



SW 10th Street Connector and I-95 PD&E Study Community Meeting with The Villas at Meadow Lakes



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 20, 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
- Open Discussion
- Next Steps

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

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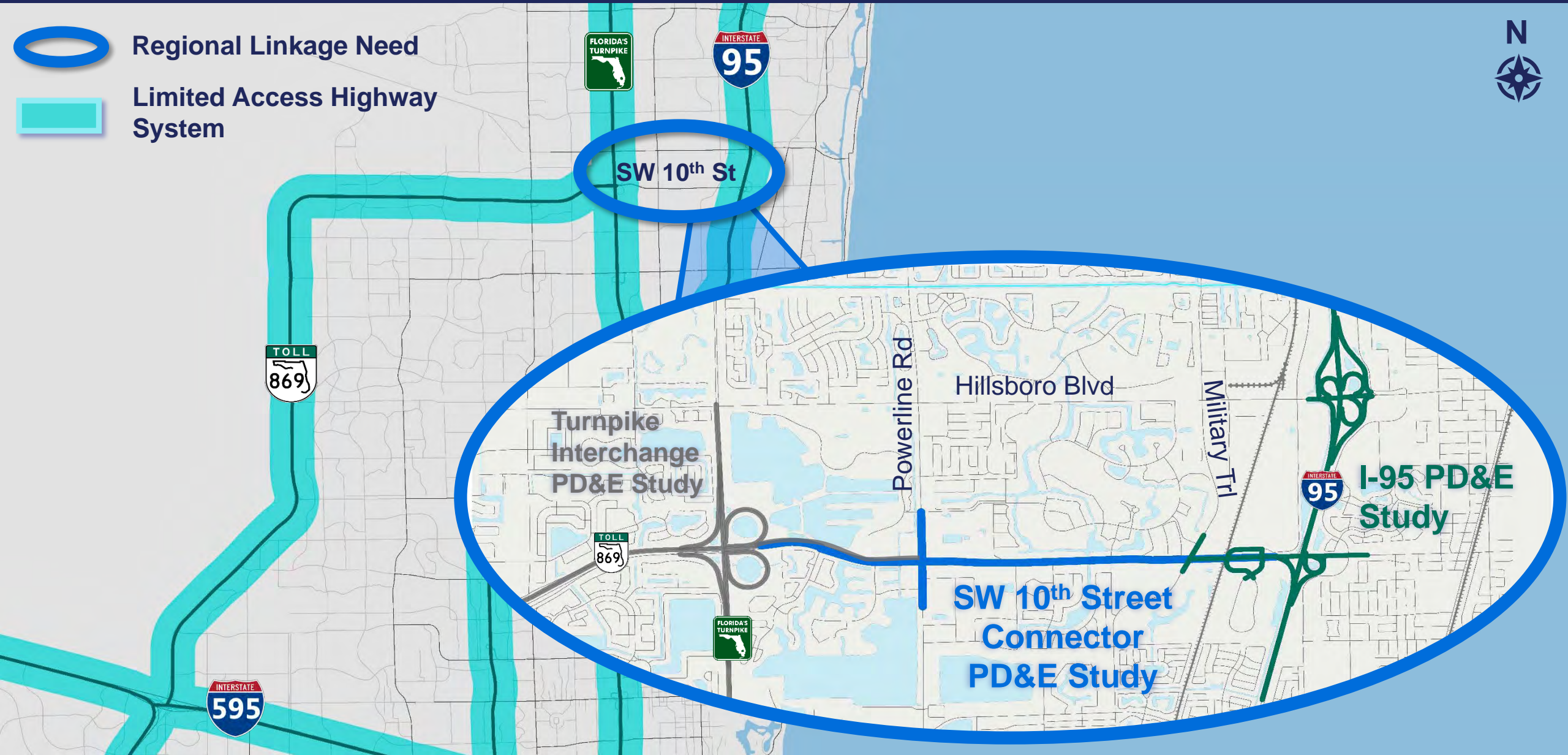
General Information

- Acknowledgment of Elected Officials in attendance
- Confirmation of current number of attendees
- Introduction of Presenters
 - 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 Consultant Project Manager
- Other acknowledgments

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

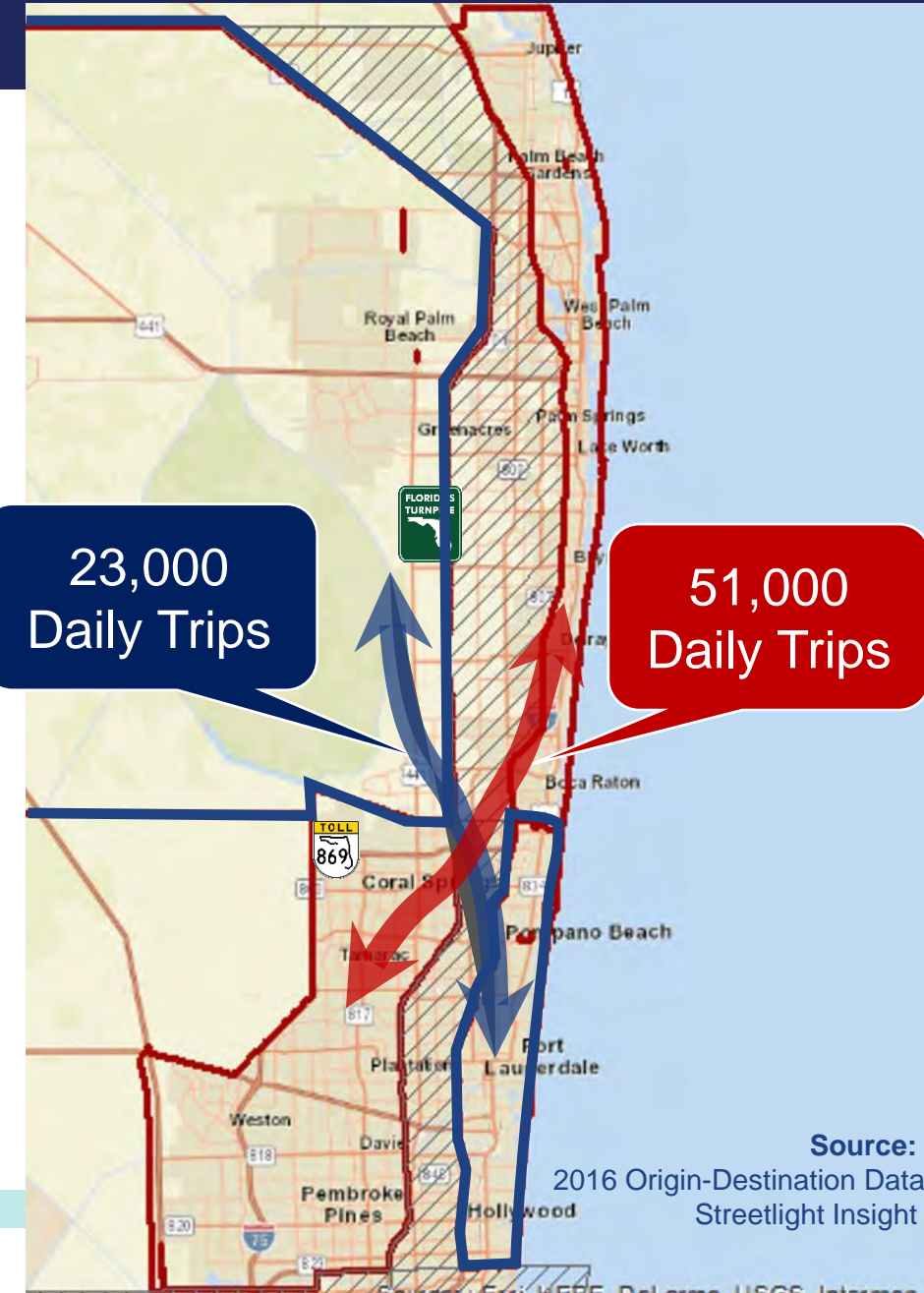
- Multiple coordination Meetings with the City of Deerfield Beach to better define concerns over the project
- Additional analysis to evaluate changes to address concerns
- Development of several exhibits to help explain project details, challenges, and options under consideration
- Conducted three virtual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

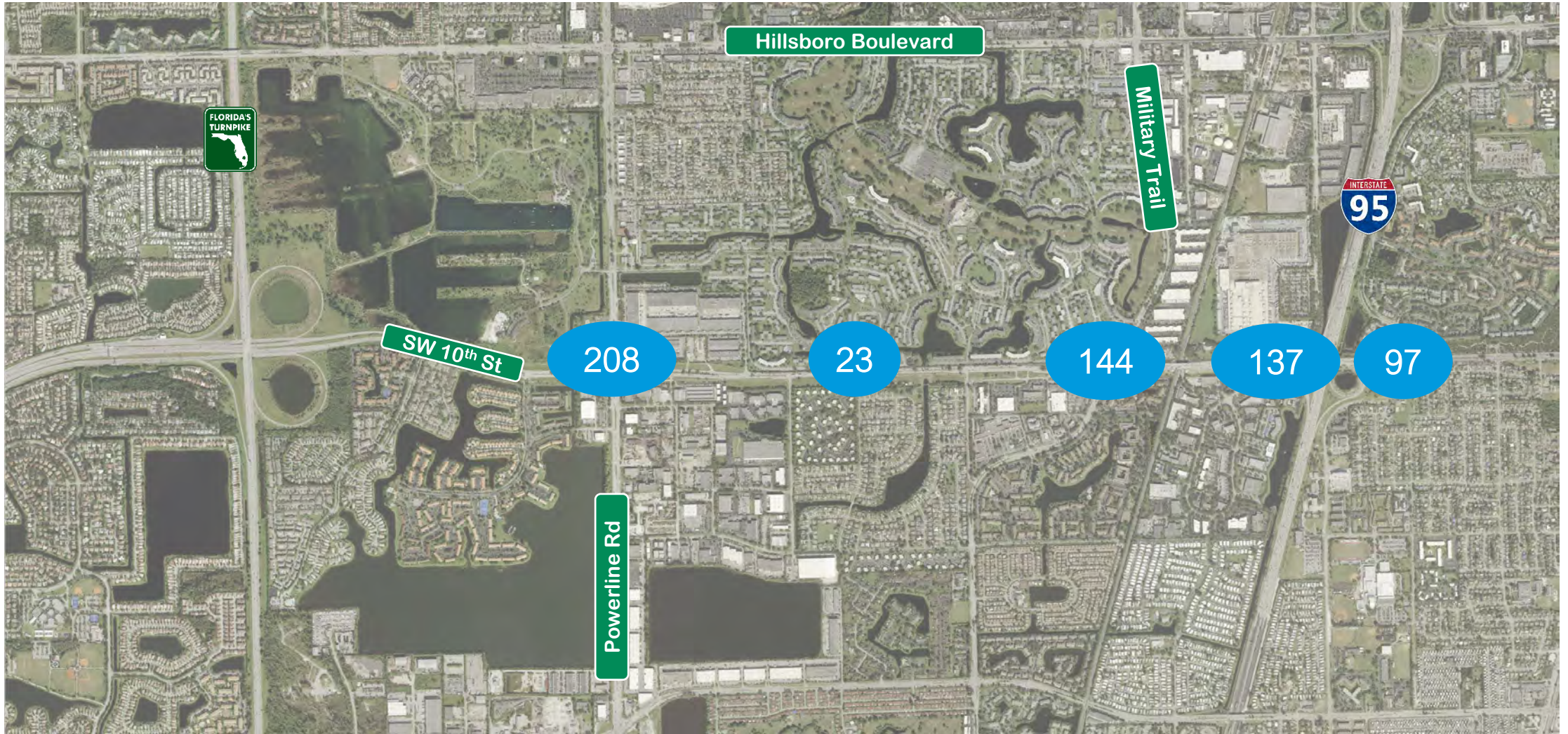


System Linkage Need

- 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



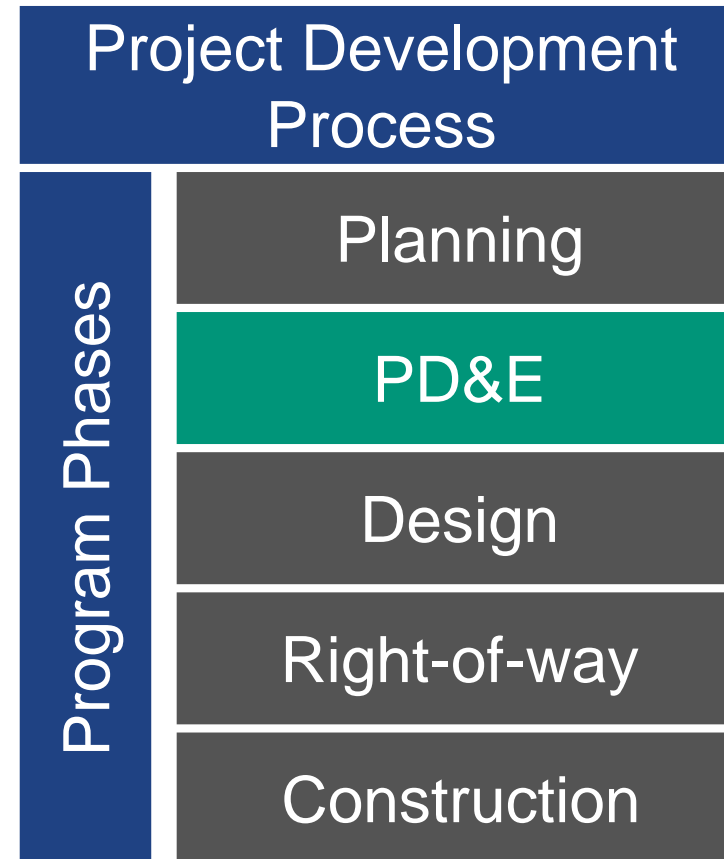
Purpose and Need – I-95 PD&E Study

- 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

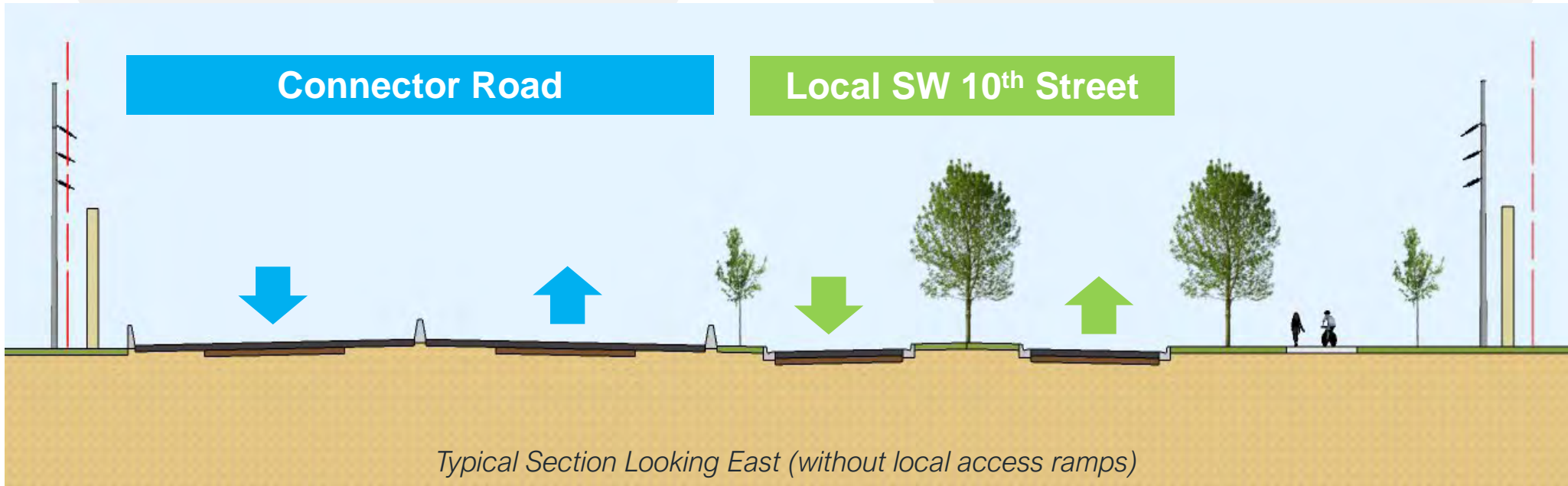
Overview: One Corridor, Dual Facilities

1 Connector Road

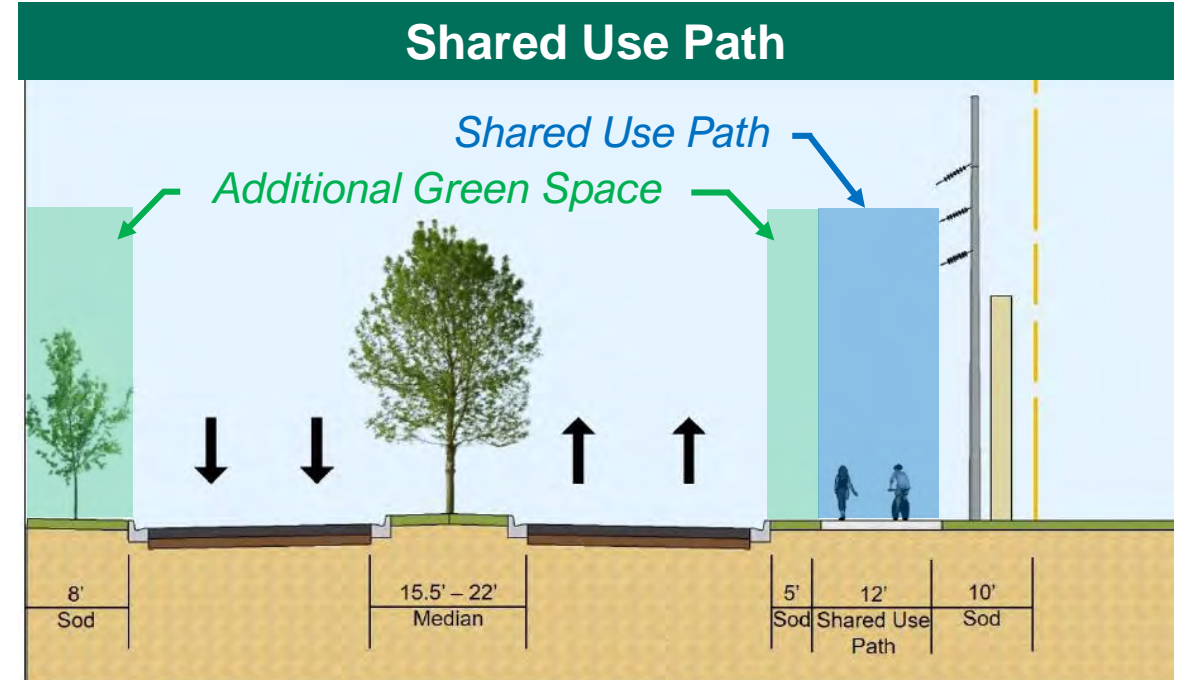
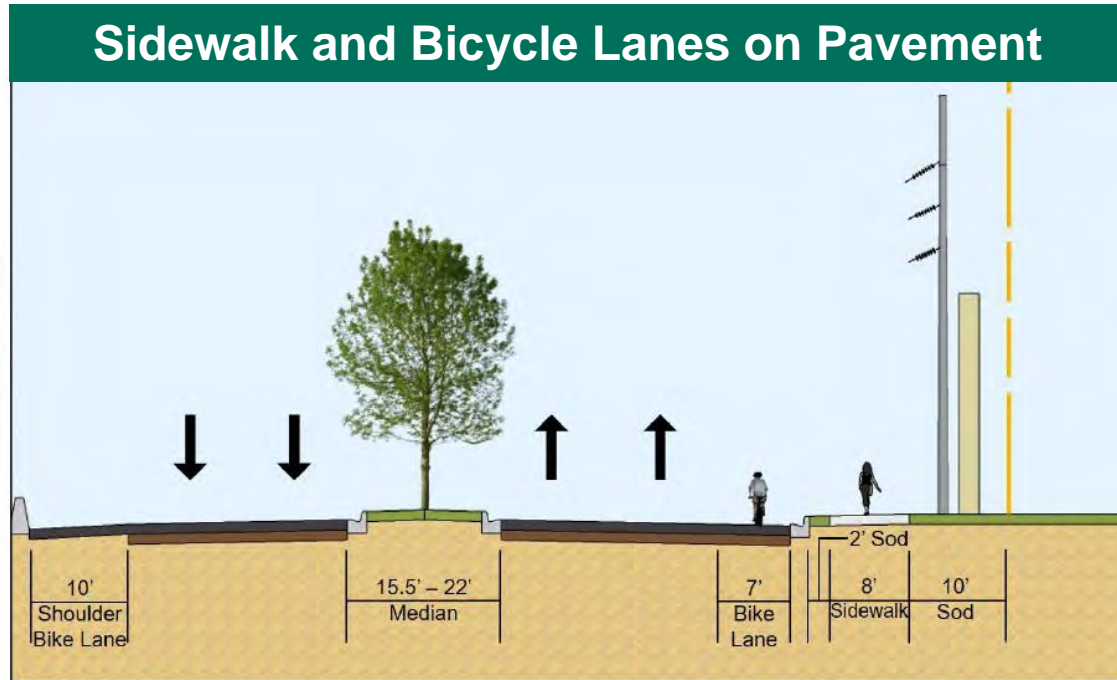
- Regional connection
- Higher speed
 - (60 mph)
- Limited Access
- Trucks allowed

2 Local Roadway

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



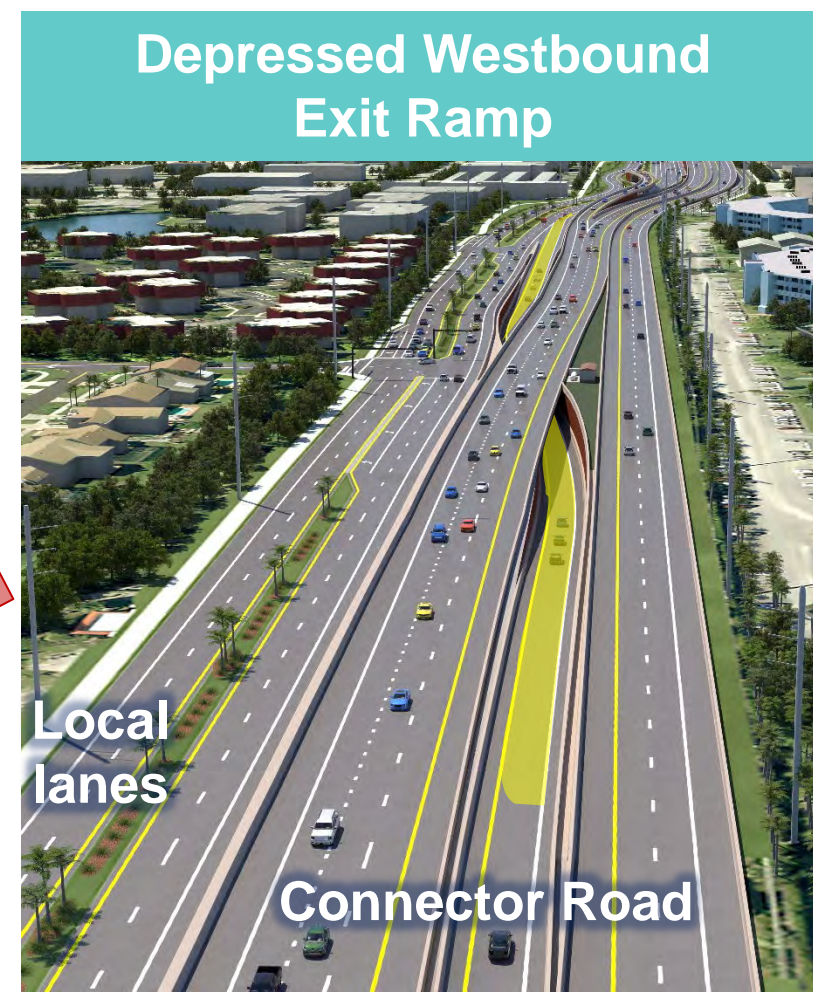
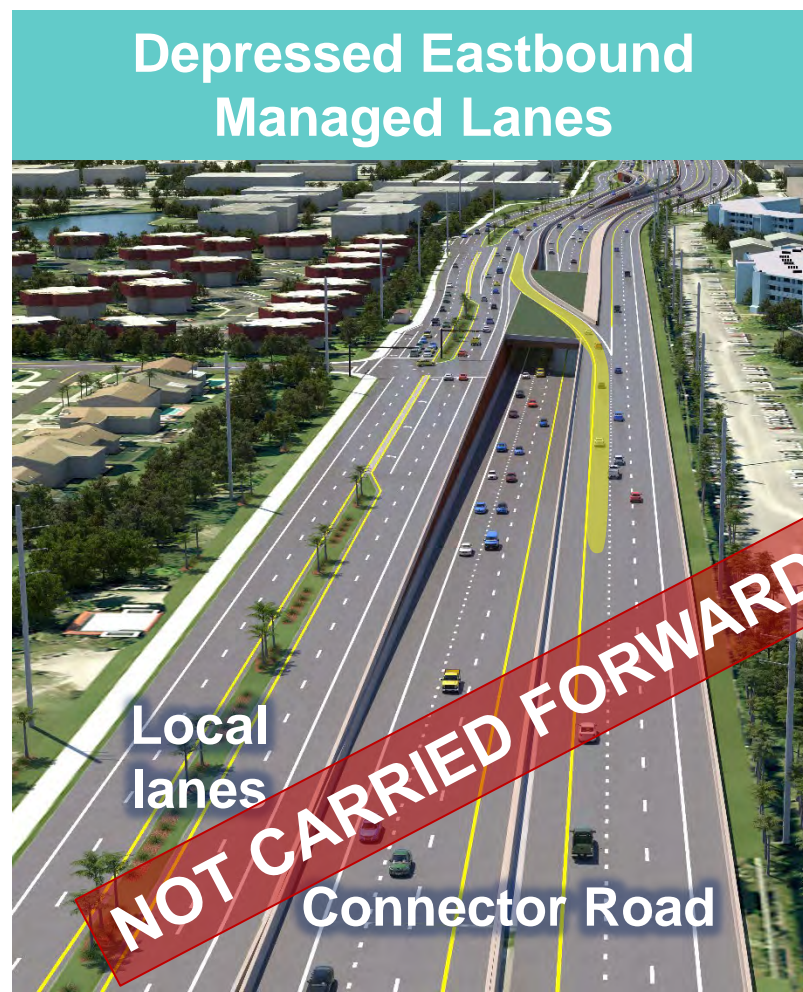
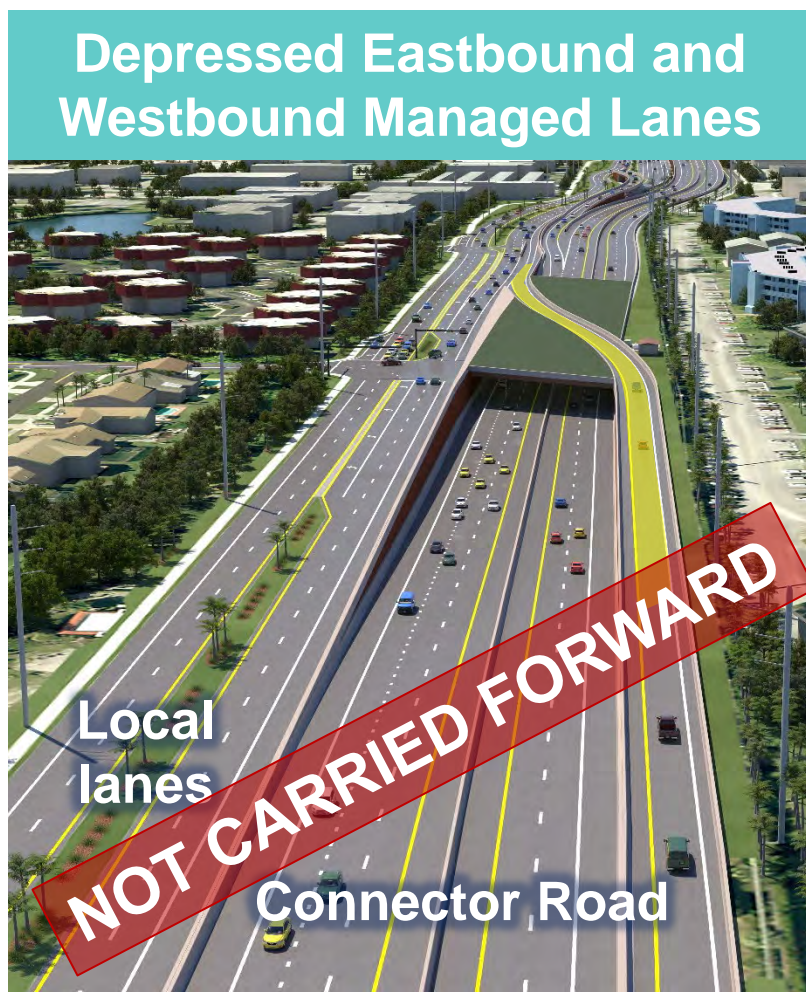
Make Local 10th a Complete Street



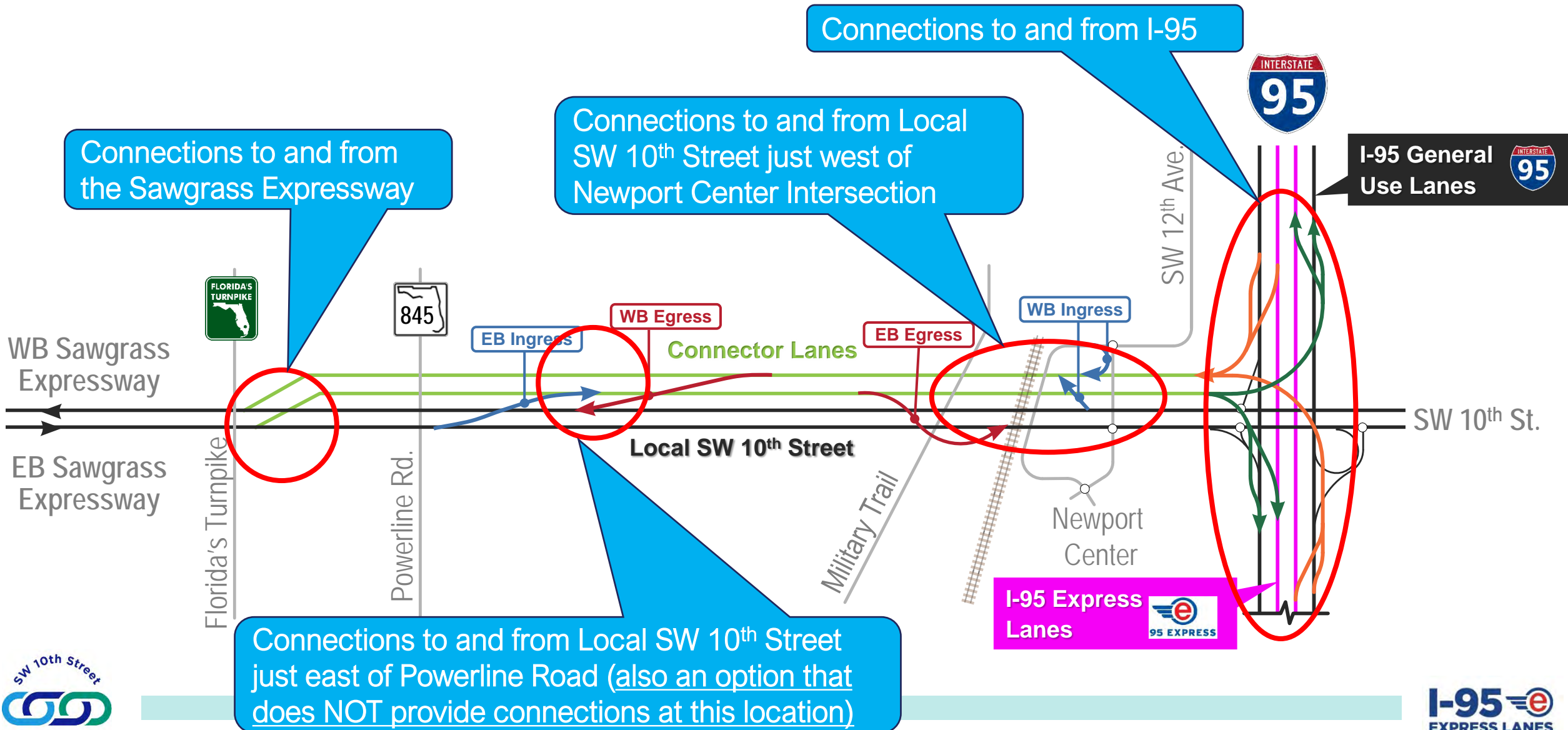
- Provides additional green space
- City concerned with bicycles interacting with local access ramps
- FDM now allows for removal of bike lanes on the pavement in lieu of shared use path
- City staff and officials very supportive of the change

Alternatives Development – Partial Depressed Options

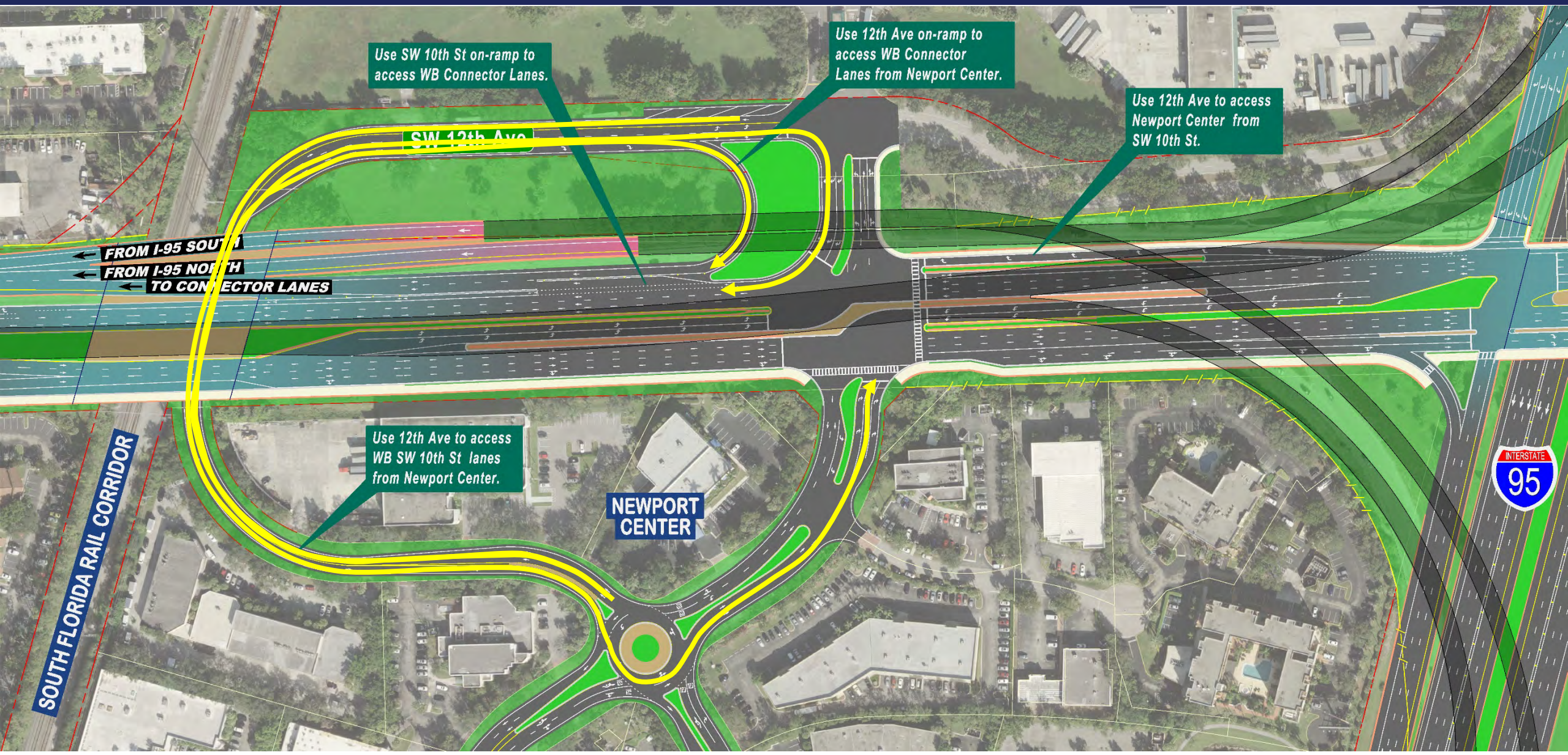
- Alternatives Public Workshop No. 2 - November 18, 2018 (additional alternatives to full depressed north alignment and at-grade with no local access)



Overview of Access to and from Connector Lanes



Newport Center



Use SW 10th St on-ramp to access WB Connector Lanes.

Use 12th Ave on-ramp to access WB Connector Lanes from Newport Center.

Use 12th Ave to access Newport Center from SW 10th St.

SW 12th Ave

FROM I-95 SOUTH
FROM I-95 NORTH
TO CONNECTOR LANES

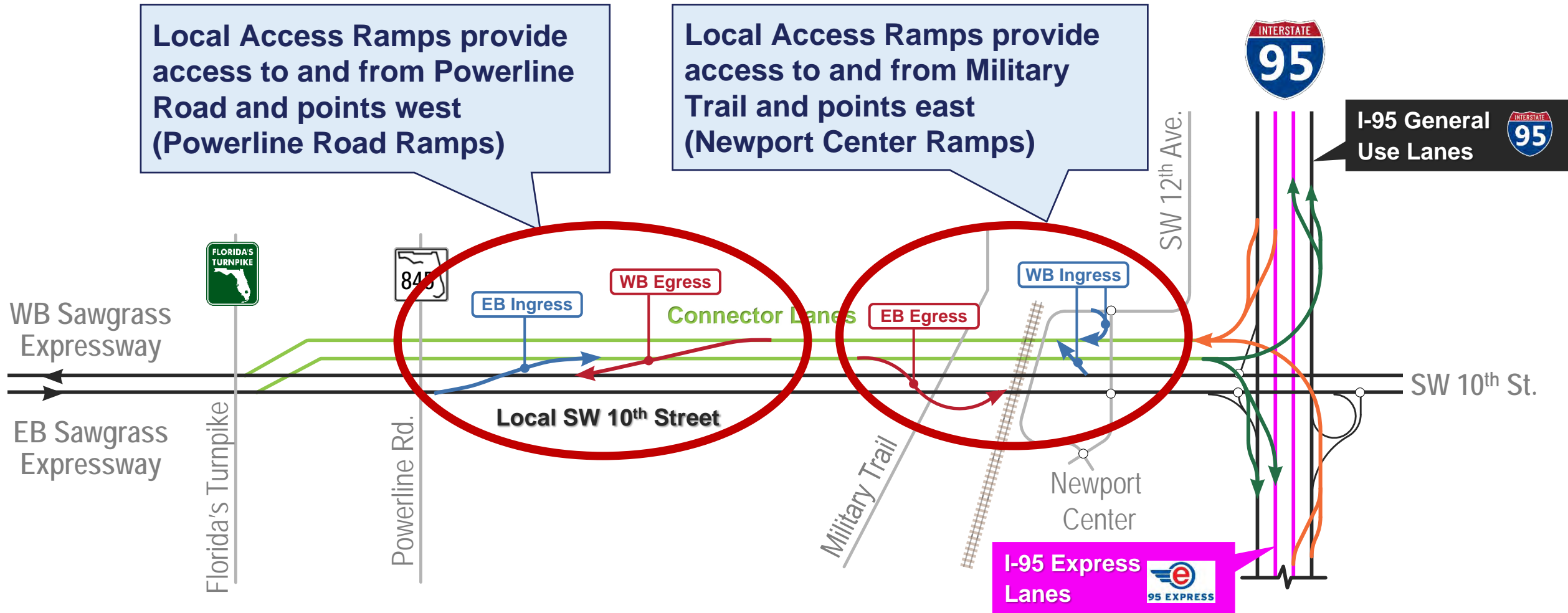
Use 12th Ave to access WB SW 10th St lanes from Newport Center.

NEWPORT CENTER

SOUTH FLORIDA RAIL CORRIDOR

INTERSTATE
95

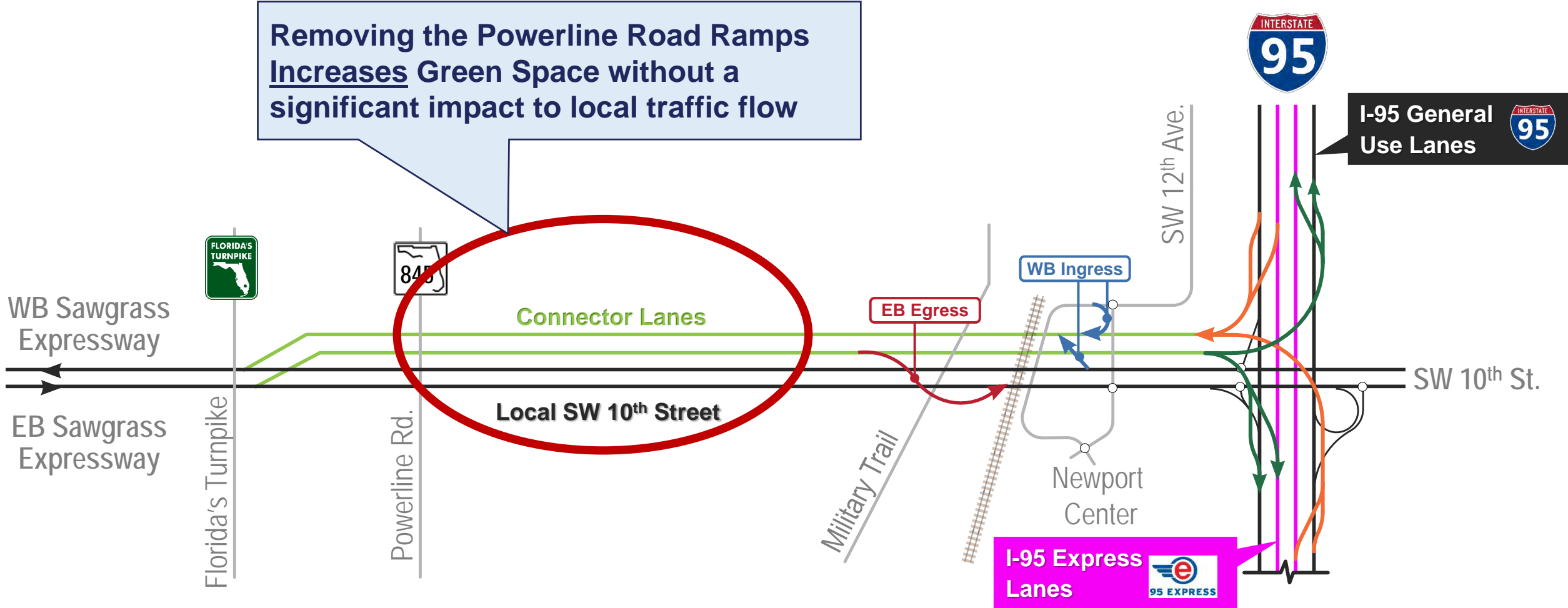
Eliminate Local Access Ramps (to Increase Green Space)



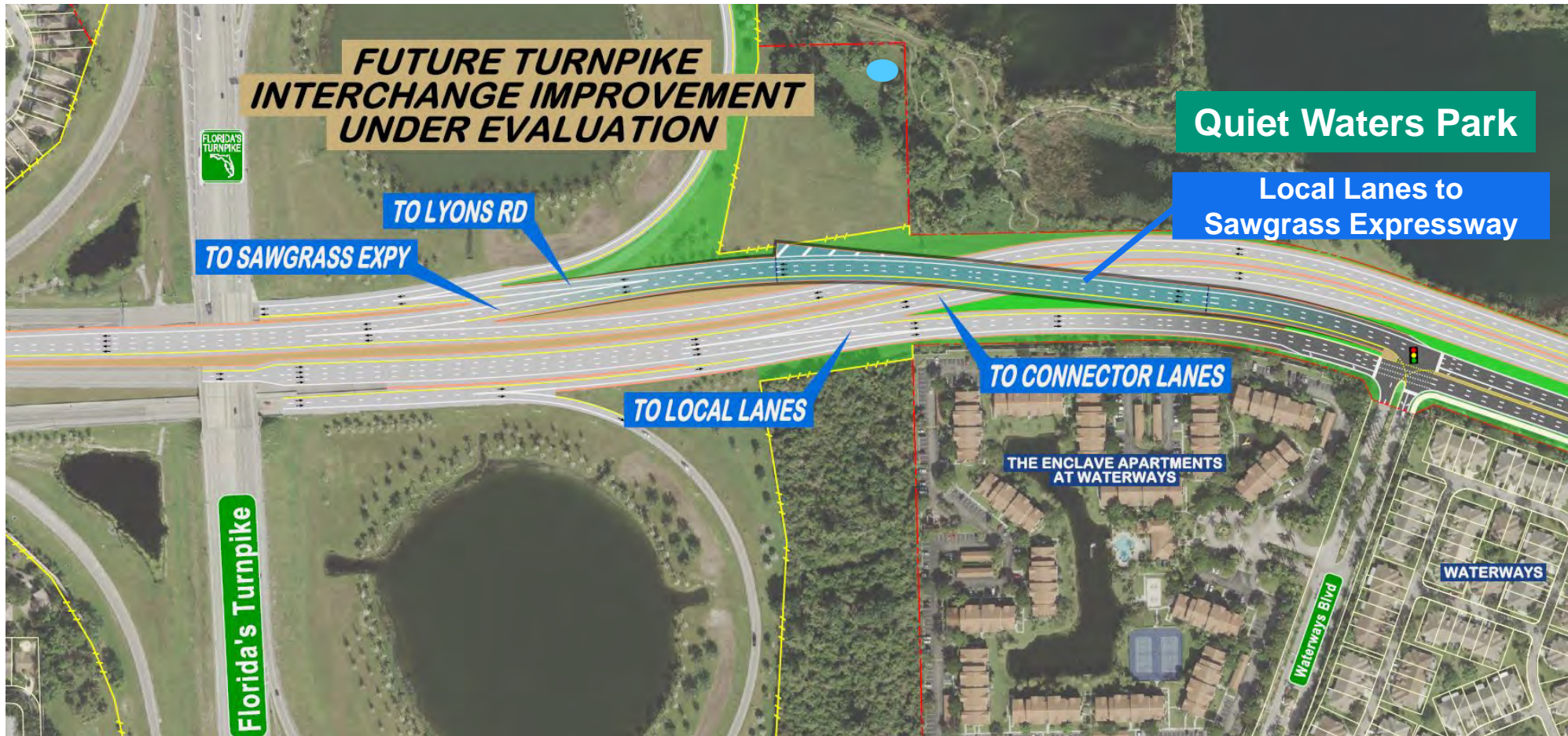
Eliminate Local Access Ramps (to Increase Green Space)

Without Powerline Road Ramps

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



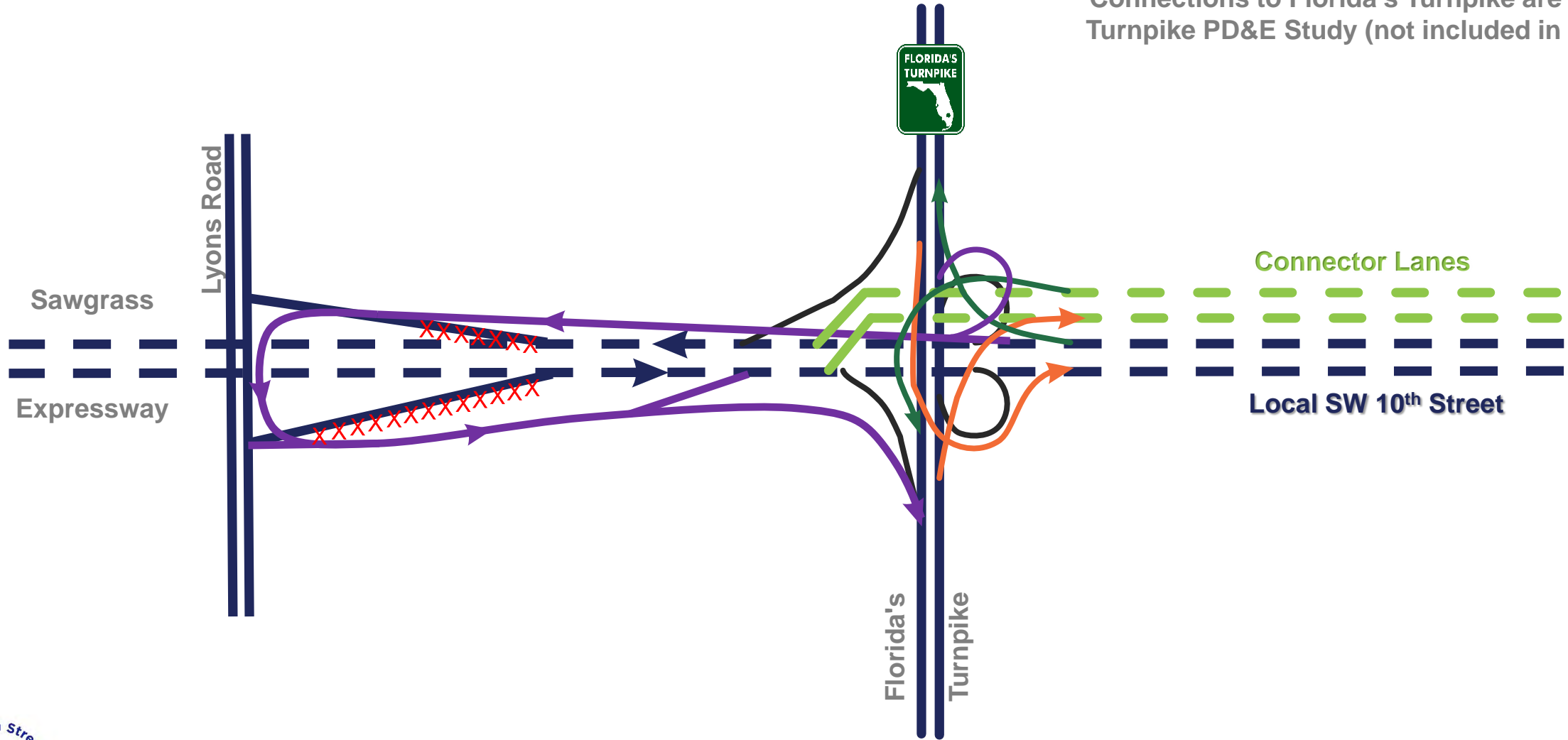
Connection with Sawgrass Expressway



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

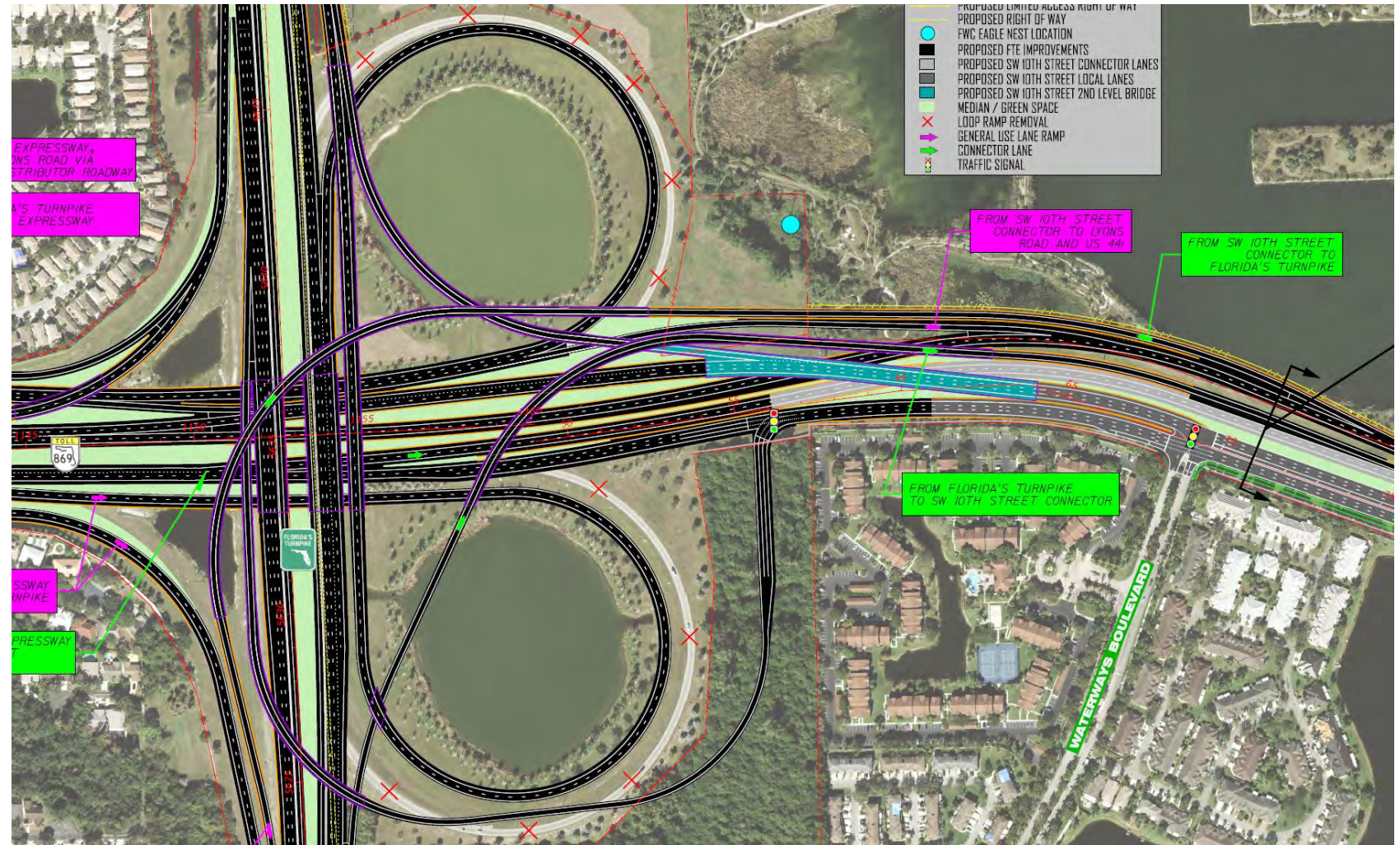
Florida's Turnpike Future Connections

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

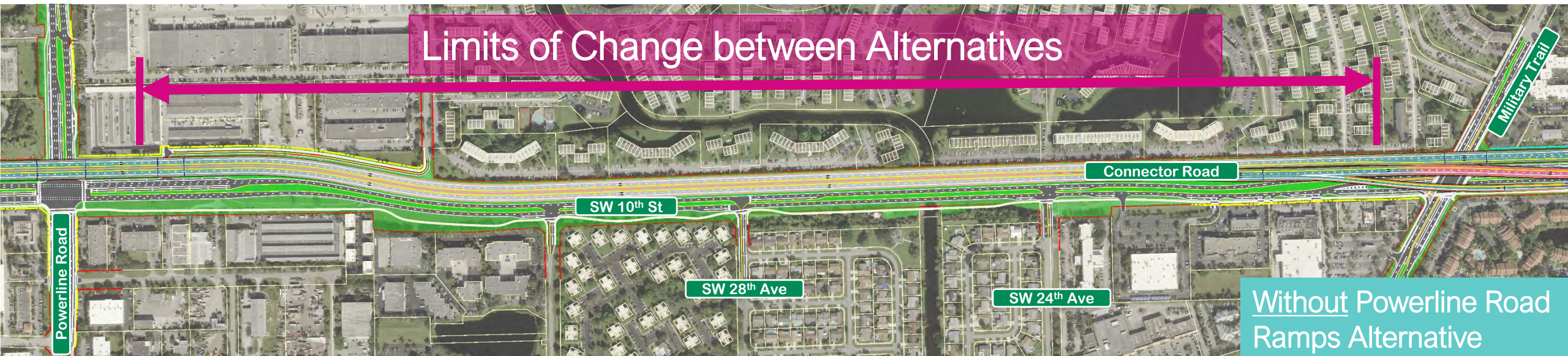
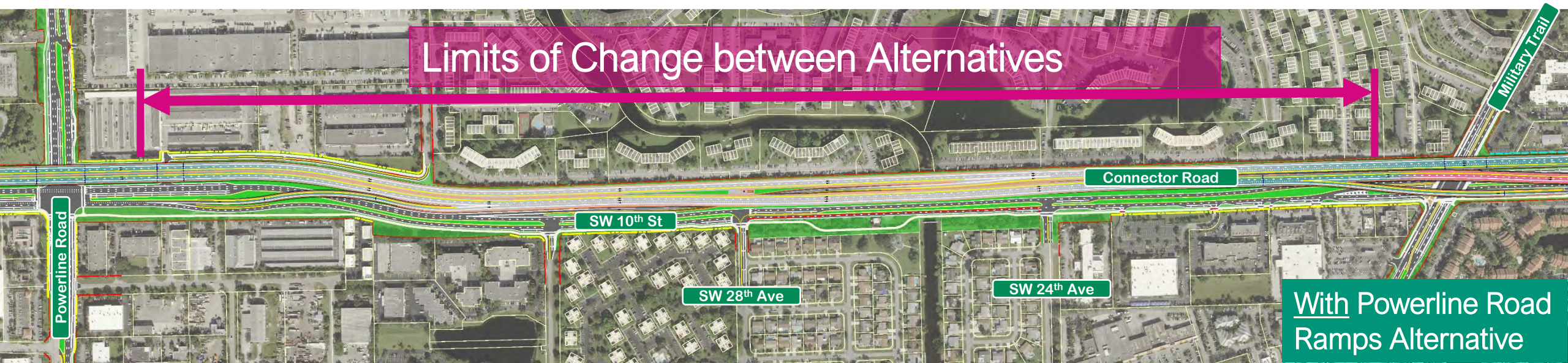


Florida's Turnpike Future Connections

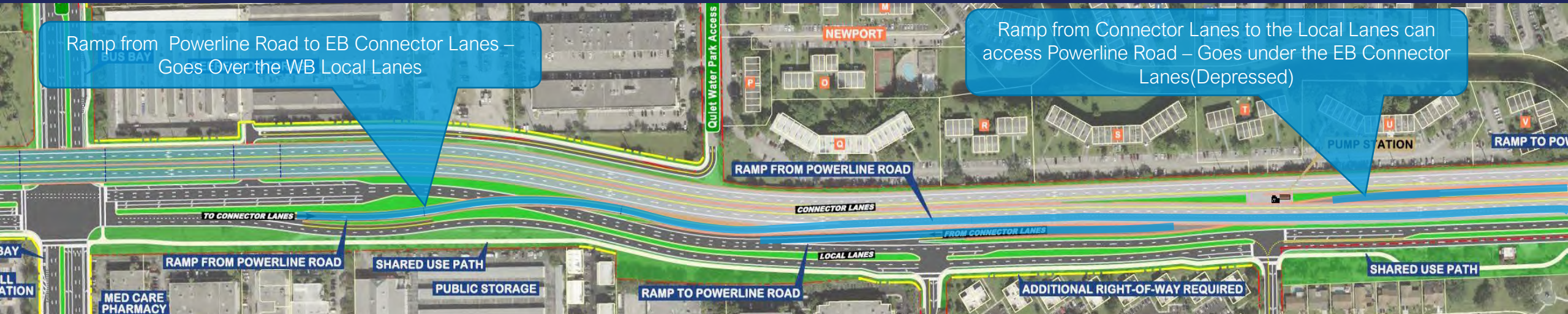
- Turnpike is in Conceptual Development
- Anticipate Public Information meetings toward end of 2020
- Geometry has been coordinated to work with SW 10th Street Project



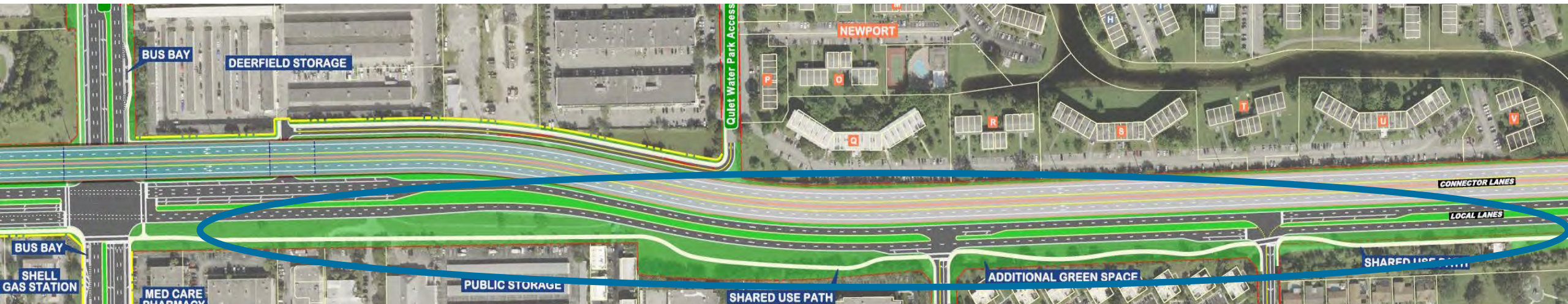
Alternatives Comparison



Alternatives Comparison



Alternative with the Local Access Ramps to and from Powerline Road

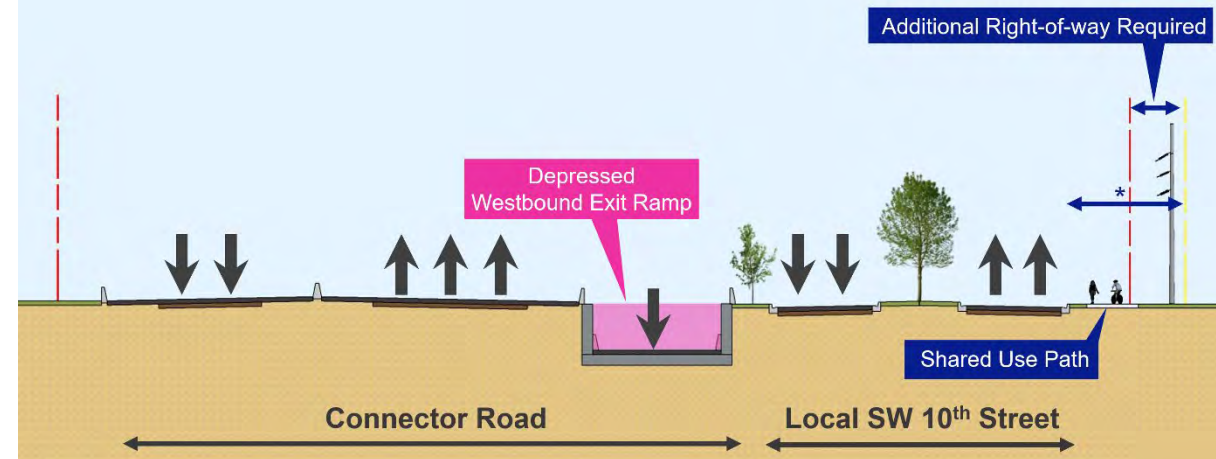


Alternative with No Local Access Ramps to and from Powerline Road

Typical Section Comparison

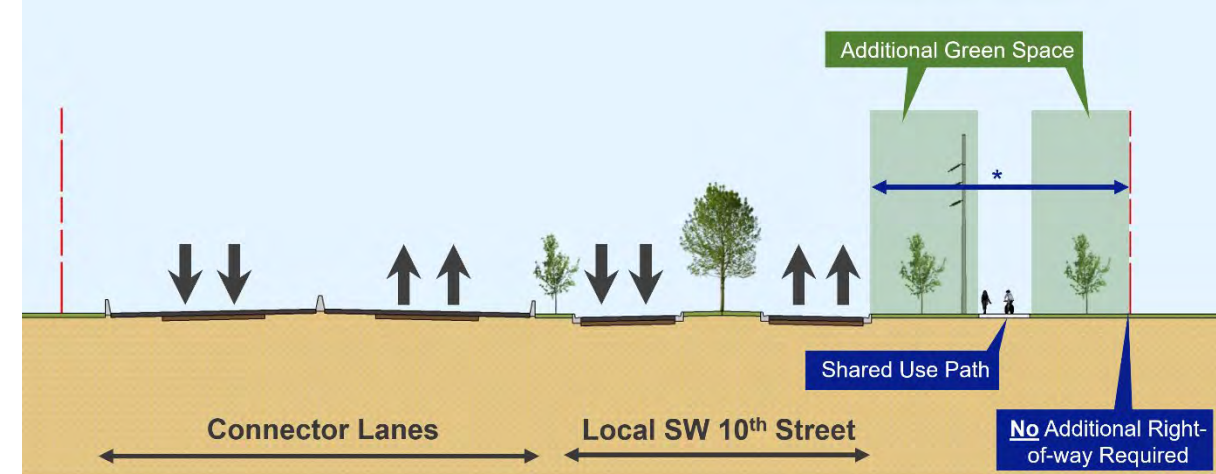
With Powerline Road Ramps (between SW 30th Avenue and SW 24th Avenue)

- 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
- 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



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



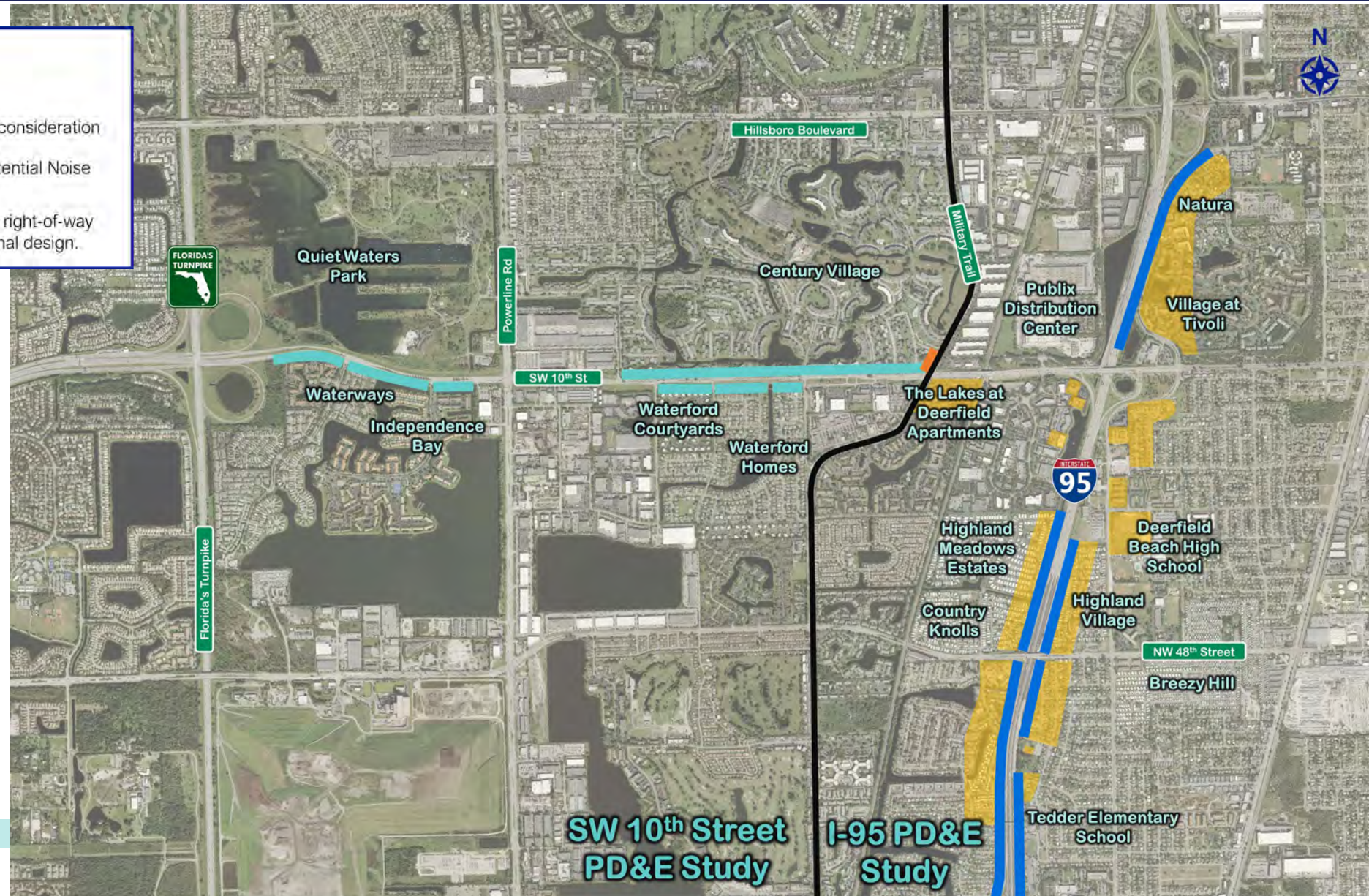
Without Powerline Road Ramps



Potential Noise Barrier Locations












Legend

- Existing Noise Barriers
- Noise Barrier Location Warranted for further consideration
- Noise Sensitive Sites under evaluation for Potential Noise Barriers or Noise Barrier Modification
- Noise Barrier not feasible due to the need for right-of-way acquisition; will be further evaluated during final design.

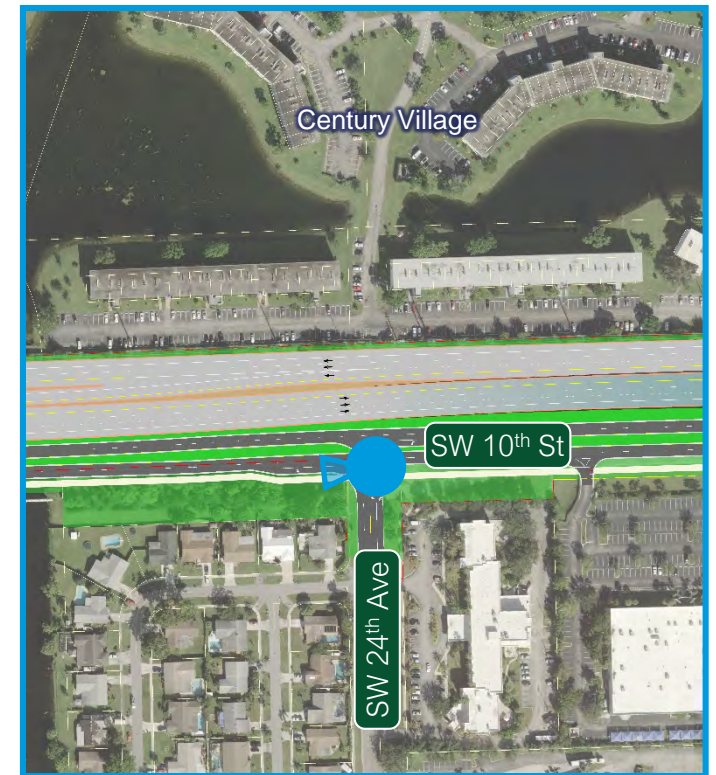
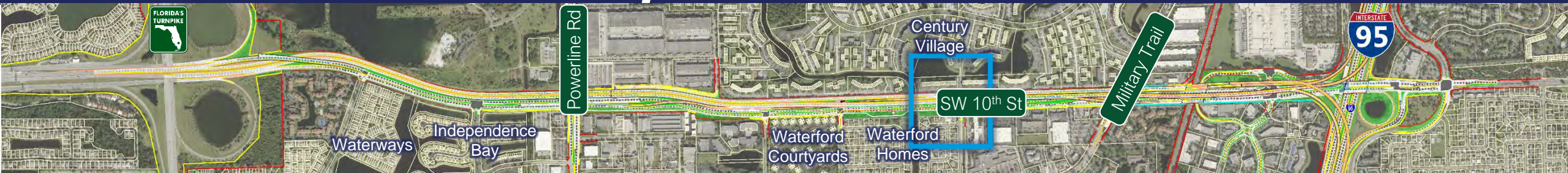


DRAFT - Preliminary Evaluation Matrix

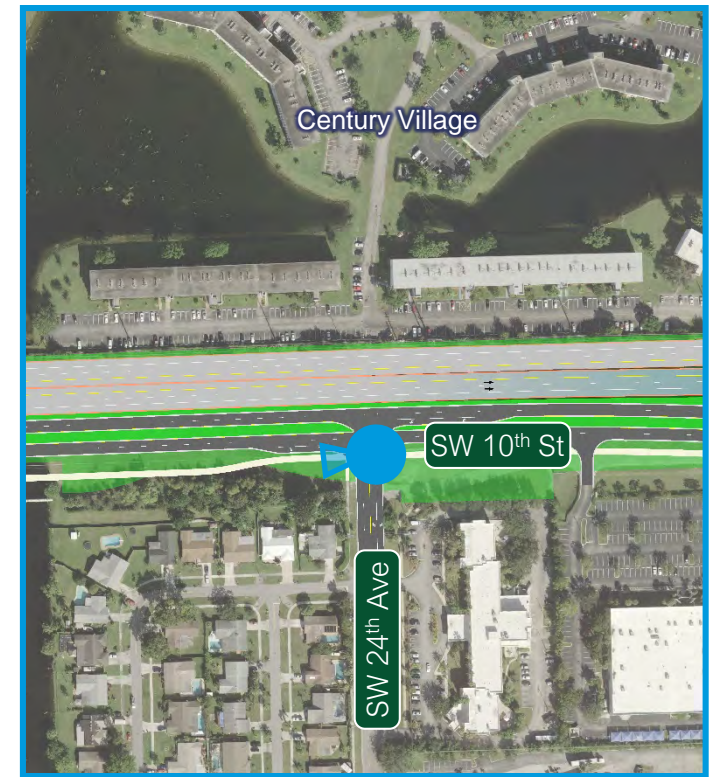
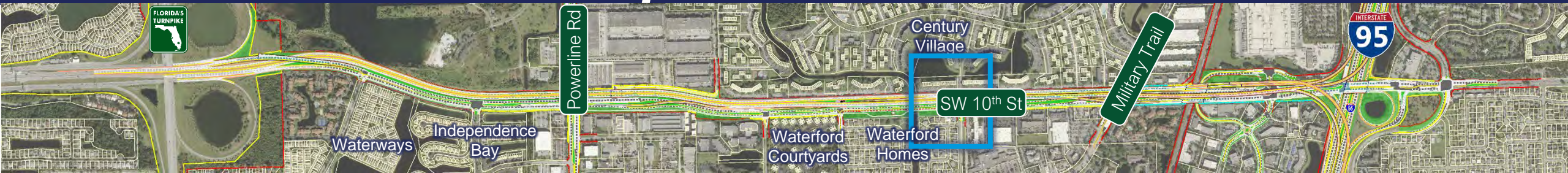


Evaluation Category		COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
COAT Recommendation Categories					
	Safety	1, 2	● (orange)	● (dark green)	● (dark green)
	Aesthetics	4, 5, 11	● (dark green)	● (yellow)	● (teal)
	Improve Traffic Flow	1, 3, 16	● (orange)	● (dark green)	● (dark 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

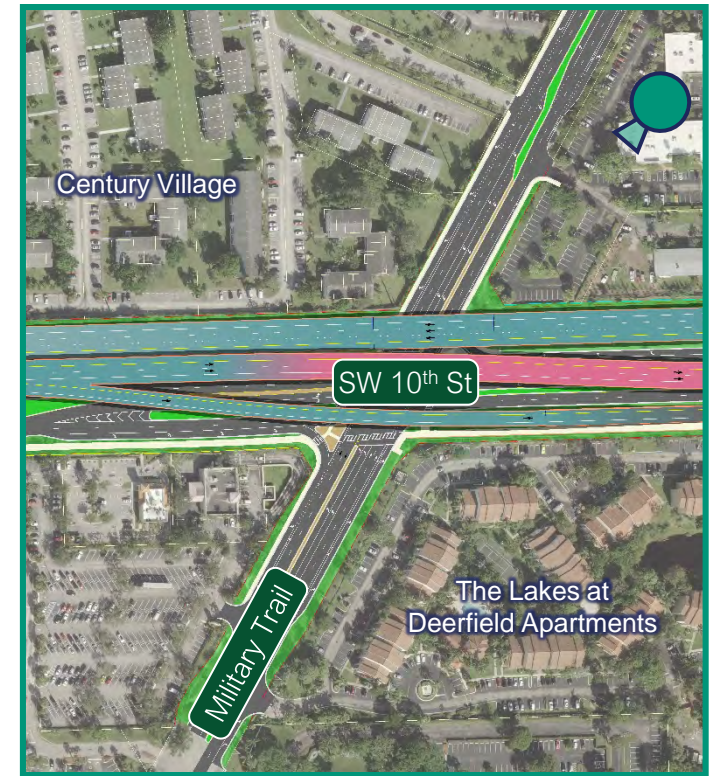
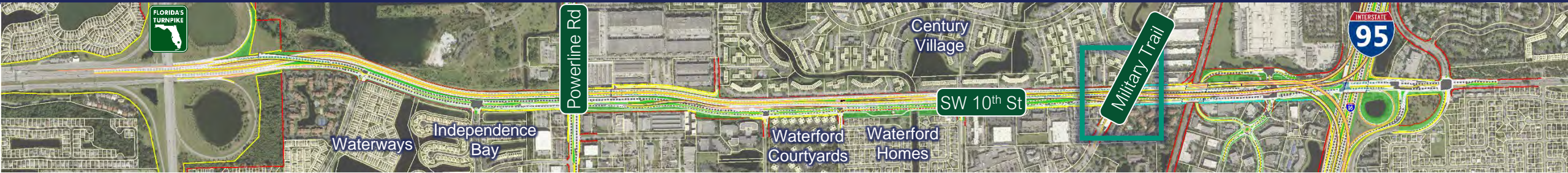
Renderings – 24th Ave – Looking West With Powerline Road Ramps



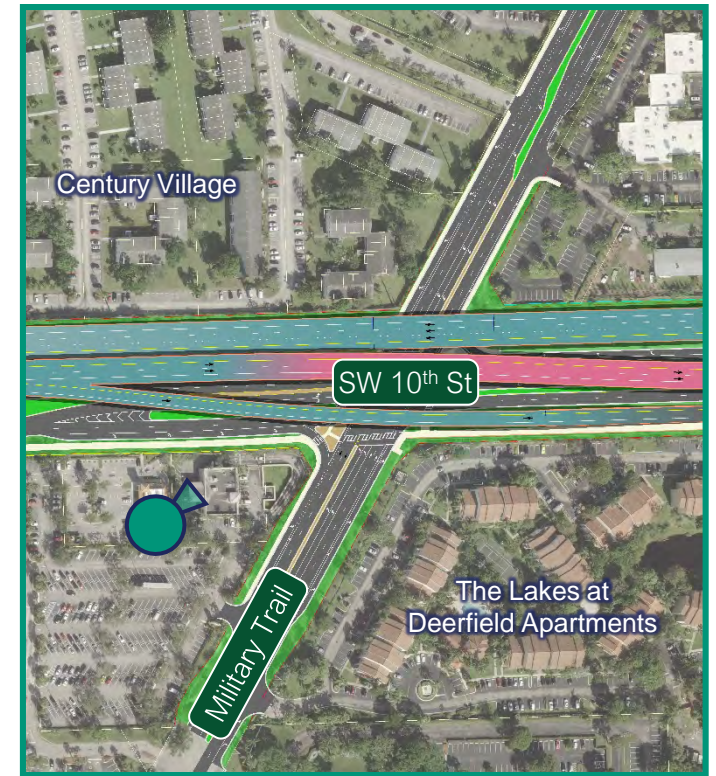
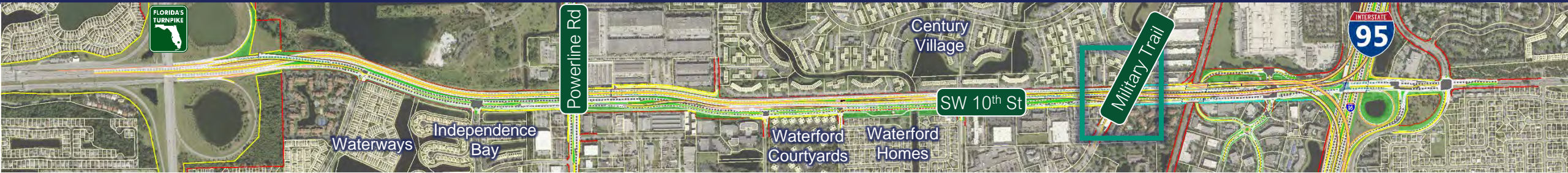
Renderings – 24th Ave – Looking West *Without* Powerline Road Ramps



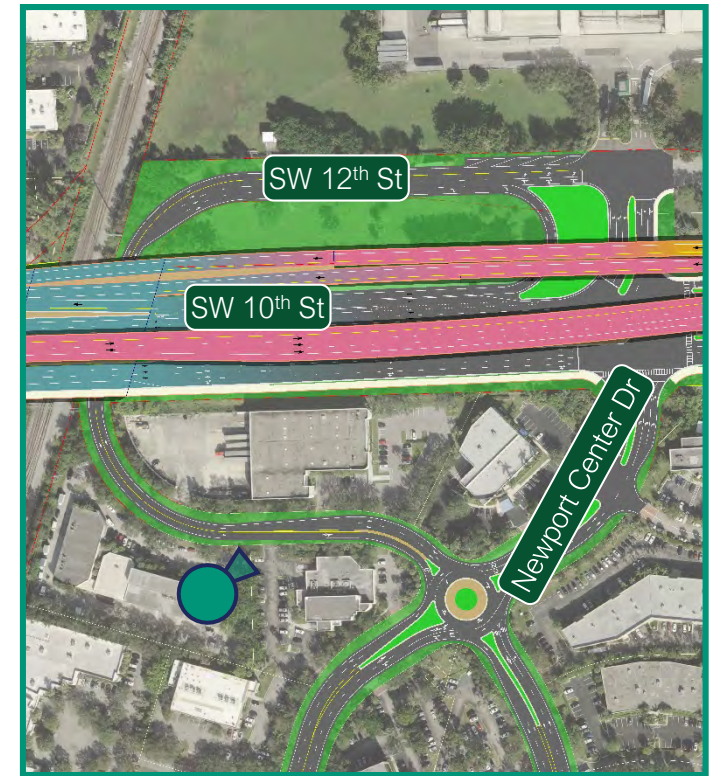
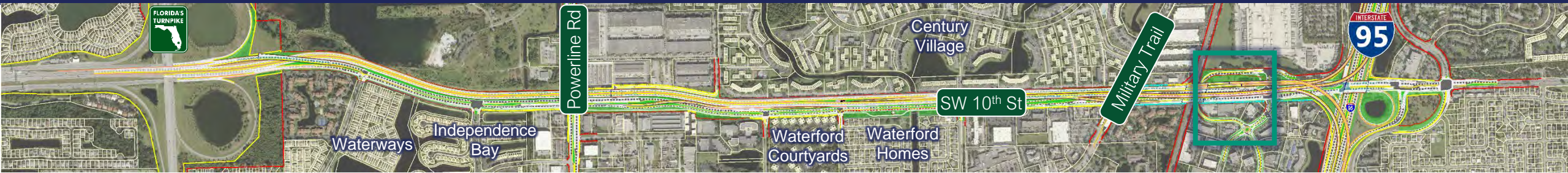
Renderings – Military Trail – Looking South



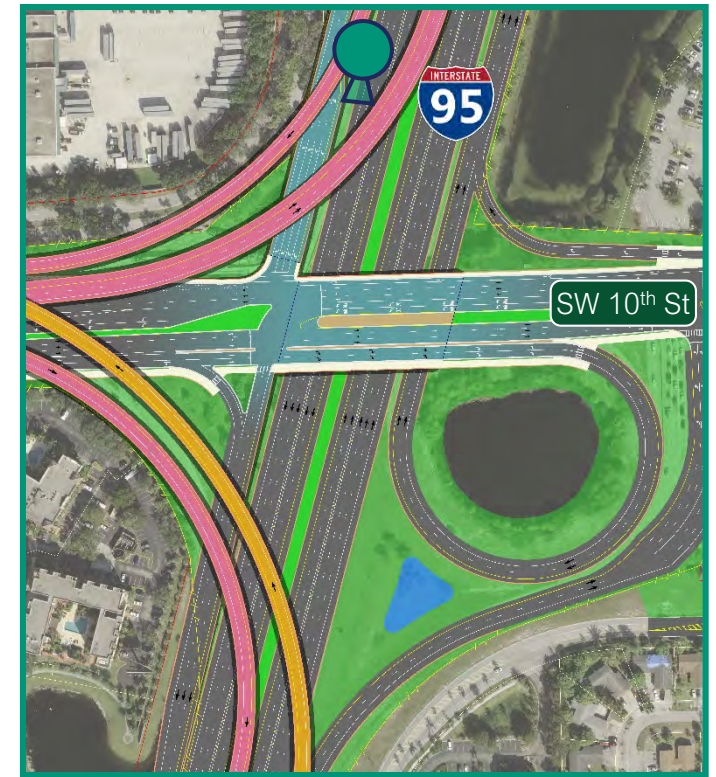
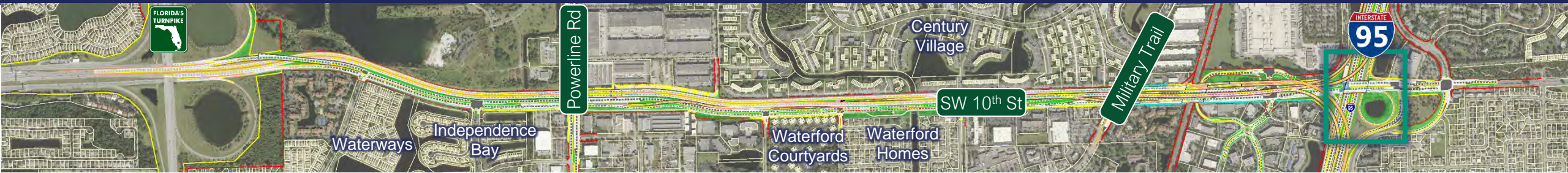
Renderings – Military Trail – Looking North



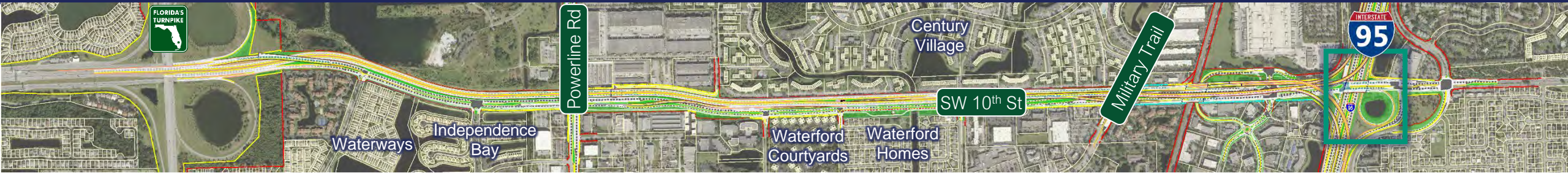
Renderings – Newport Center – Looking Northeast



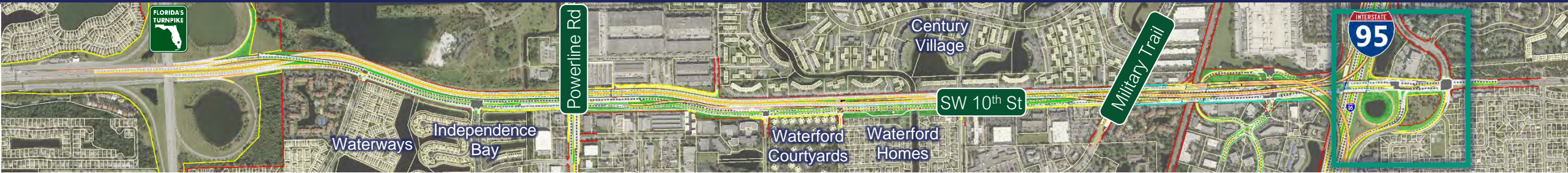
Renderings – I-95 Interchange – Looking South



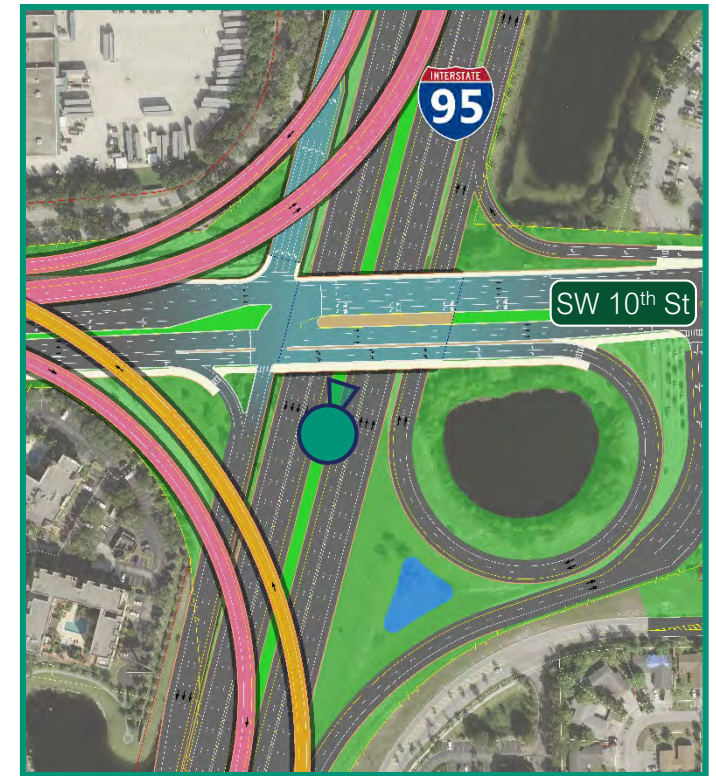
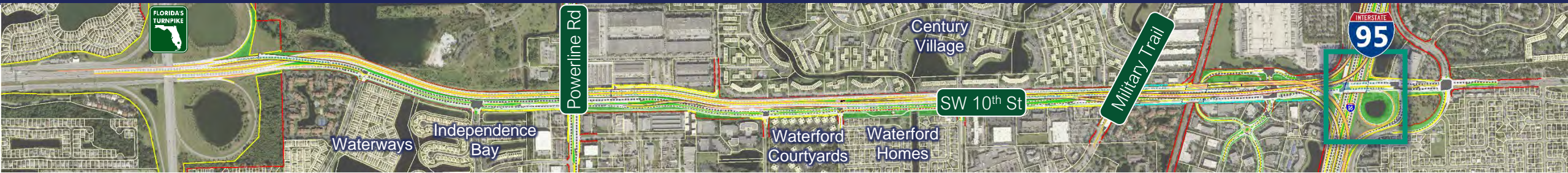
Renderings – I-95 Interchange – Looking Southwest



Renderings – I-95 Interchange – Looking West



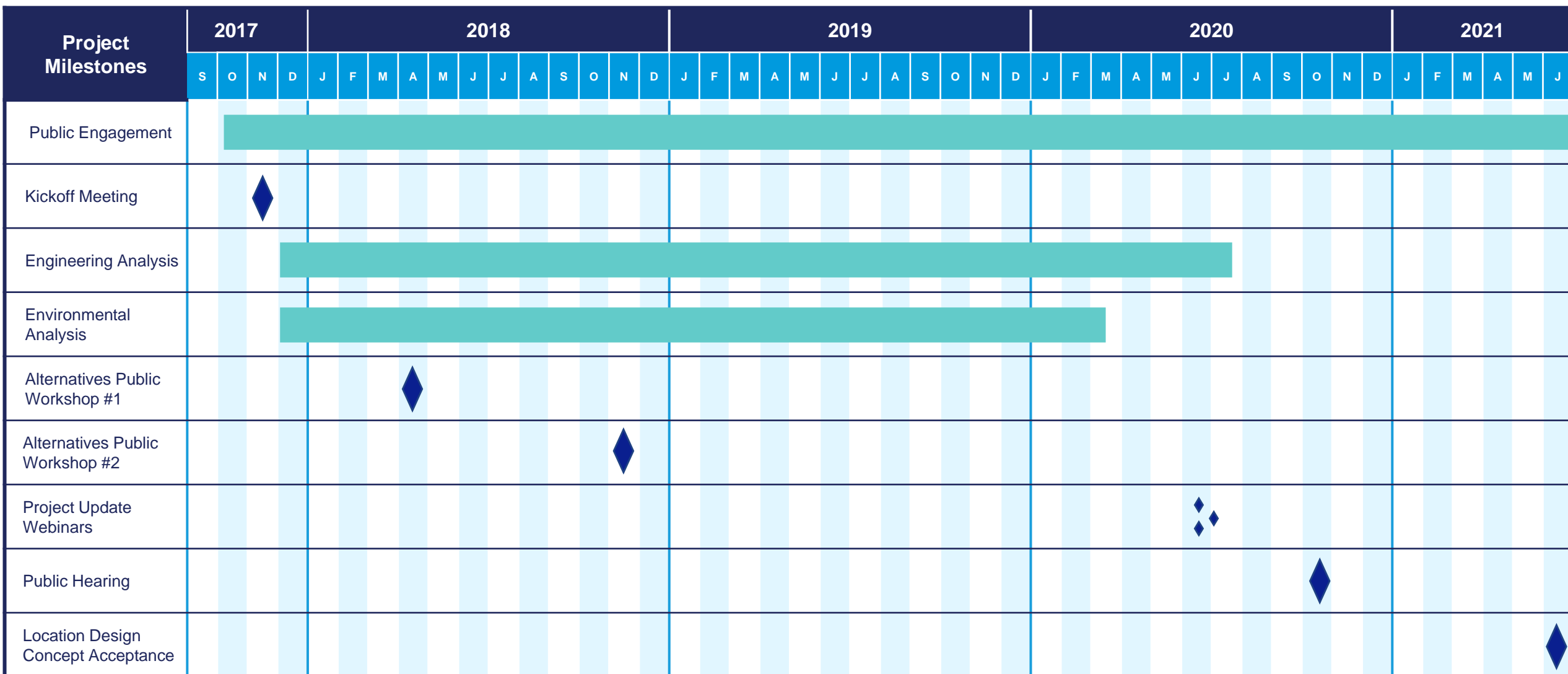
Renderings – I-95 Interchange – Looking North



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 Fall)
 - 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

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www.sw10street.com

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

Thank you!

I-95 
EXPRESS LANES

SW 10th Street

Connector