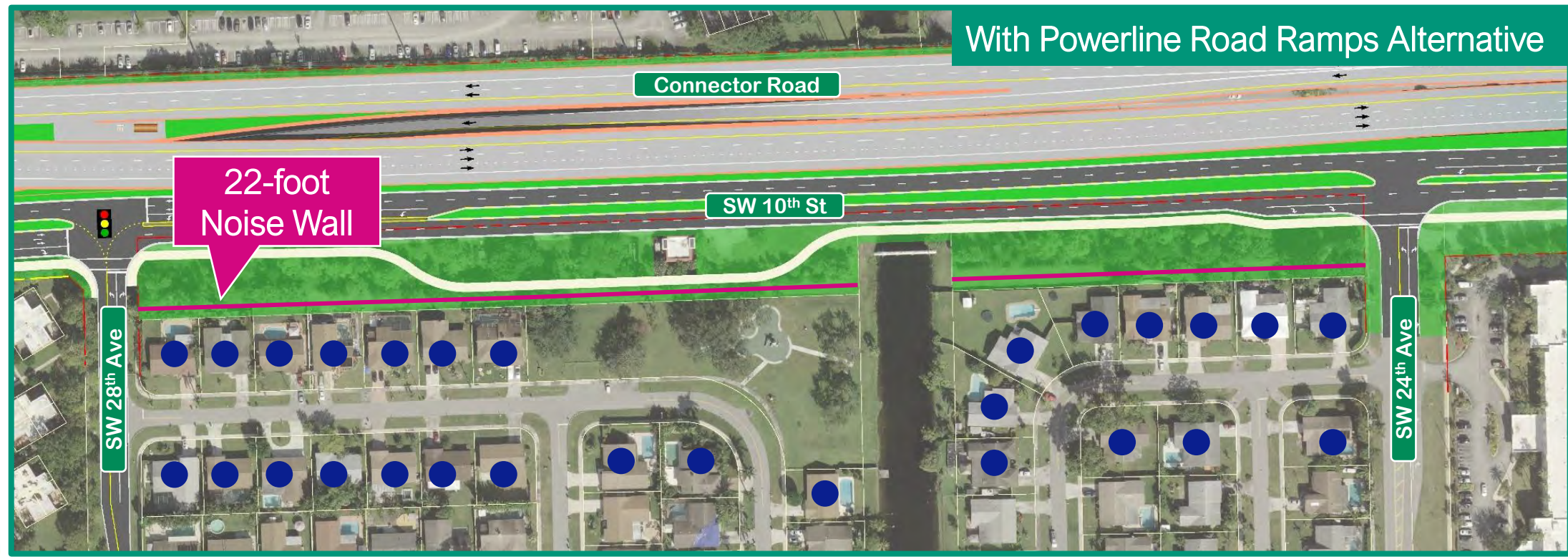
Community

Traffic

Construction

Noise Barrier Info

- Difference in noise levels at the residences are negligible between alternatives with noise walls
- If noise walls are not constructed, the noise levels will be approximately 1 decibel higher in the With Ramp Alternative (Both Build Alternatives would be 5 to 7 decibels higher than existing conditions)
- Typically those in the 1st or 2nd row of homes would be eligible to vote for the noise wall (28 homes)



Noise

Community

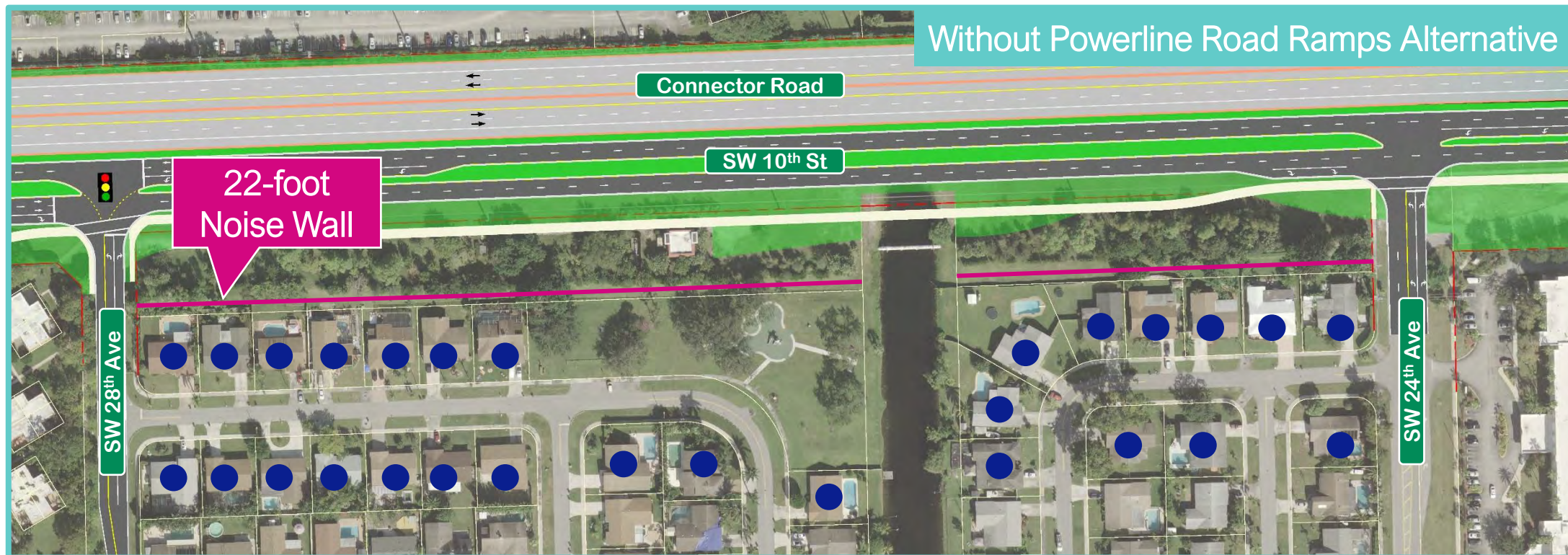
Traffic

Construction



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Noise

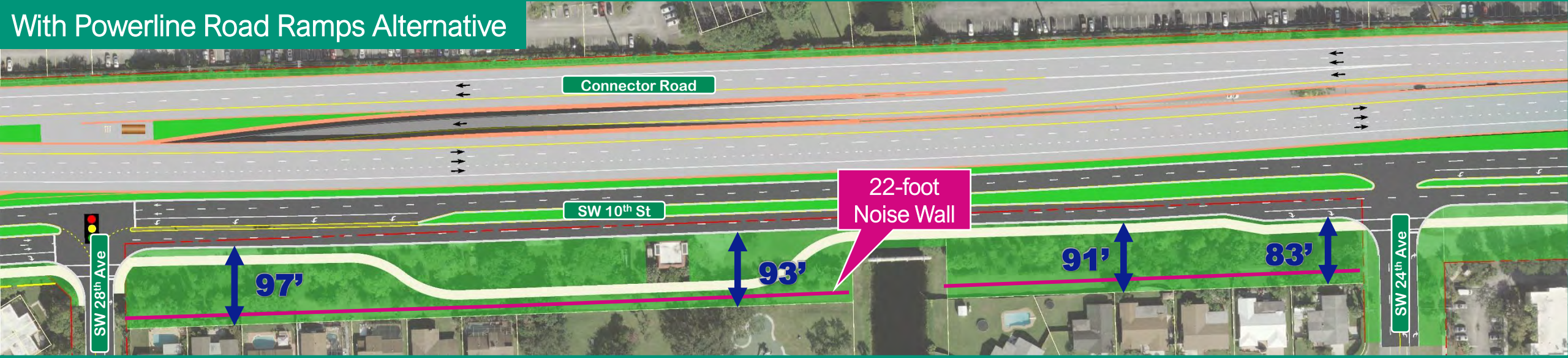
Community

Traffic

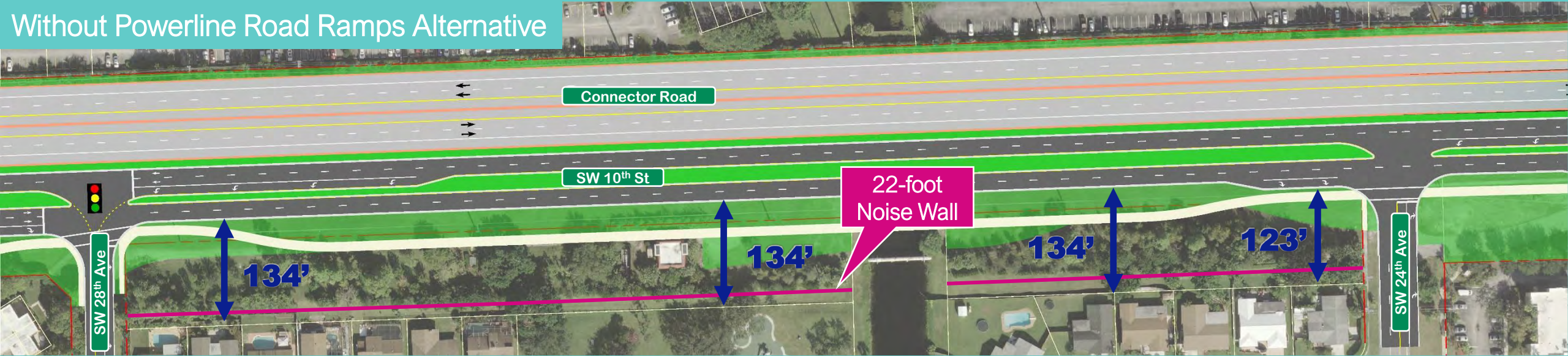
Construction

Alternatives Comparison – Offsets from Property Lines

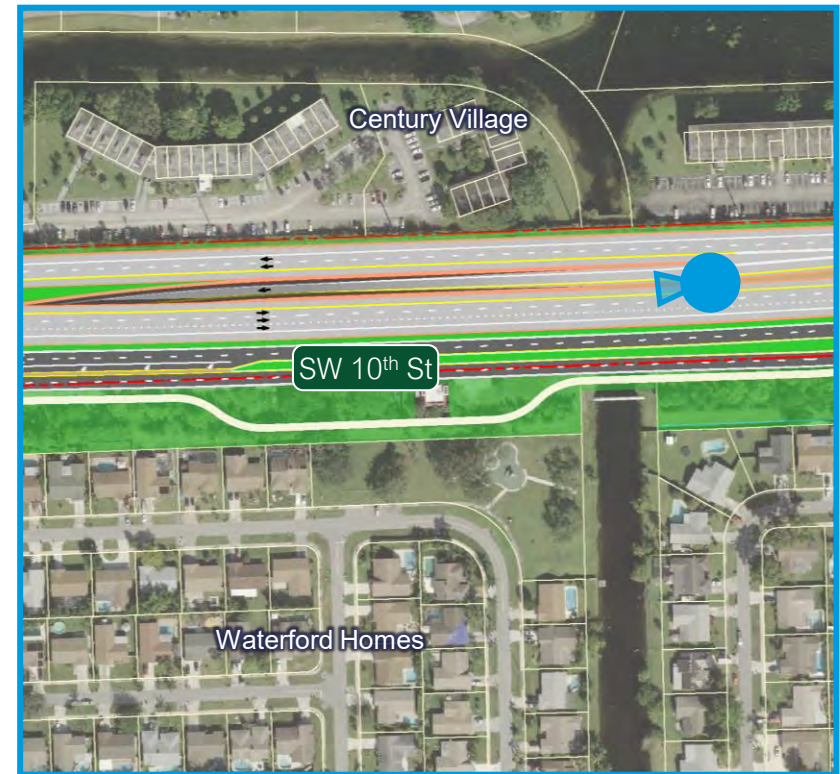
With Powerline Road Ramps Alternative



Without Powerline Road Ramps Alternative



Renderings – Looking West With Powerline Road Ramps



Noise

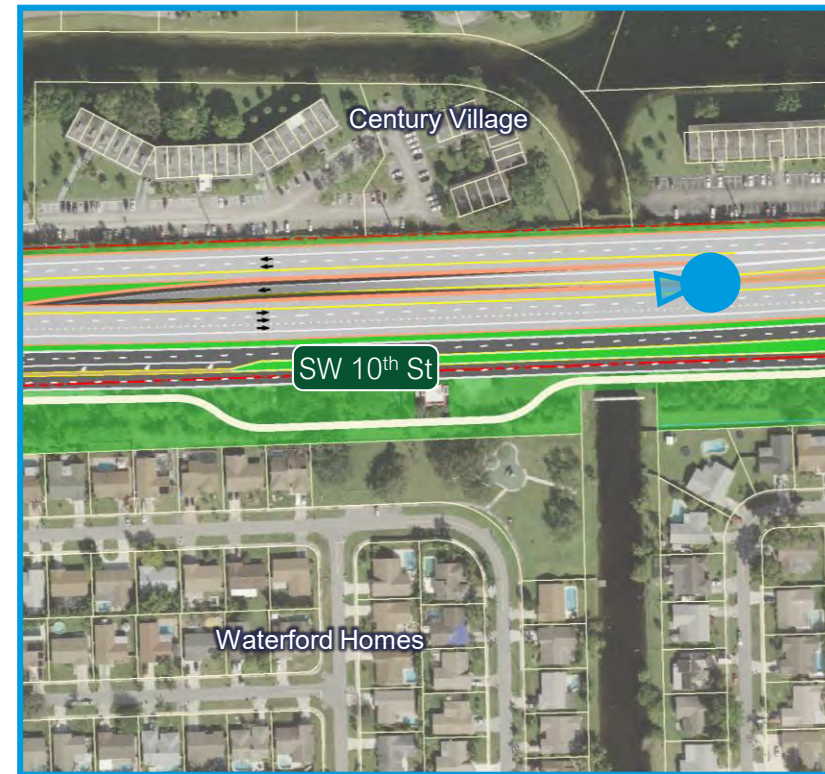
Community

Traffic

Construction



Renderings – Looking West Without Powerline Road Ramps



Noise

Community

Traffic

Construction



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

- Green space should be mandatory. Would like to see a more “Complete Street” that is pedestrian and bicycle friendly.
- How will this impact pedestrian access and safety?
- Will there be a safe walking area and bicycle path?
- Do the powerlines on the south side of SW 10th Street between Powerline Road and Military Trail need to be moved?
- At what point do the alternatives become the same as you go east?



Noise

Community

Traffic

Construction



One Corridor, Dual Facilities

1

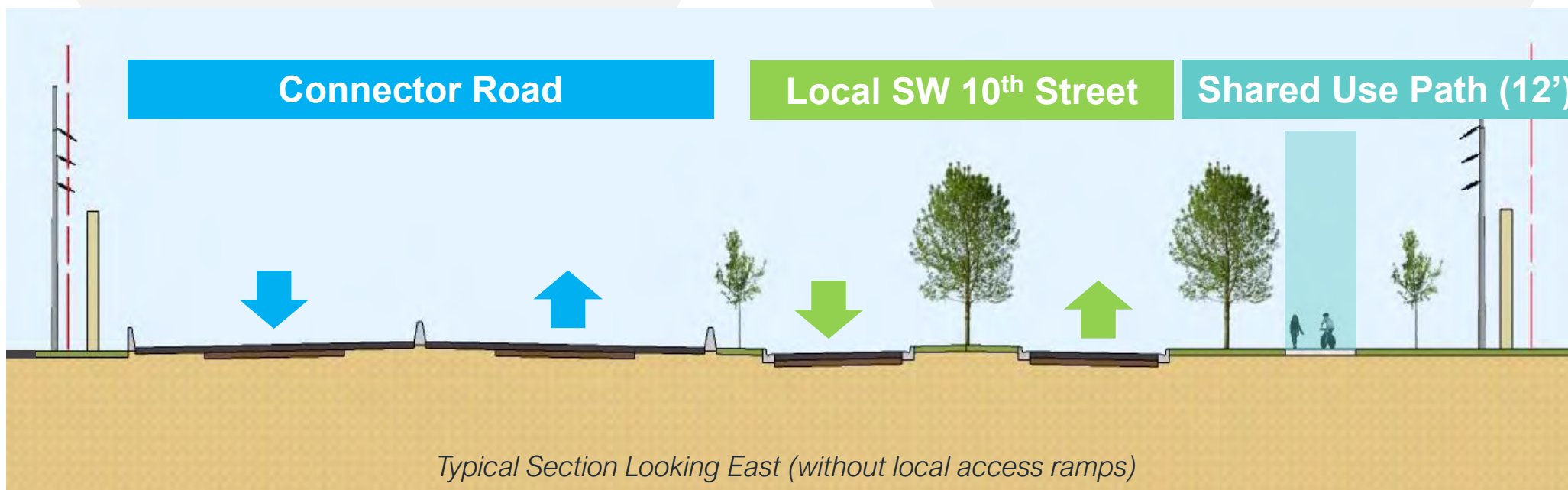
Connector Road

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

2

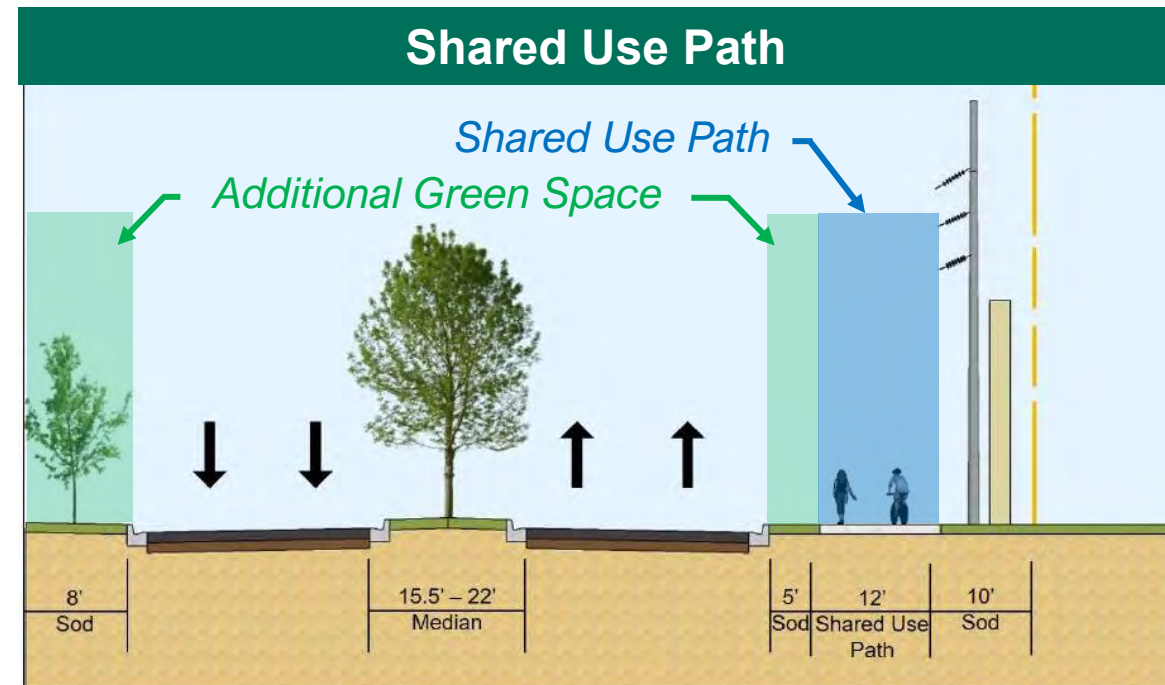
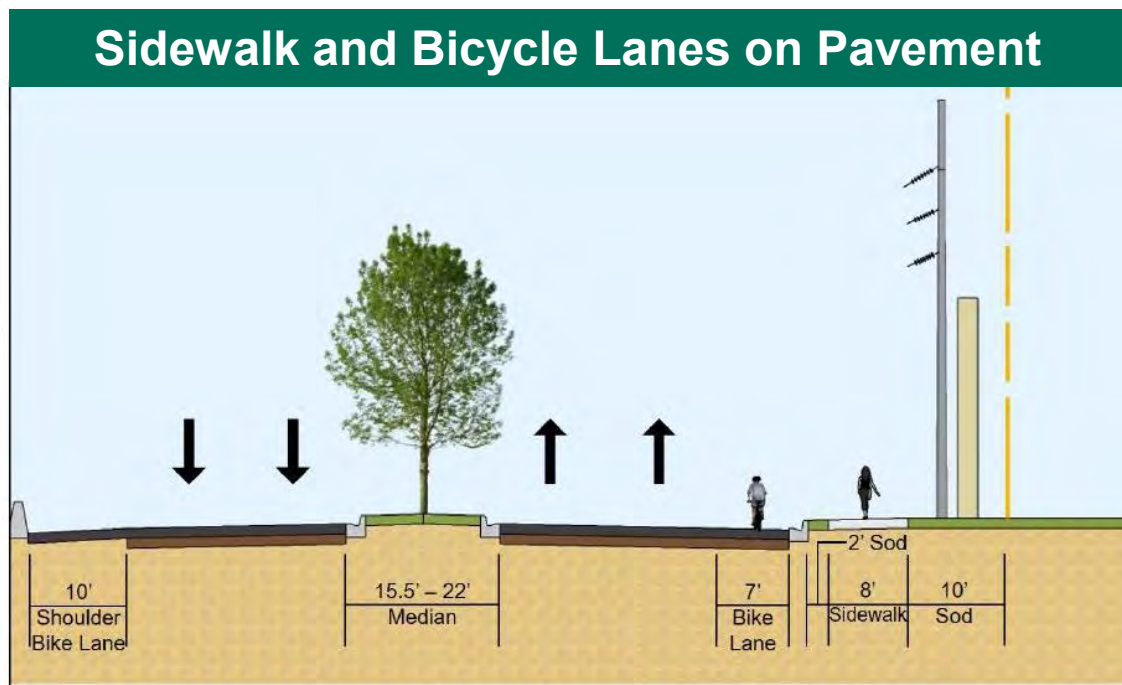
Local Roadway

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

**Connector Road****Local SW 10th Street****Shared Use Path (12')**

Typical Section Looking East (without local access ramps)

Make Local 10th a Complete Street



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



Noise

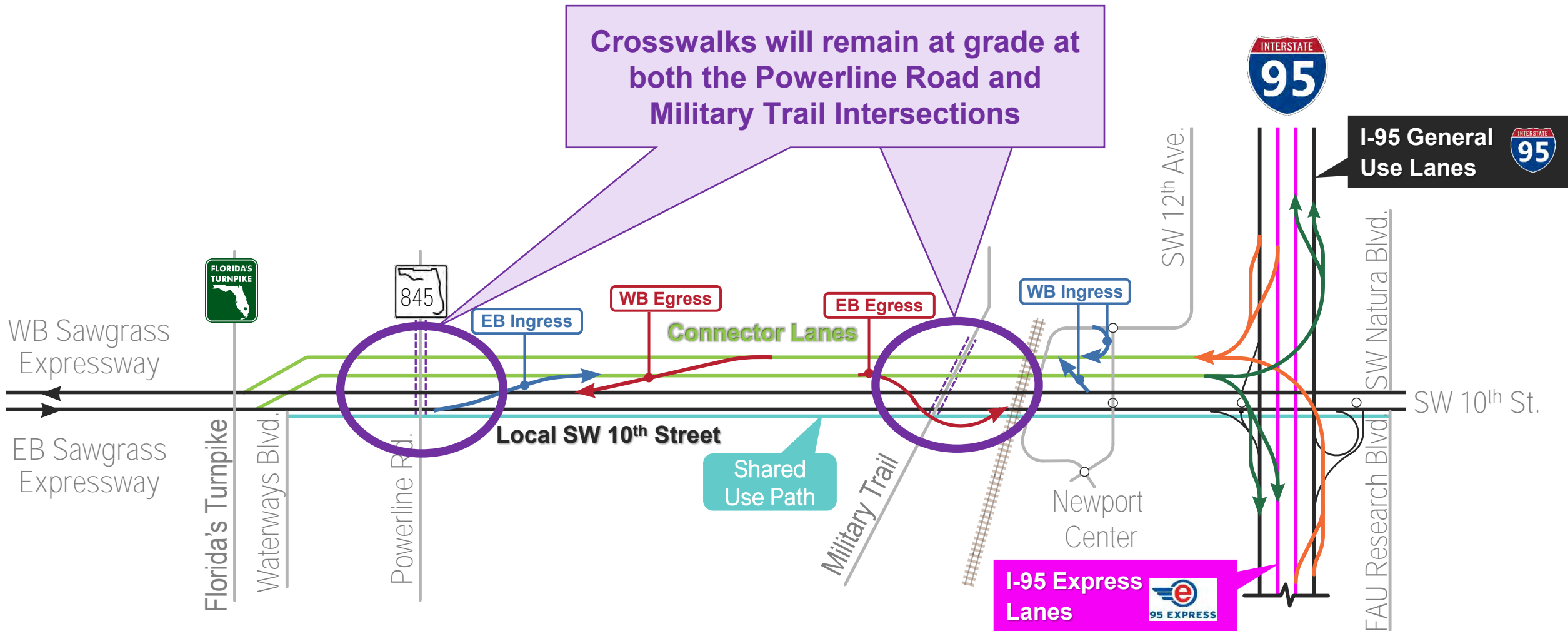
Community

Traffic

Construction



Bicycle and Pedestrian Connections



Noise

Community

Traffic

Construction

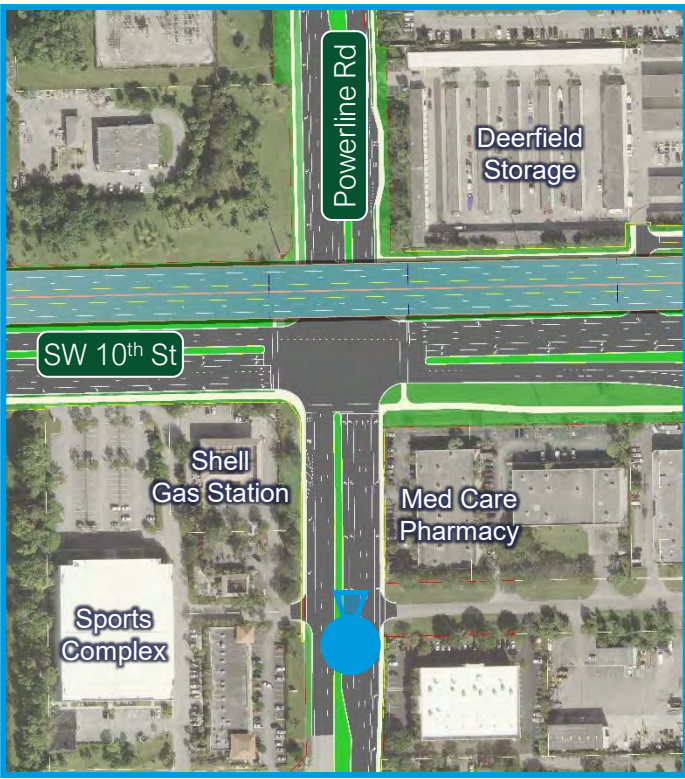


Renderings – At Powerline Road – Looking North



Pedestrian access under bridge

Pedestrian access under bridge



Noise

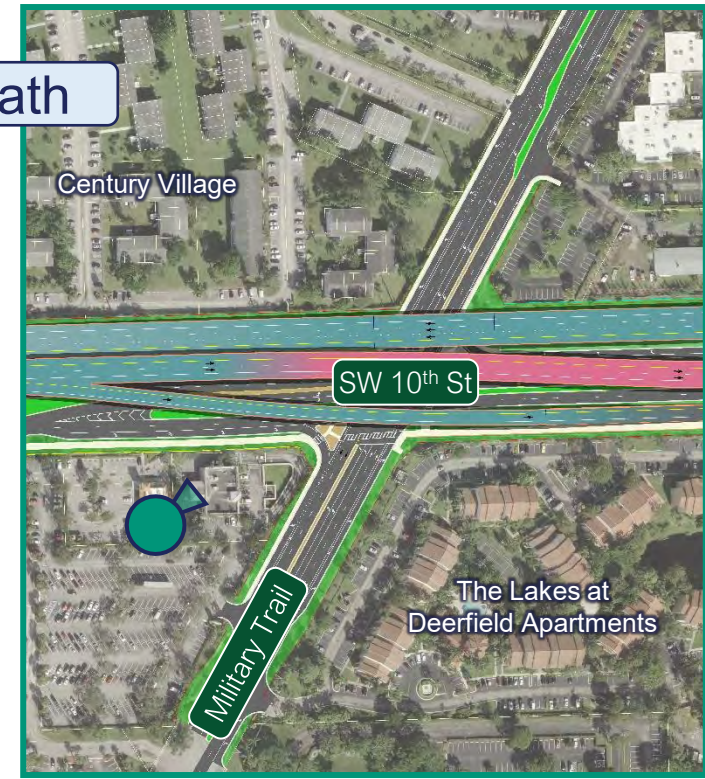
Community

Traffic

Construction



Renderings – Military Trail – Looking North



Noise

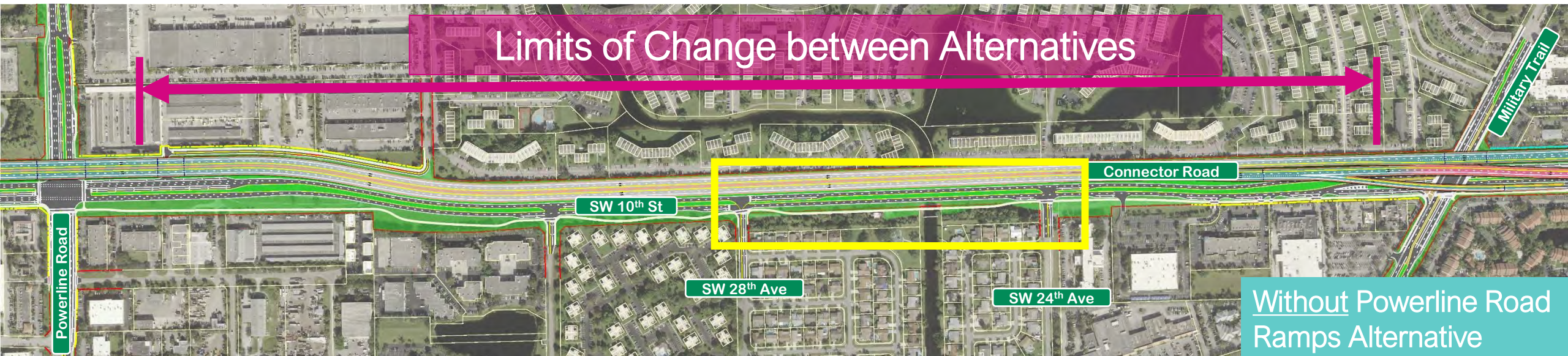
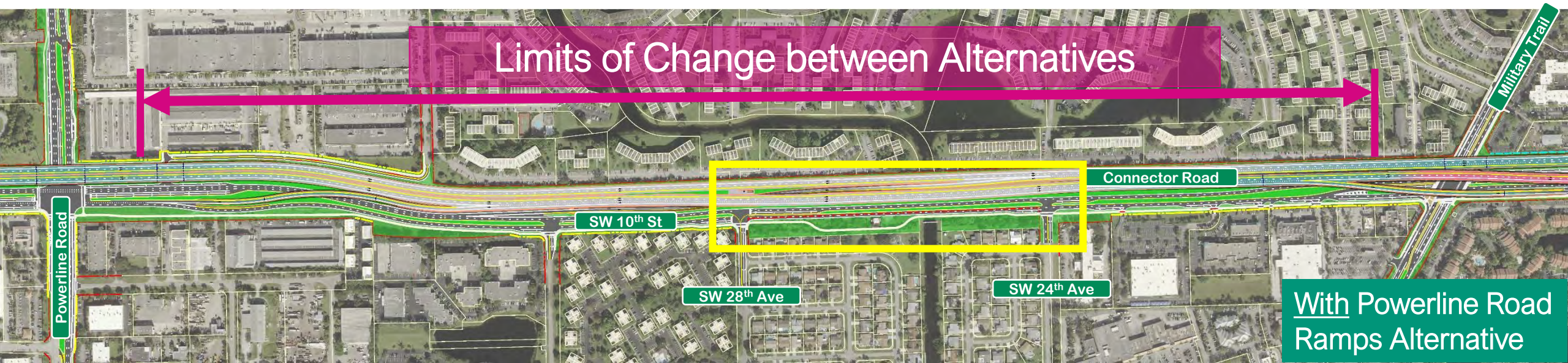
Community

Traffic

Construction

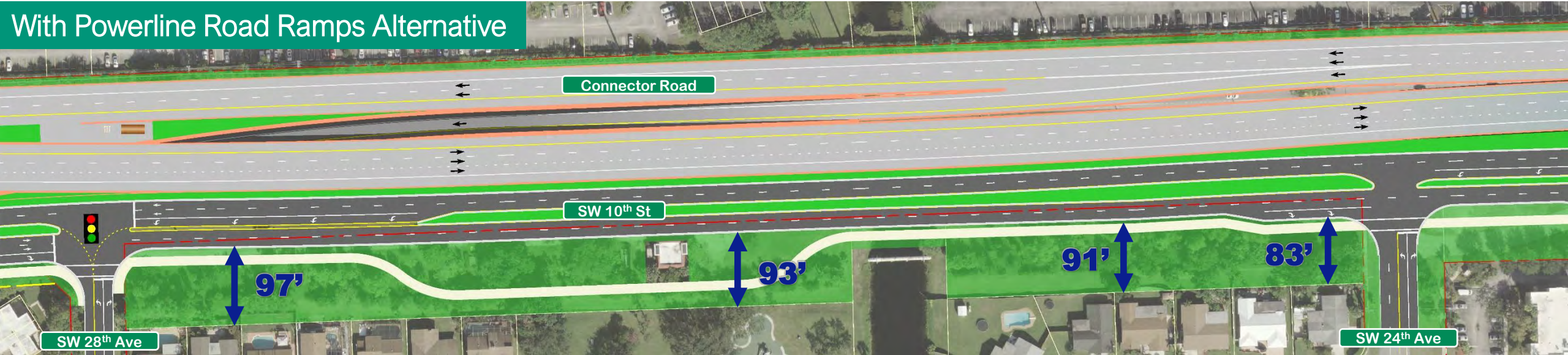


Alternatives Comparison

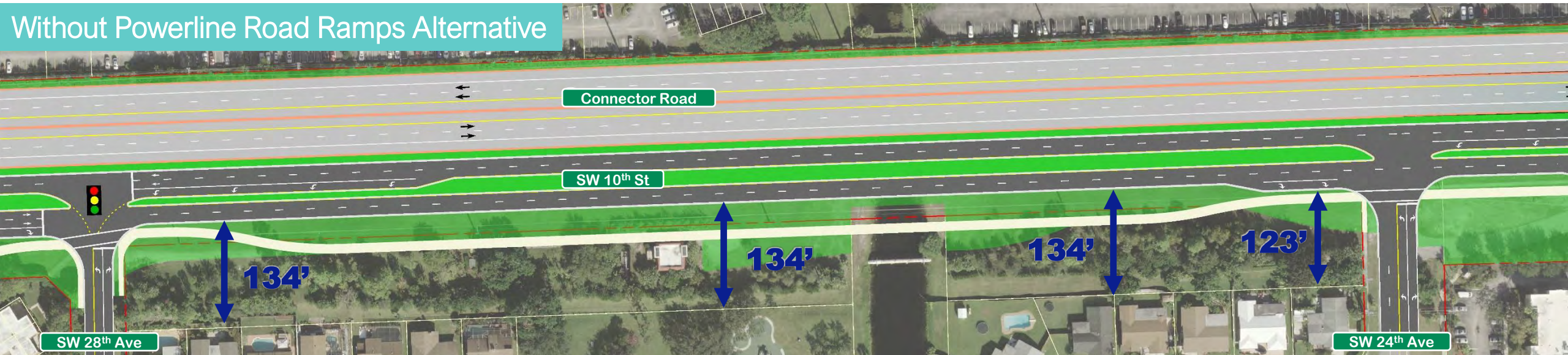


Green Space

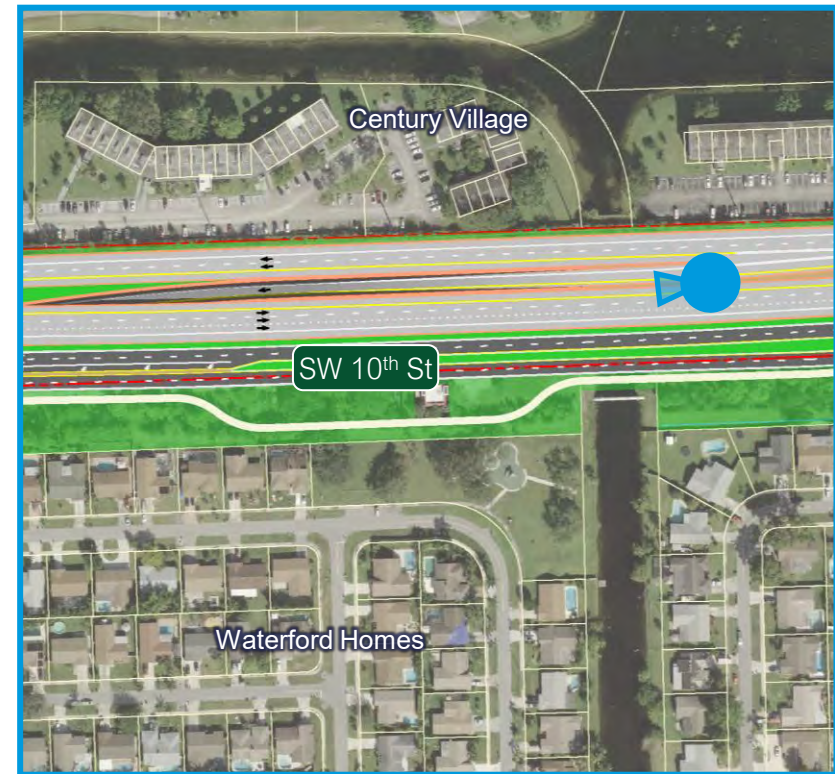
With Powerline Road Ramps Alternative



Without Powerline Road Ramps Alternative



Renderings – Looking West With Powerline Road Ramps



Noise

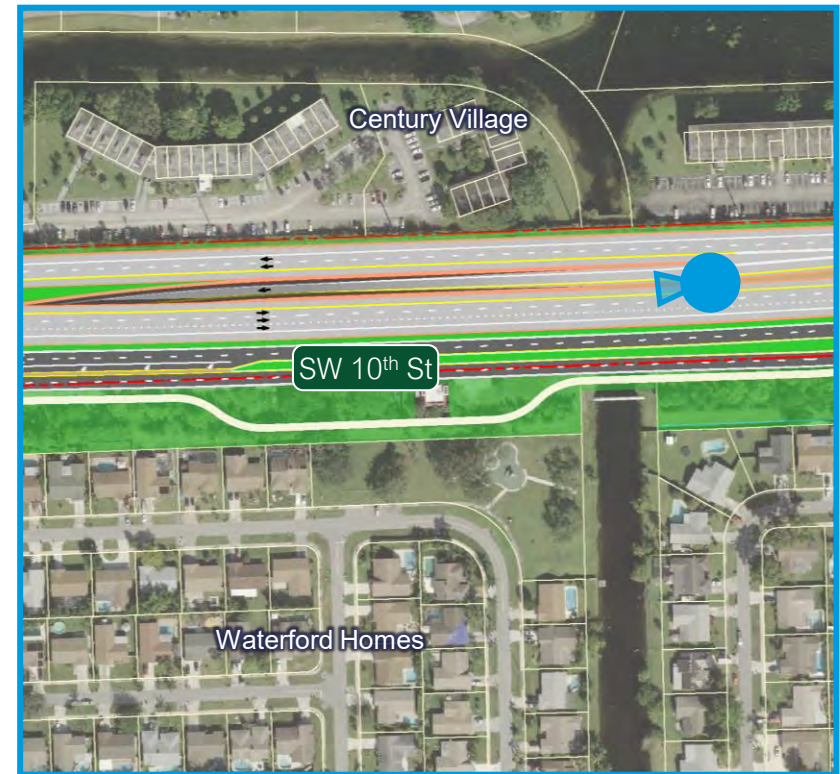
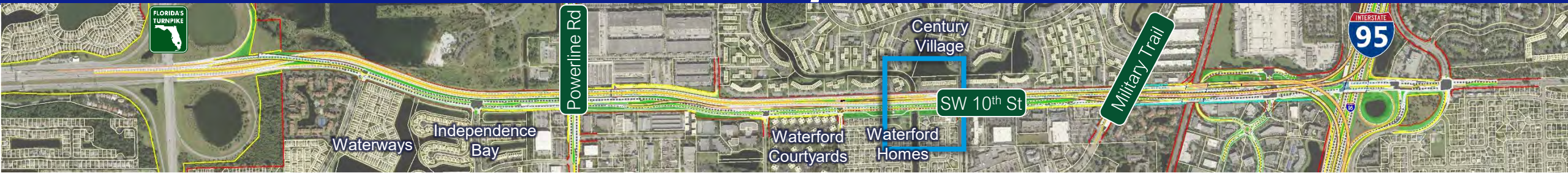
Community

Traffic

Construction



Renderings – Looking West Without Powerline Road Ramps



Noise

Community

Traffic

Construction



Traffic and Access

- What does the No-Build Alternative include? Is there an interim plan to relieve traffic (i.e. 6 lanes)?
- Is there consideration for the Connector Road to have one-lane in each direction?
- Will both SW 28th Avenue and SW 24th Avenue have access to local SW 10th Street? And be able to go both east and west?
- How will our entrance look on SW 28th Avenue? Will there be a structure / entrance for Waterford?
- Will there be egress at SW 28th Avenue?
- Due to COVID-19, we have seen a dramatic increase in people working from home. Has anyone analyzed the decrease in traffic and is this Connector really necessary if work-from-home continues?
- Are bus only lanes being considered?



Noise

Community

Traffic

Construction



Alternative Analysis including the 'No-Build Alternative'

- The No-Build Alternative serves as the baseline, or benchmark against which the Build Alternatives are evaluated. The No-Build Alternative is defined as the alternative in which the proposed project activity would not take place.
- Build Alternatives must meet the Purpose and Need for the Project.
- The No-Build Alternative does not meet the Purpose and Need for the project but will remain in consideration throughout the PD&E process.
- If No-Build Alternative is selected as the Preferred Alternative there is no interim plan to address traffic issues. The No-Build Alternative does not include any additional capacity / lanes.
- 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.
- Adding lanes to the Local Road only will not meet future demand or improve the current congestion as well as not meet the Purpose and Need for the project.



Noise

Community

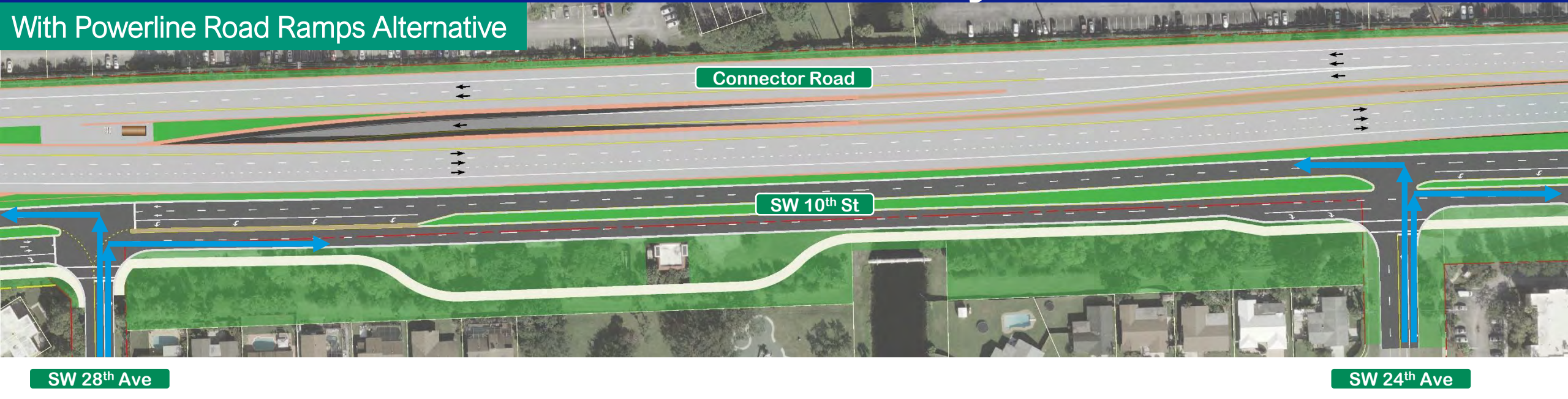
Traffic

Construction

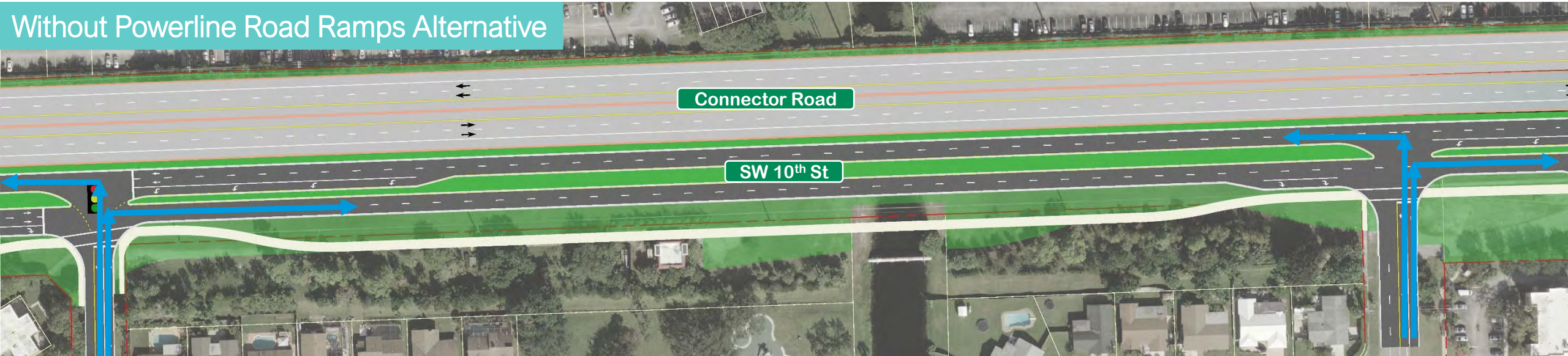


Intersections – Same Movements that Exist Today

With Powerline Road Ramps Alternative



Without Powerline Road Ramps Alternative

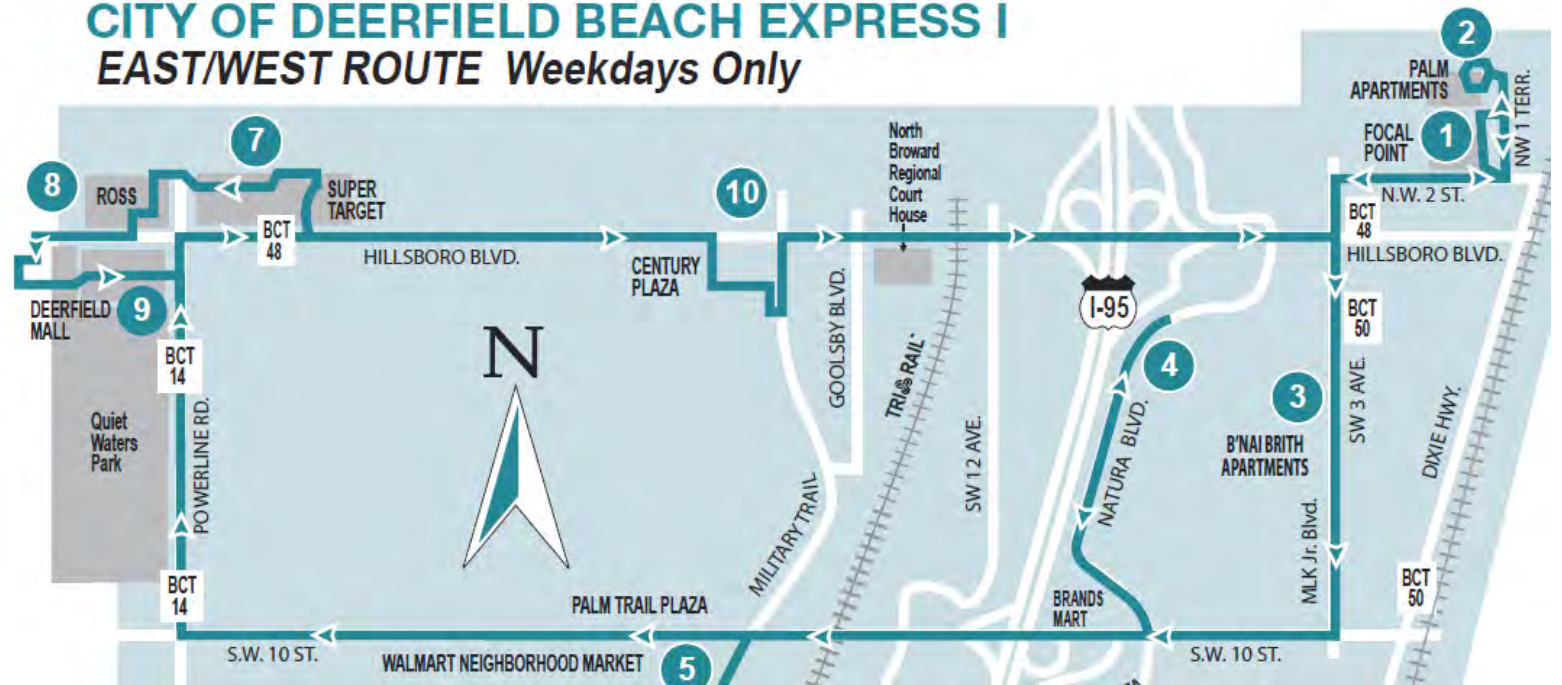


Transit Considerations

- 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.



CITY OF DEERFIELD BEACH EXPRESS I EAST/WEST ROUTE Weekdays Only



Noise

Community

Traffic

Construction



Construction

- This project will be very impactful to our neighborhood. What are the plans for how we are going to get into our community during construction?
- How close will construction come to Waterford?
- How will we get onto SW 10th Street from SW 28th Avenue to get to Powerline Road or Military Trail when construction starts?
- At what point during construction would the sound wall be built?
- What is the timeline for construction and order of events?
- How much will we be hearing and feeling as the project begins?
- Will our homes be surveyed for damage? If there is an existing foundation crack, how will further damage be prevented? (Many homes are settling, and this project could cause issues)



Noise

Community

Traffic

Construction

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.
 - Dust will be controlled by wetting, covering, or other means as approved by the Engineer.
 - Vibration Monitoring – When specified in the plans, continuously monitor and record ground vibrations levels near the structures specified during the operation of any equipment causing vibrations. Vibration monitoring equipment capable of detecting velocities of 0.01 inches per second. If vibration level reach 0.5 inches per second, or damage to the structure, immediately stop, and submit corrective action plan.



Noise

Community

Traffic

Construction

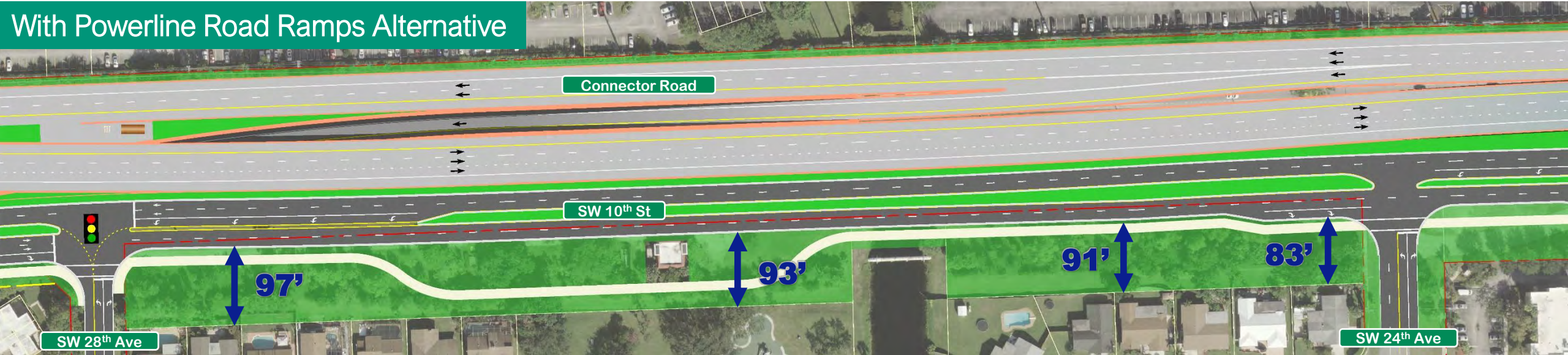
Construction Information

- **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**

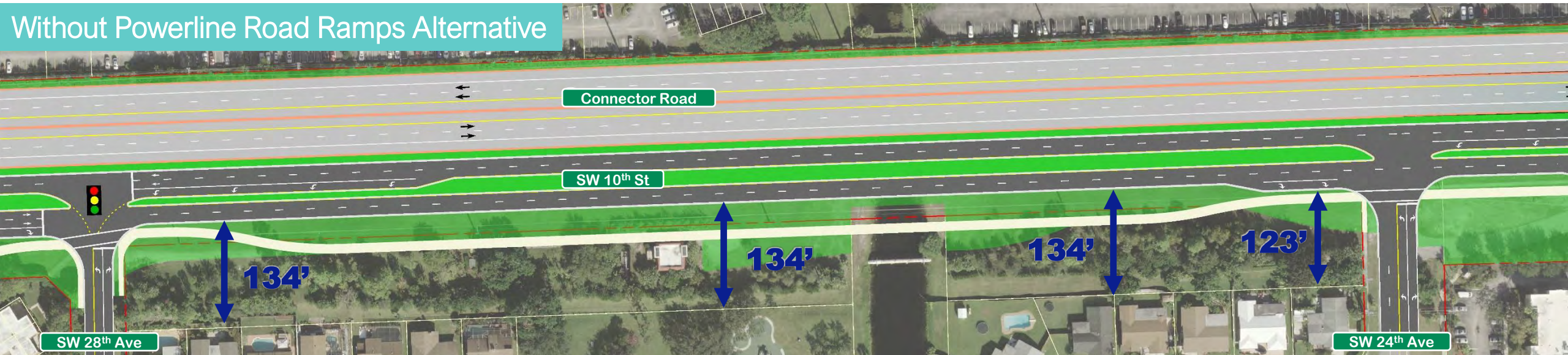


Alternatives - Offsets to Property Lines

With Powerline Road Ramps Alternative



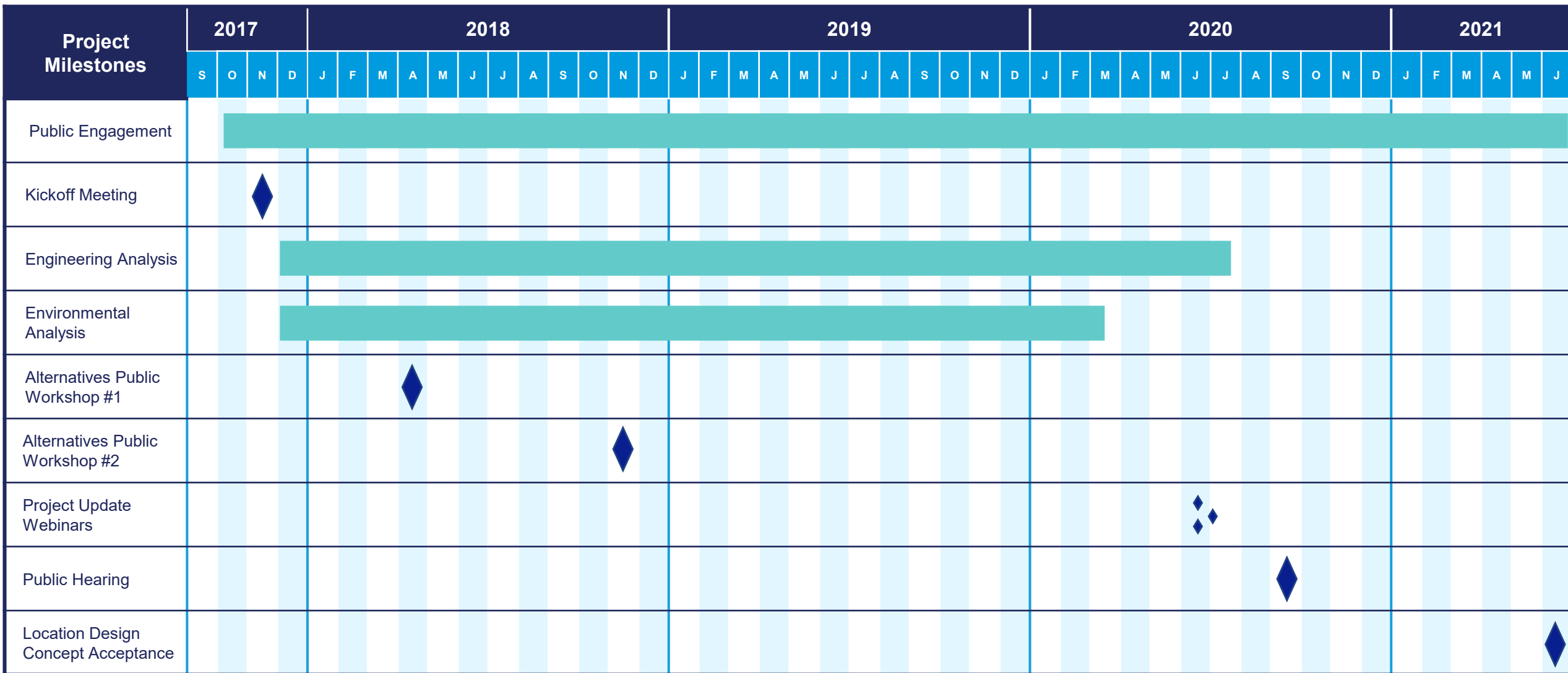
Without Powerline Road Ramps Alternative



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:

Robert Bostian, PE

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