



# SW 10<sup>th</sup> Street Connector and I-95 PD&E Study

## Meeting with Waterways Community



### SW 10<sup>th</sup> Street Connector PD&E Study

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



### I-95 from SW 10<sup>th</sup> Street to Hillsboro Boulevard PD&E Study

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

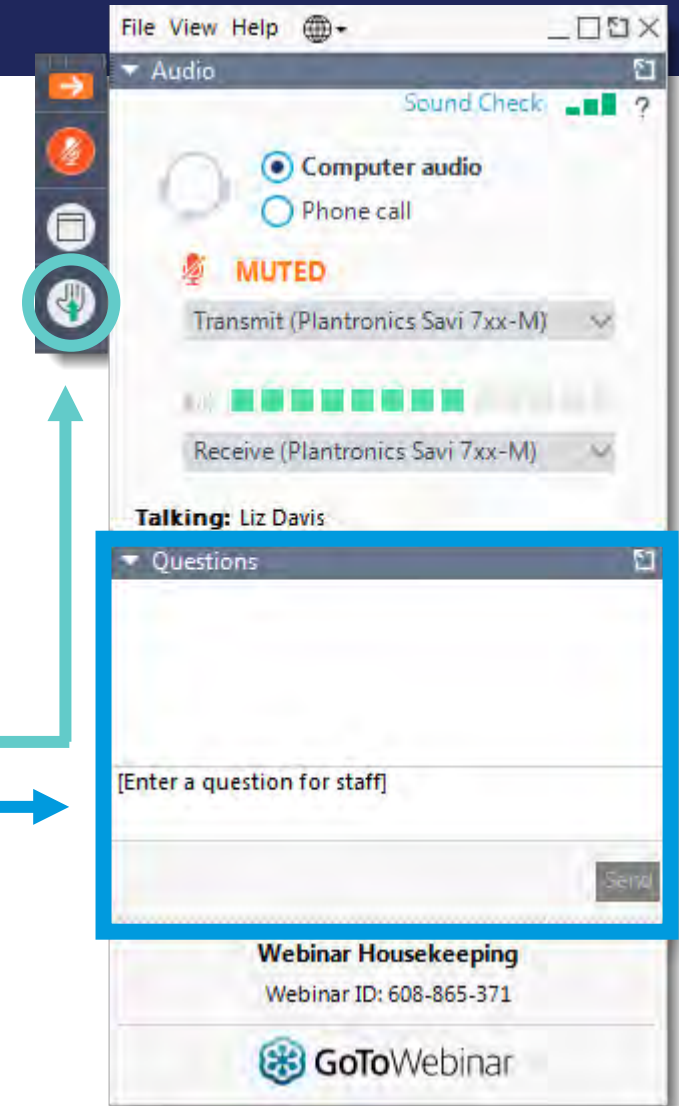
*August 27, 2020*

# 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

# 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 if you have a question or clarification. You will be unmuted in order of raising hands
  - 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*

**Sharon Singh Hagyan**

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## Tallahassee Office

Florida Department of Transportation  
*State Title VI Coordinator*

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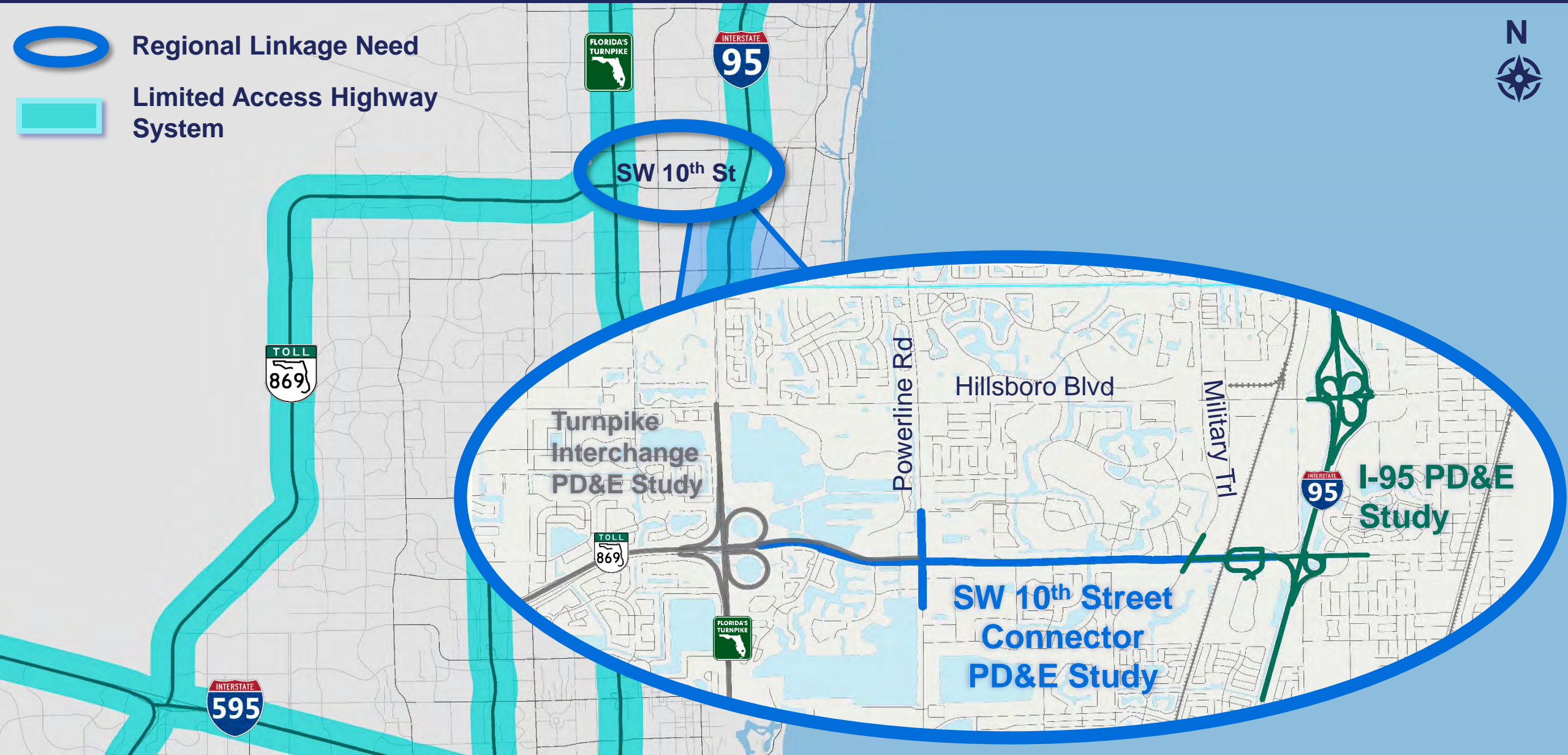
# General Information

- Acknowledgment of Elected Officials in attendance
- Confirmation of current number of attendees
- Introduction of Presenters
  - Maria Alzate, SW 10<sup>th</sup> Street Connector Public Involvement Team Member
    - *Presentation Moderator*
  - Vanita Saini, FDOT Deputy Project Manager
  - Phil Schwab, SW 10<sup>th</sup> 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



 Regional Linkage Need

 Limited Access Highway System

SW 10<sup>th</sup> St

Turnpike Interchange PD&E Study

Powerline Rd

Hillsboro Blvd

Military Trl

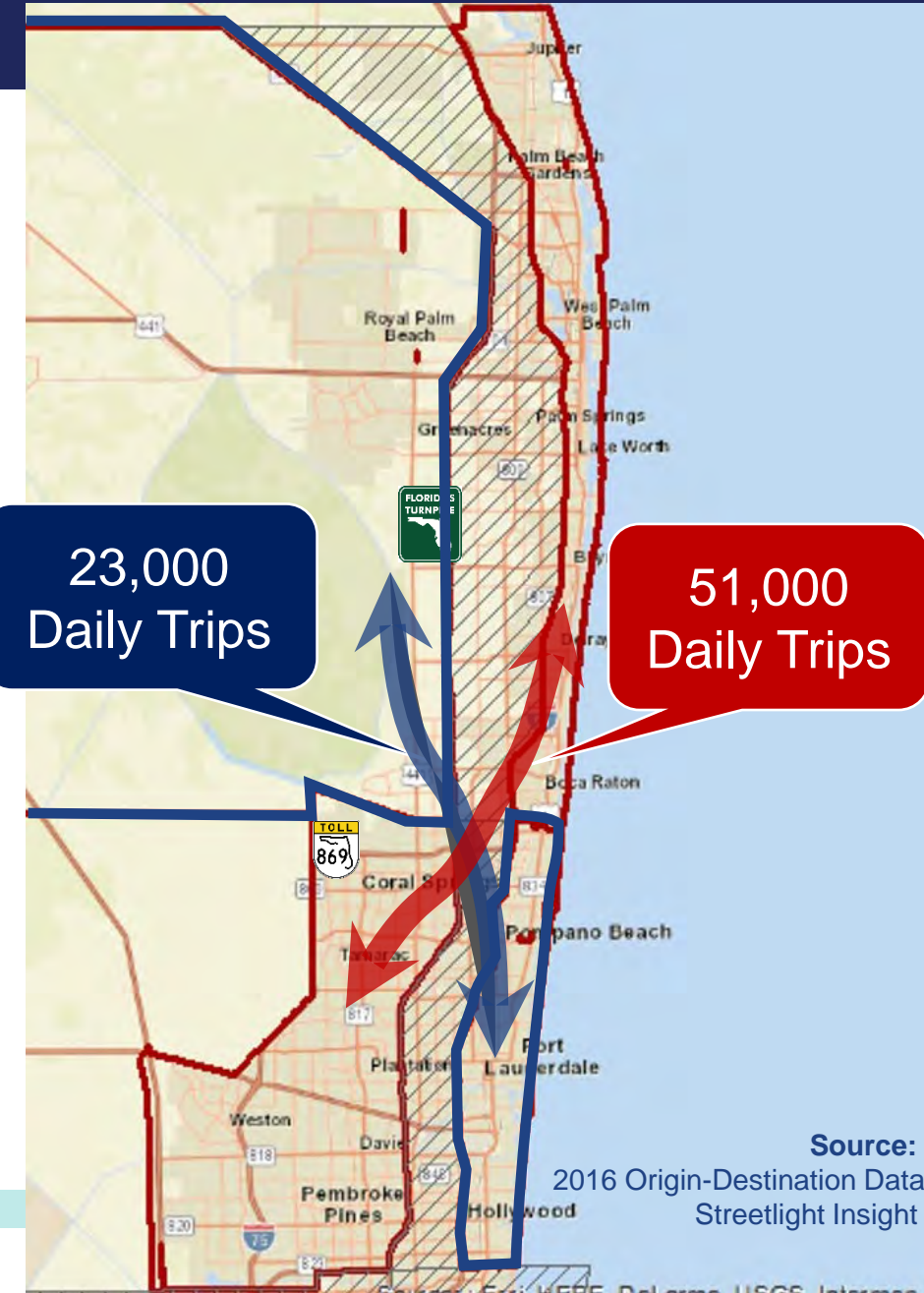
I-95 PD&E Study

SW 10<sup>th</sup> Street Connector PD&E Study



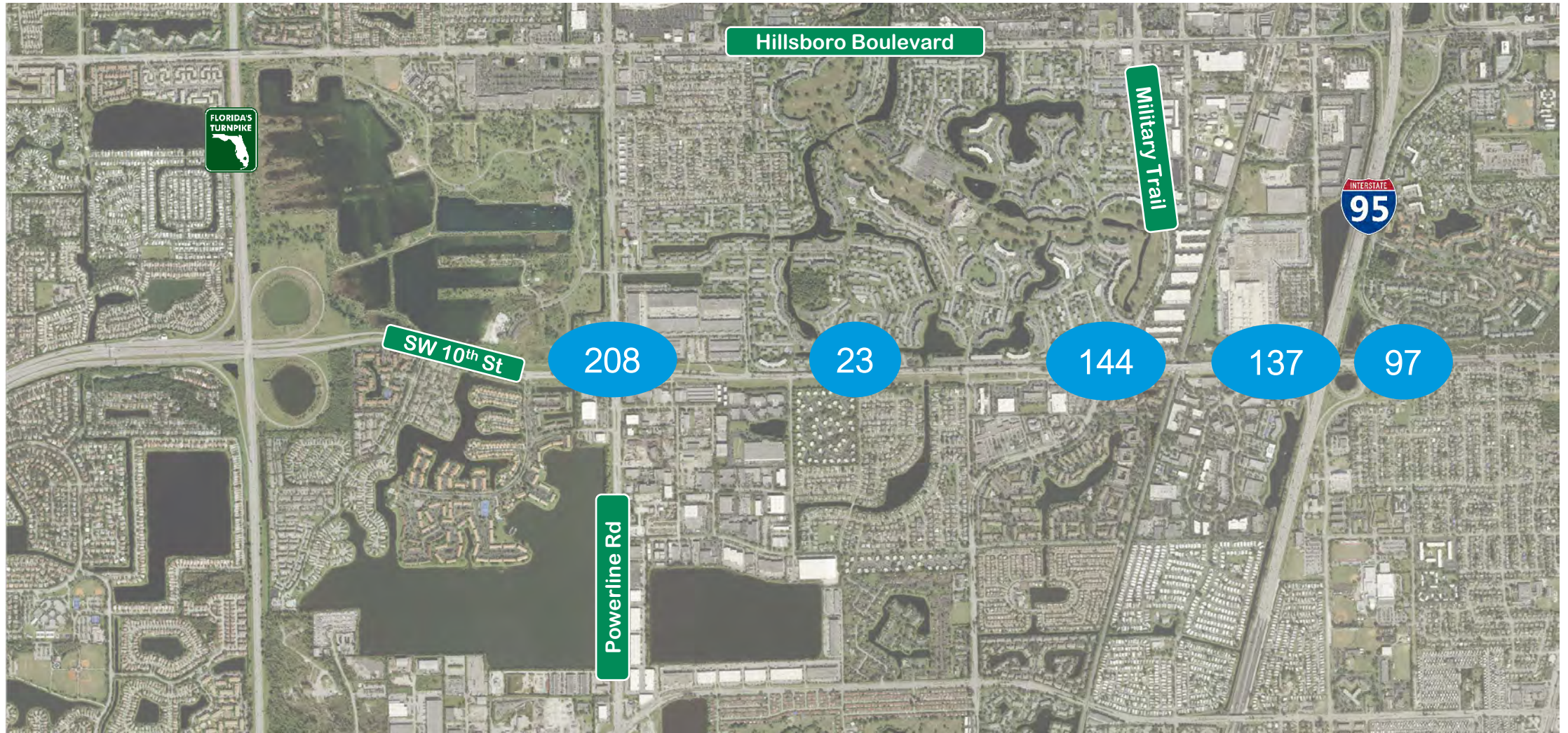
# System Linkage Need

- 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 10<sup>th</sup> 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 10<sup>th</sup> Street needs
- Enhance intermodal and economic development
- Enhance emergency response times and evacuation operations



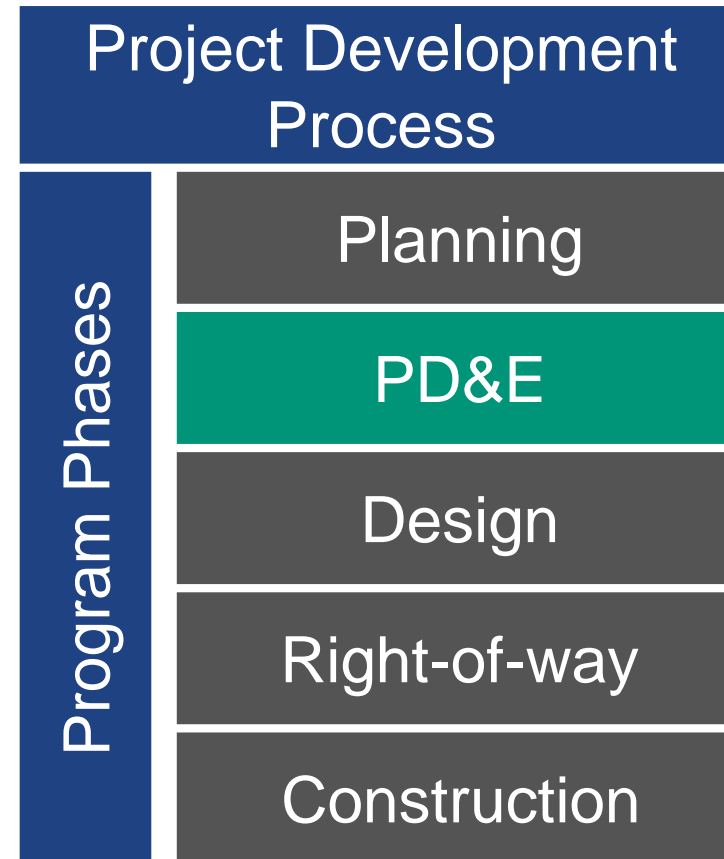
# Purpose and Need – I-95 PD&E Study

- 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

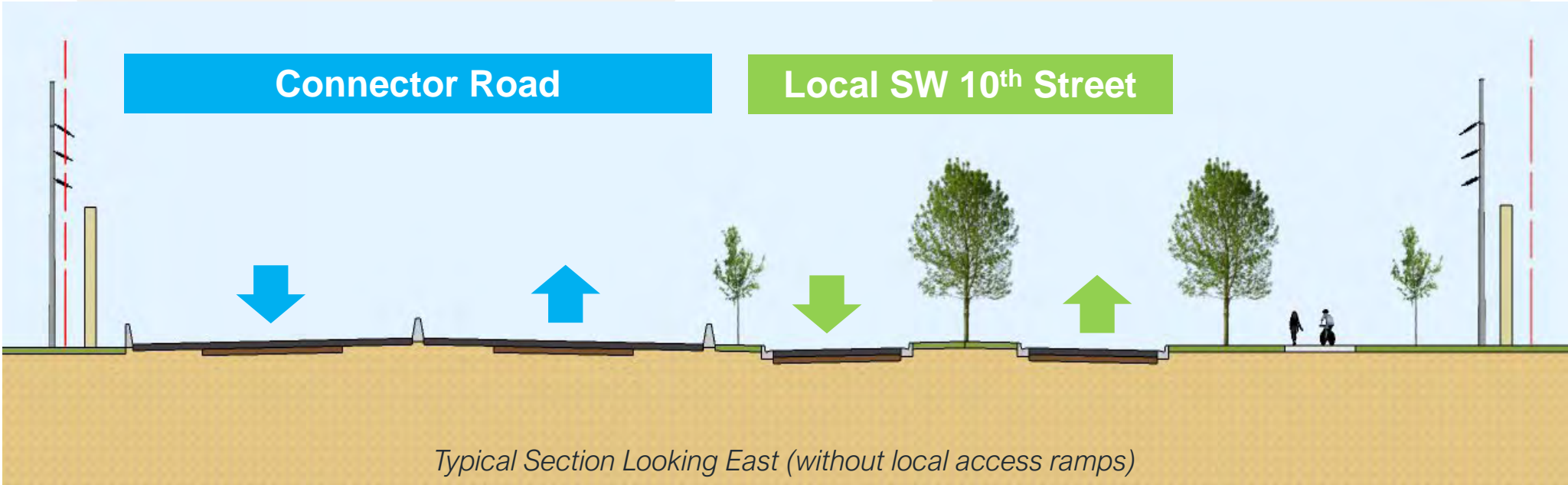
# Overview: One Corridor, Dual Facilities

**1 Connector Road**

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

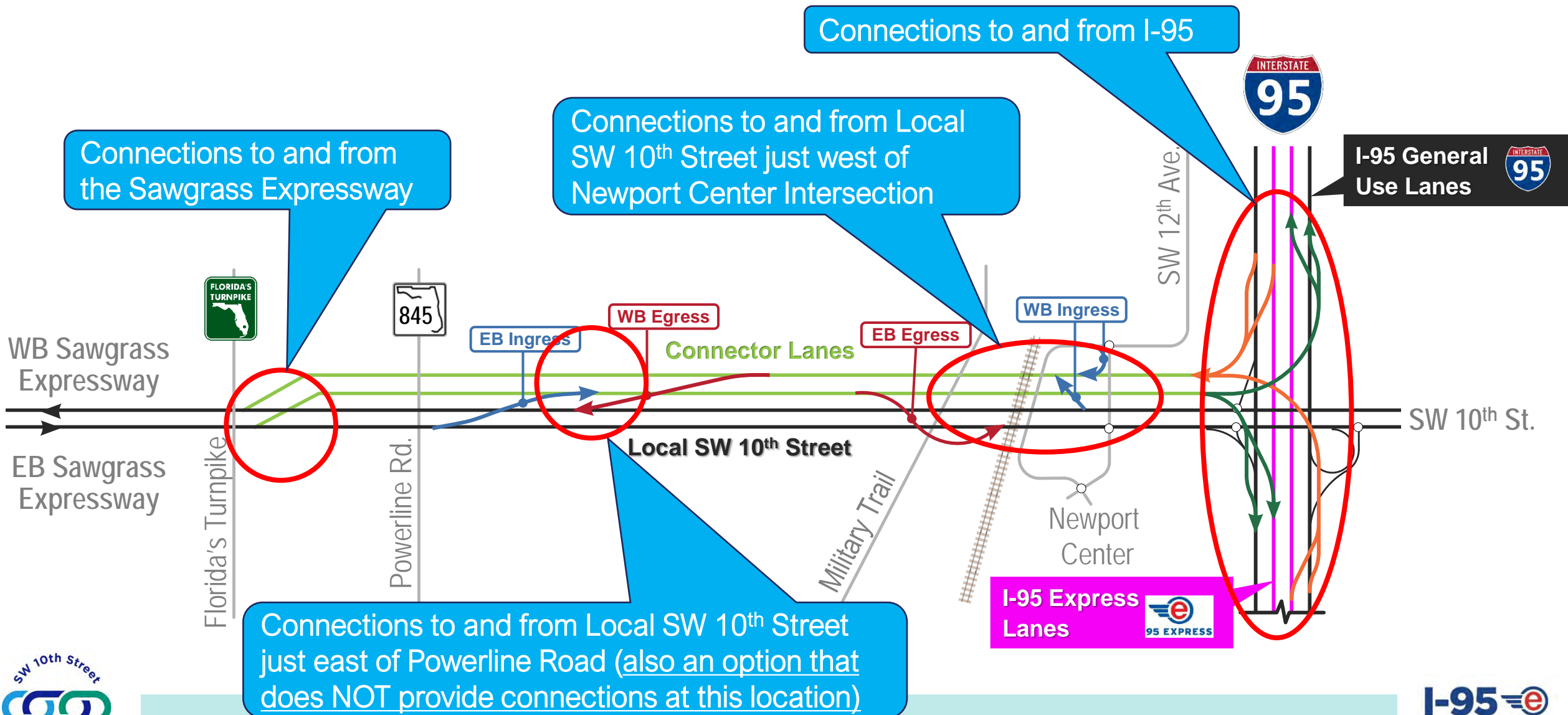
**2 Local Roadway**

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



Typical Section Looking East (without local access ramps)

# Overview of Access to and from Connector Lanes



# 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



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 10<sup>th</sup> 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.

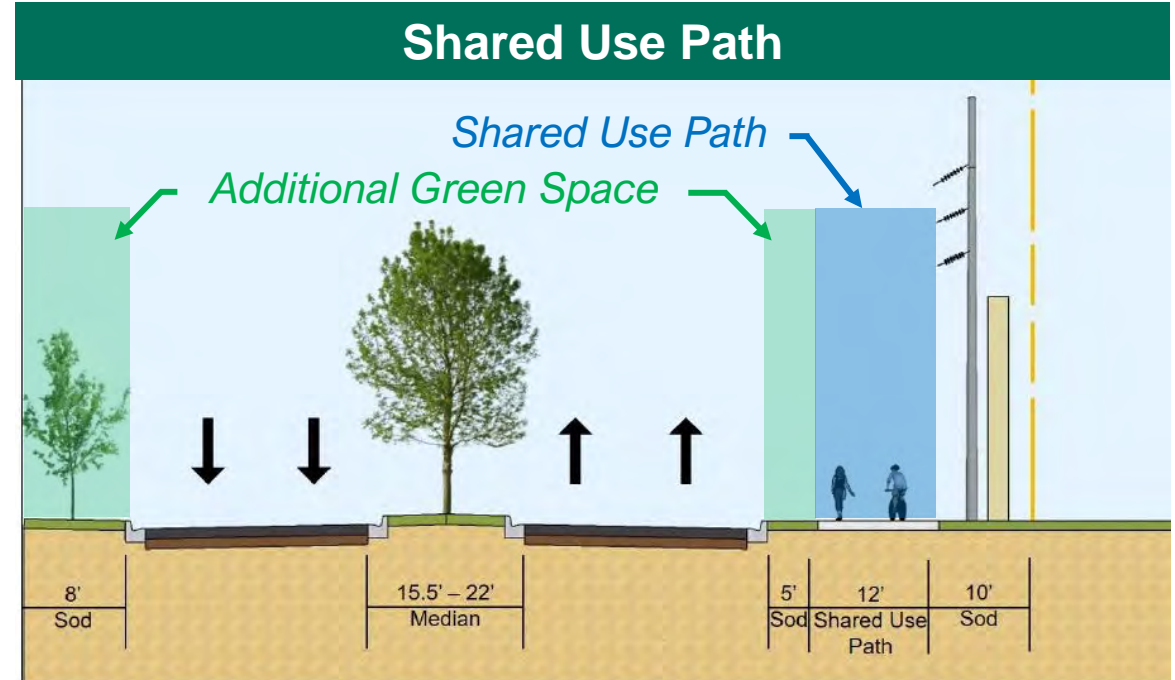
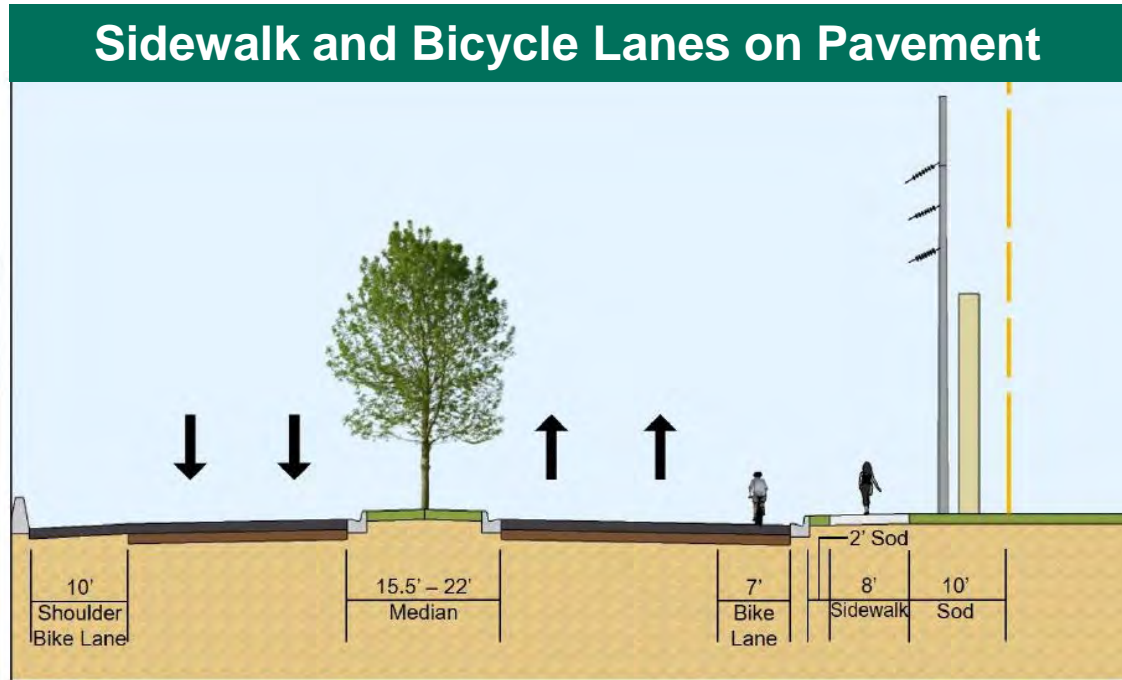


5. Does not provide full access to/from Turnpike from SW 10<sup>th</sup> Street Local

**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 10<sup>th</sup> a Complete Street

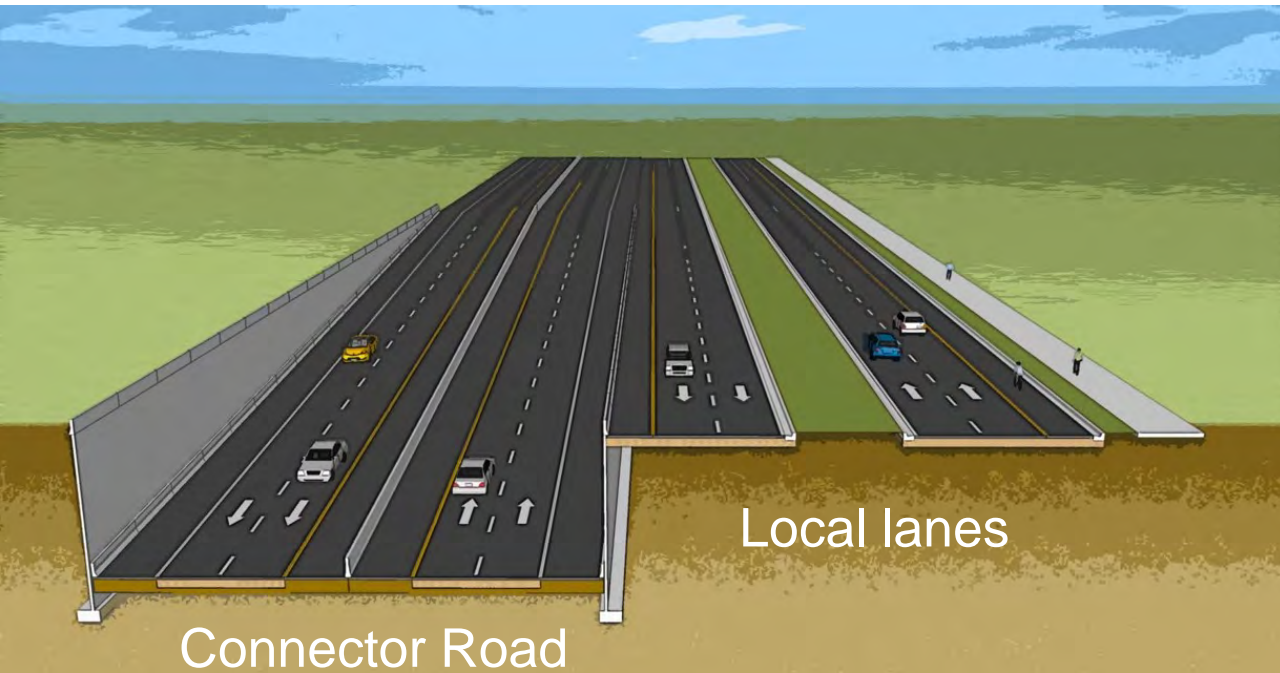


- Provides additional green space
- City concerned with bicycles interacting with local access ramps
- FDM now allows for removal of bike lanes on the pavement in lieu of shared use path
- City staff and officials very supportive of the change

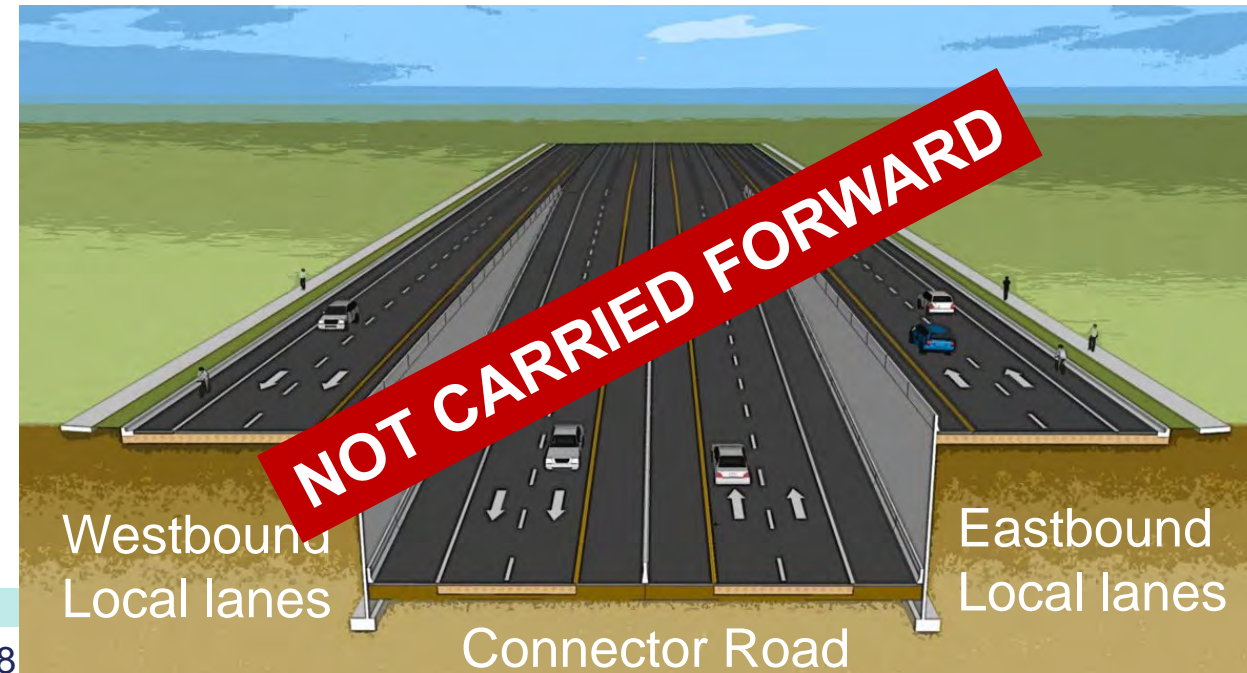
# Alternatives Development – Workshop #1

- 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

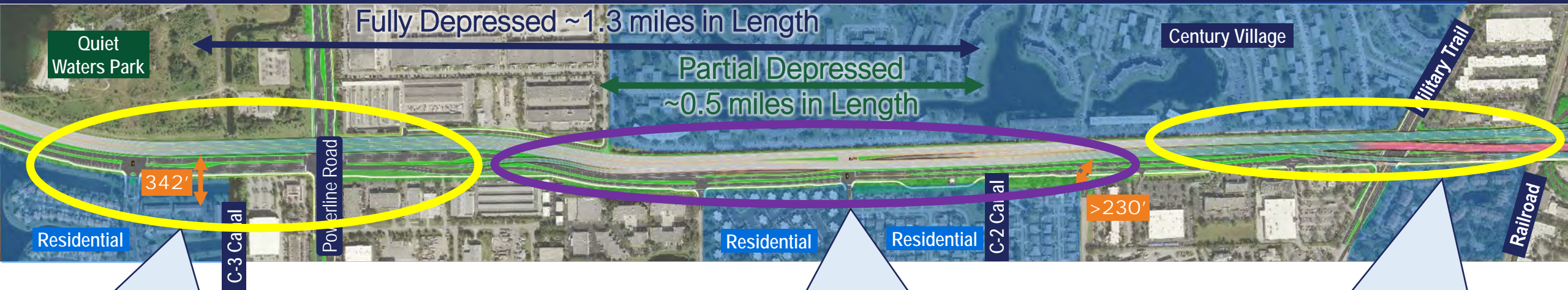
## North Alignment



## Center Alignment



# 'Full and Partial' Depressed Alternatives Evaluated



## 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**

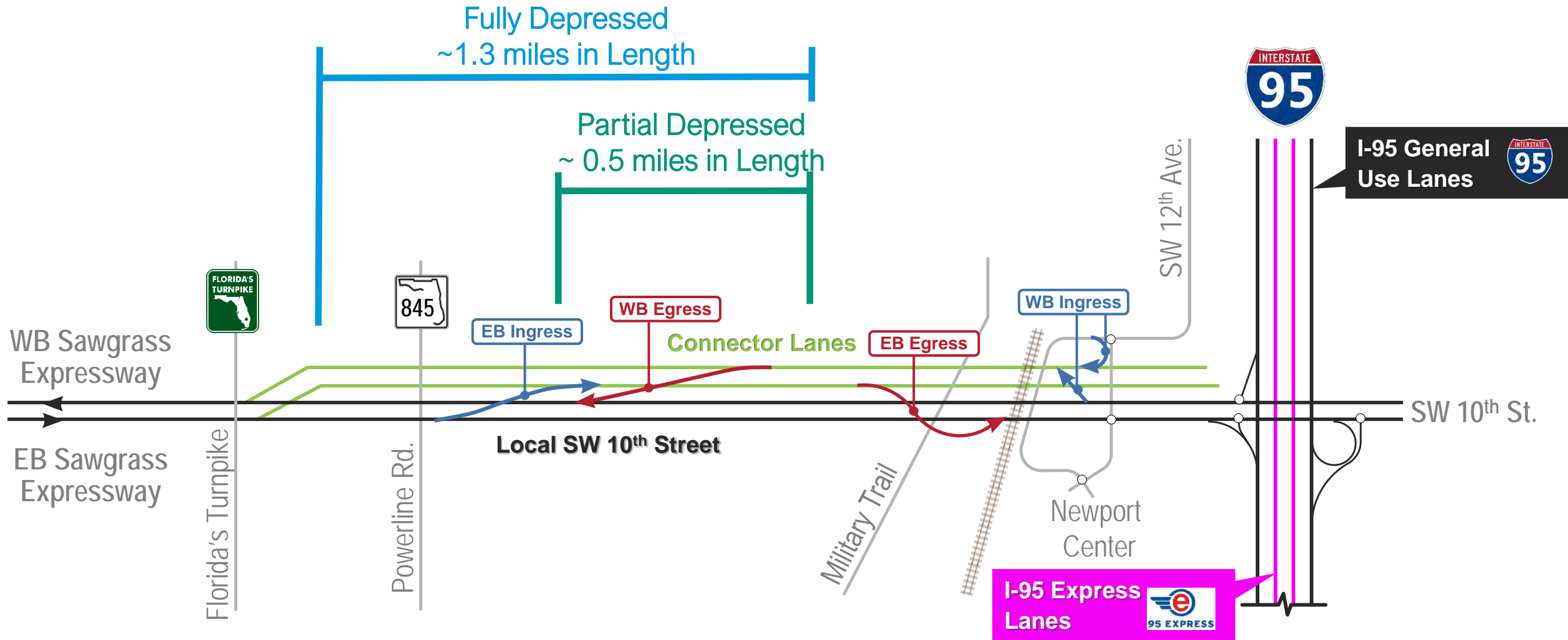
## East Constraints

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

## Minimal benefits

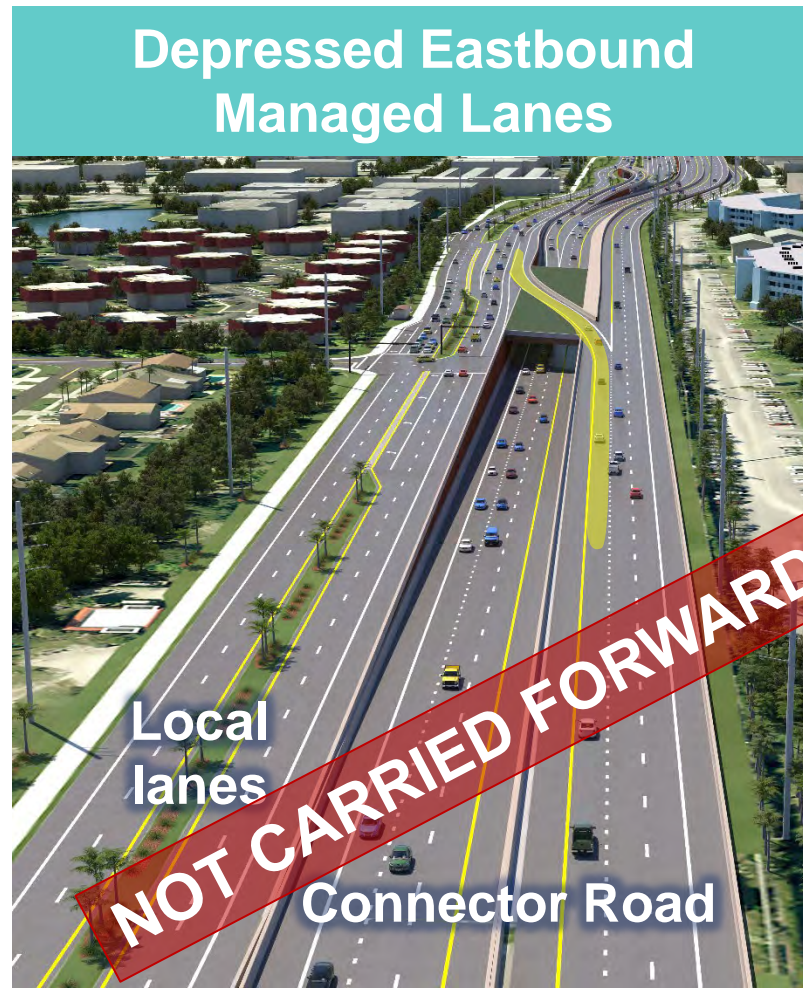
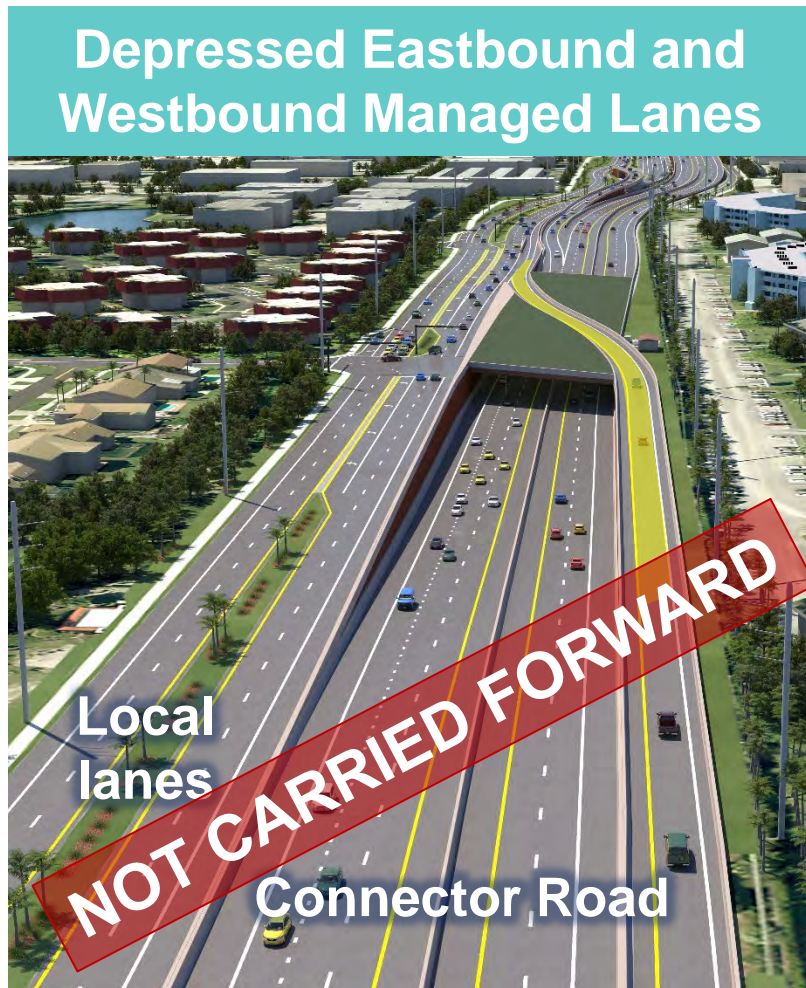
- Closest house on south is more than 230 feet from the start elevation increase
- Century Village has expressed desire for noise wall

# 'Full and Partial' Depressed Alternatives Evaluated

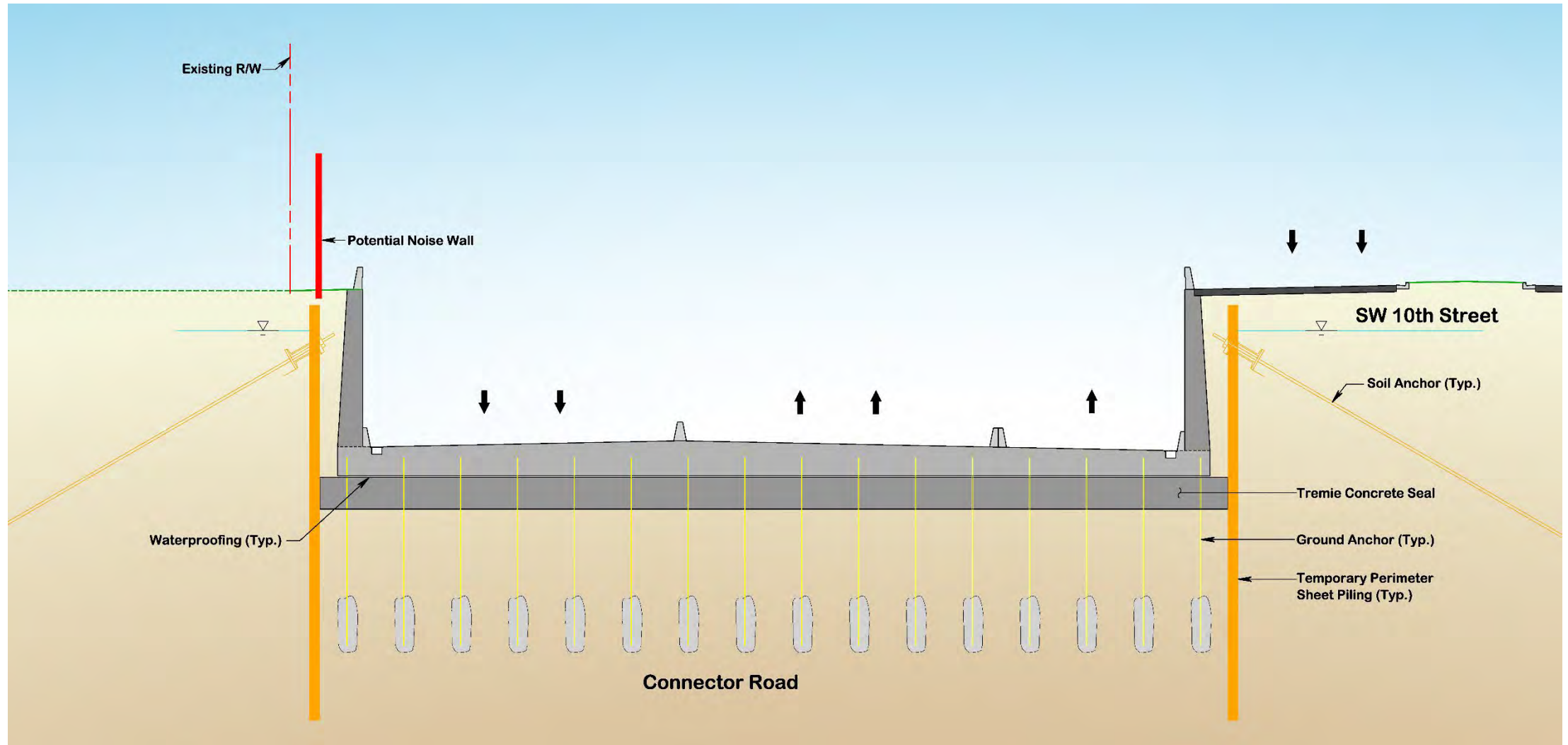


# Alternatives Development – Partial Depressed Options

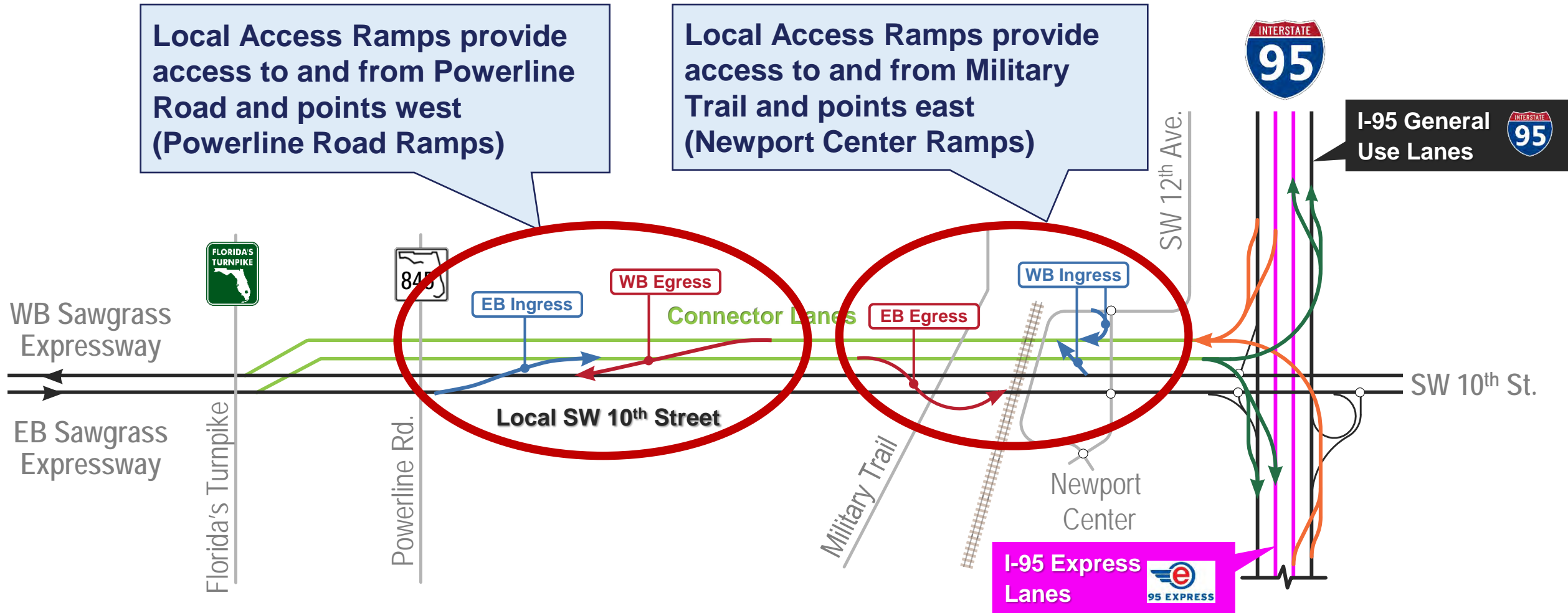
- Alternatives Public Workshop No. 2 - November 18, 2018 (additional alternatives to full depressed north alignment and at-grade with no local access)



# Depressed Section Challenges



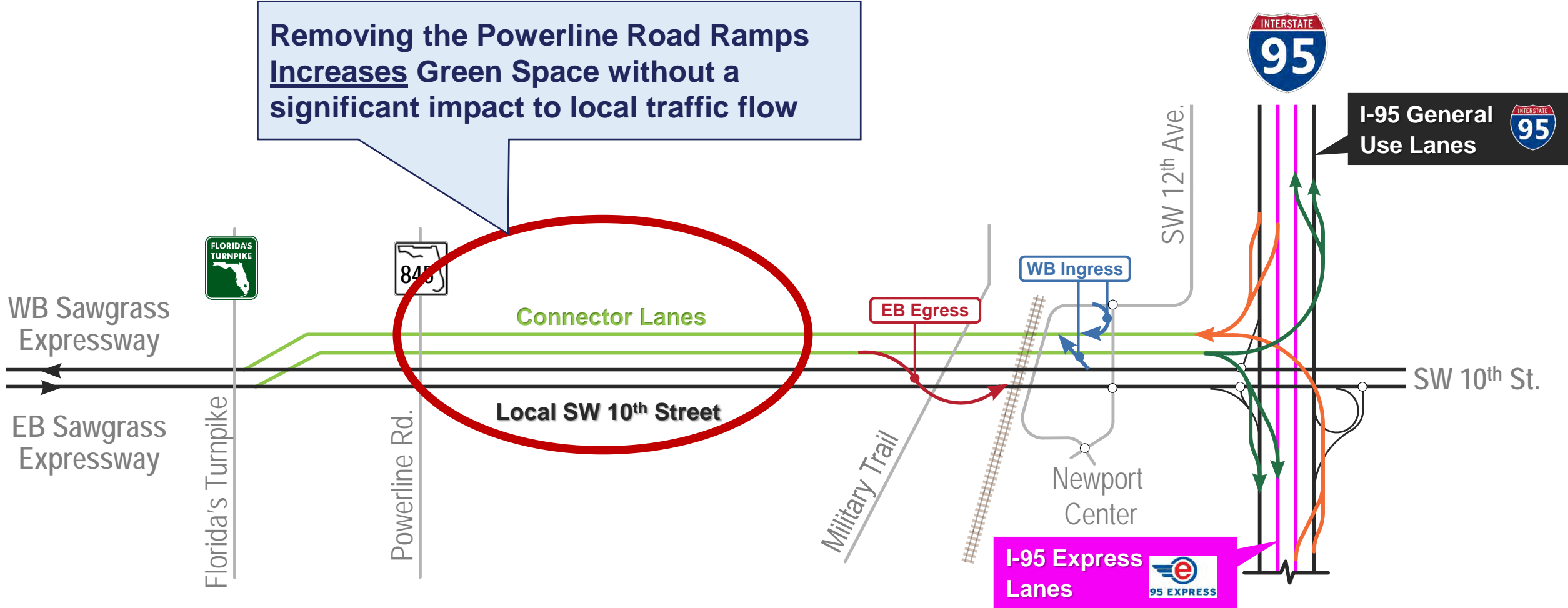
# Eliminate Local Access Ramps (to Increase Green Space)



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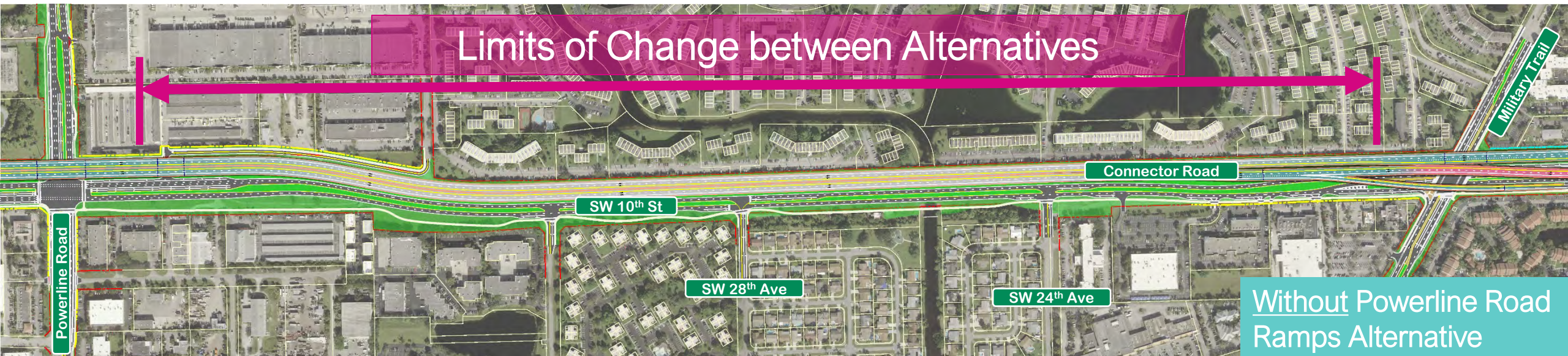
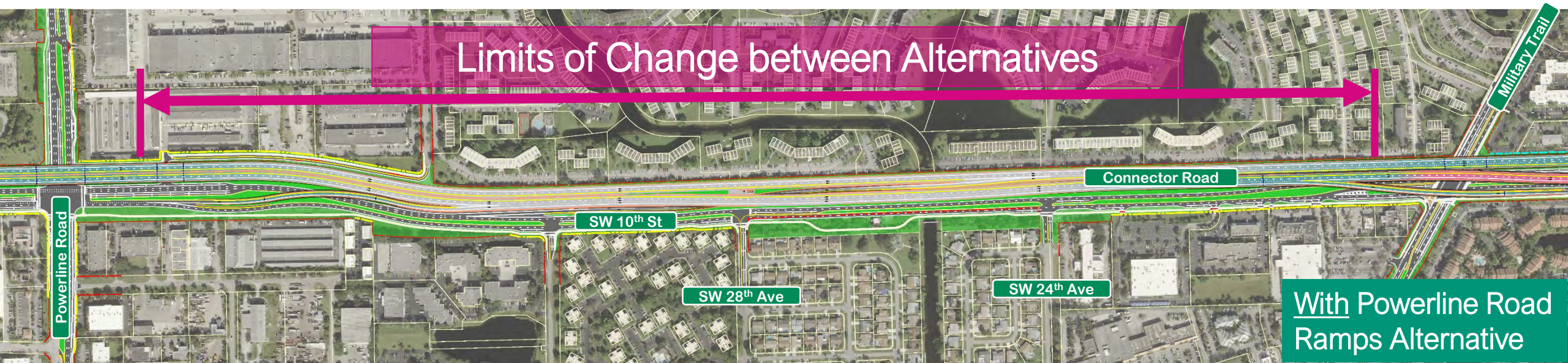
Without Powerline Road Ramps

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

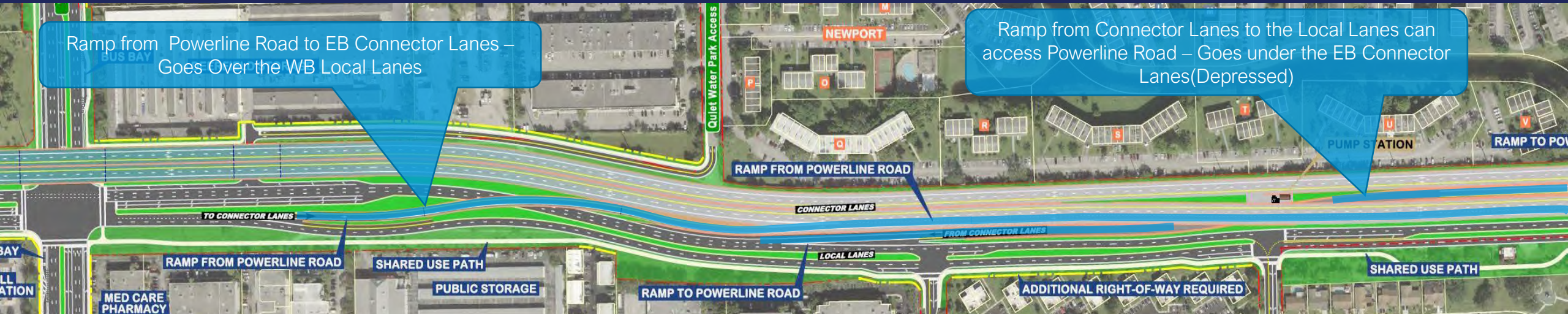




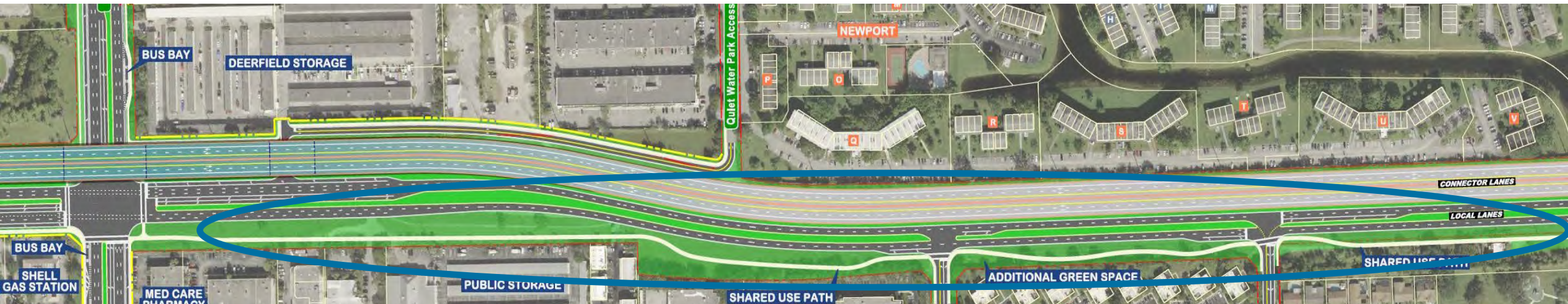
# Alternatives Comparison



# Alternatives Comparison



Alternative with the Local Access Ramps to and from Powerline Road

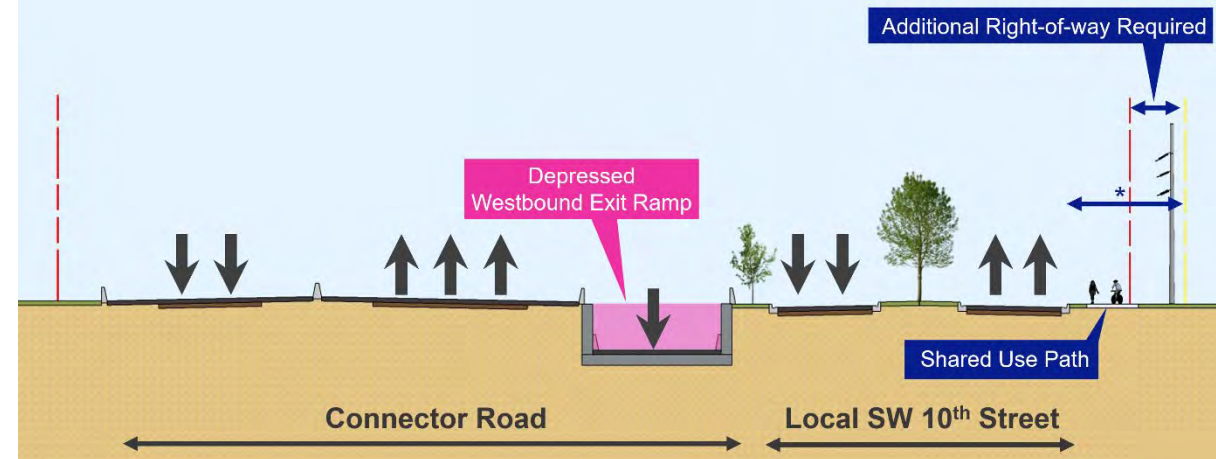


Alternative with No Local Access Ramps to and from Powerline Road

# Typical Section Comparison

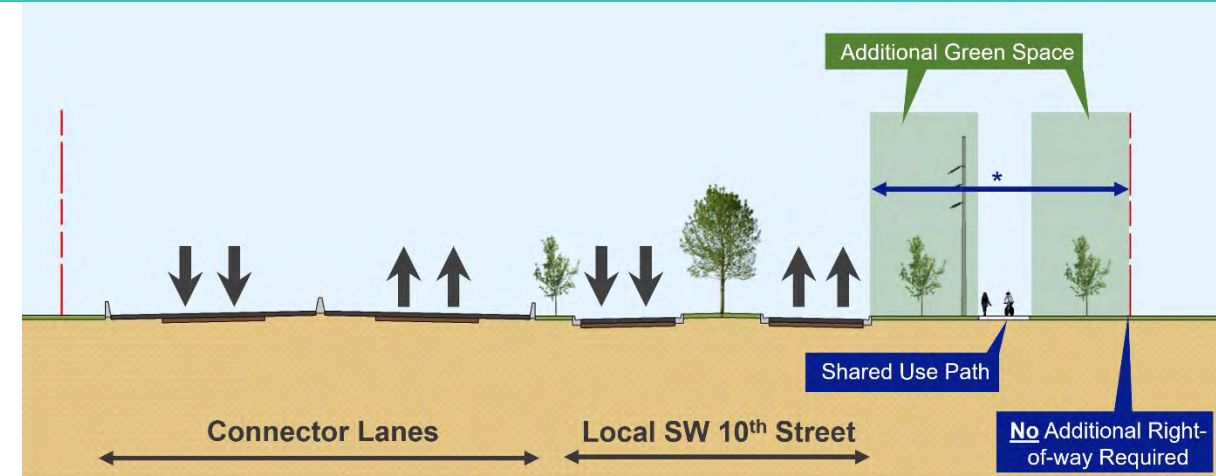
## With Powerline Road Ramps (between SW 30<sup>th</sup> Avenue and SW 24<sup>th</sup> Avenue)

- Four-lane Connector Road and four-lane local SW 10<sup>th</sup> 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 30<sup>th</sup> Avenue and SW 24<sup>th</sup> Avenue)

- Four-lane Connector Road and four-lane local SW 10<sup>th</sup> 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 30<sup>th</sup> Ave – Looking East (*shown without noise walls*)

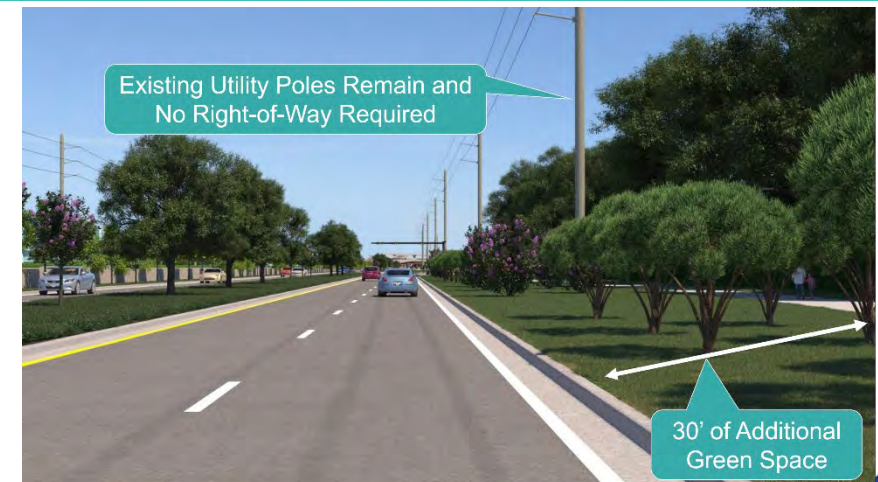
## With Powerline Road Ramps

- 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 10<sup>th</sup> PHV

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

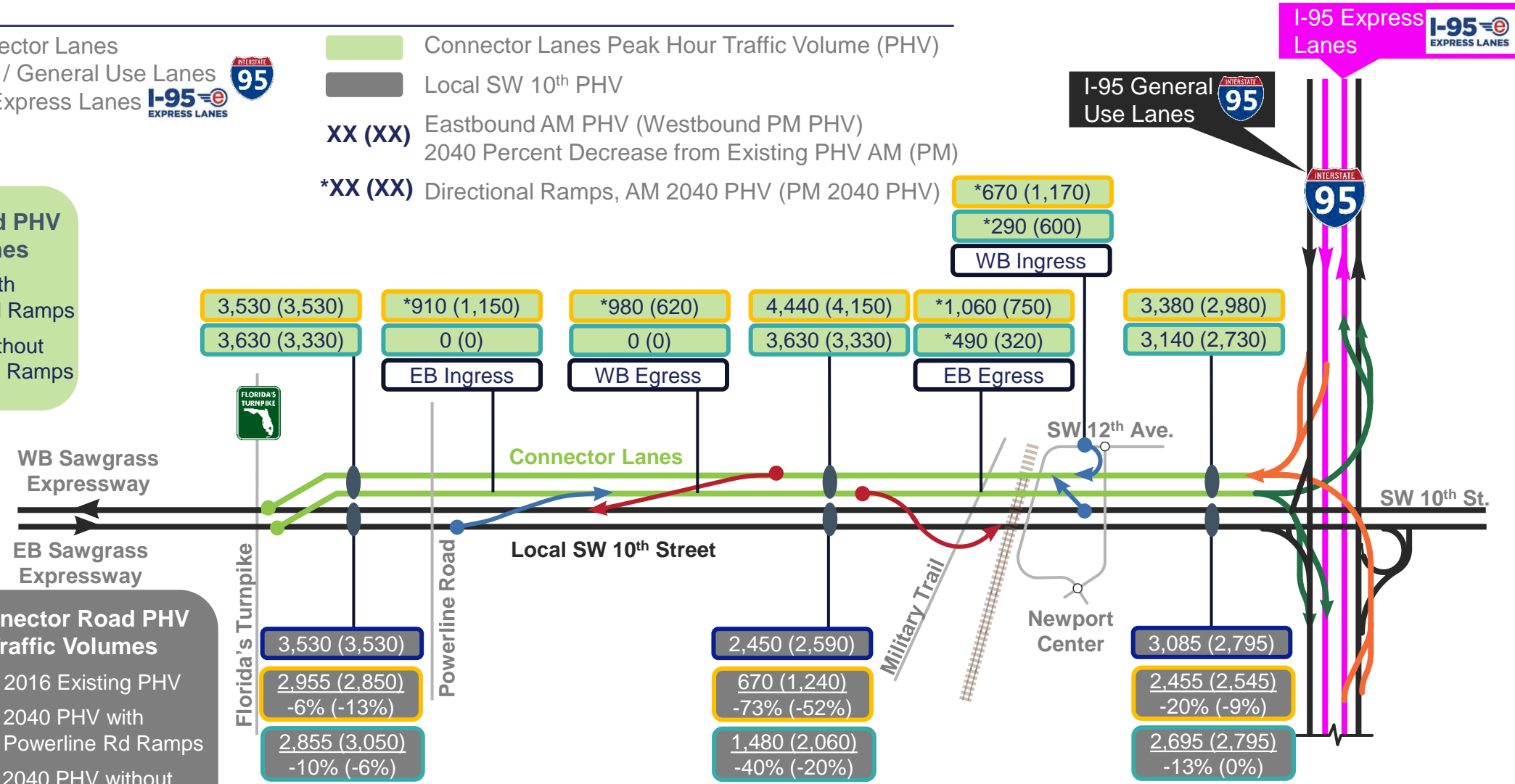
\*XX (XX) Directional Ramps, AM 2040 PHV (PM 2040 PHV)

**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



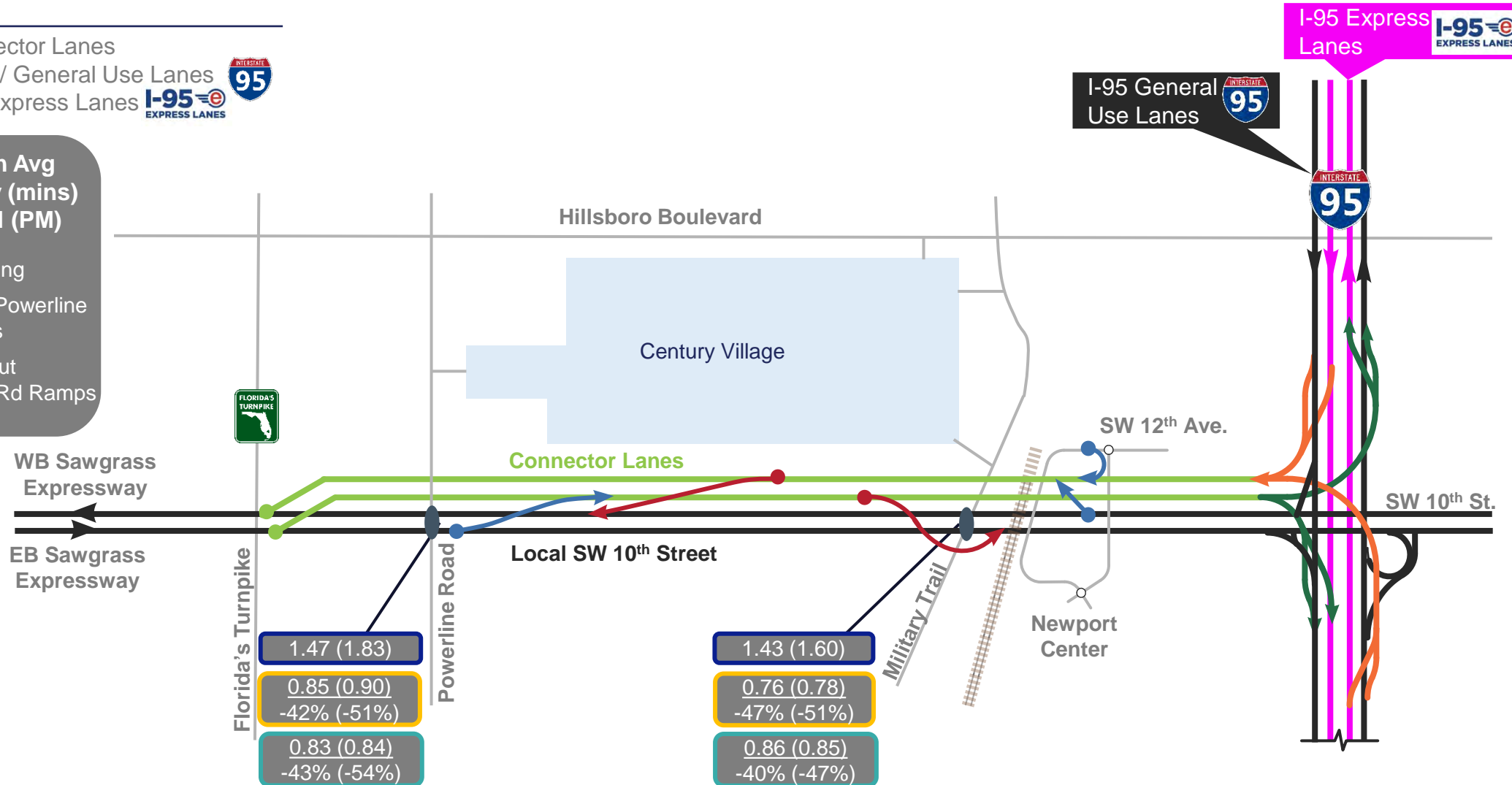
# Peak Hour Intersection Delay (Comparison)

## 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



# Rendering Comparison

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

## Without Powerline Road Ramps



# Rendering Comparison

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

With Powerline Road Ramps



Without Powerline Road Ramps

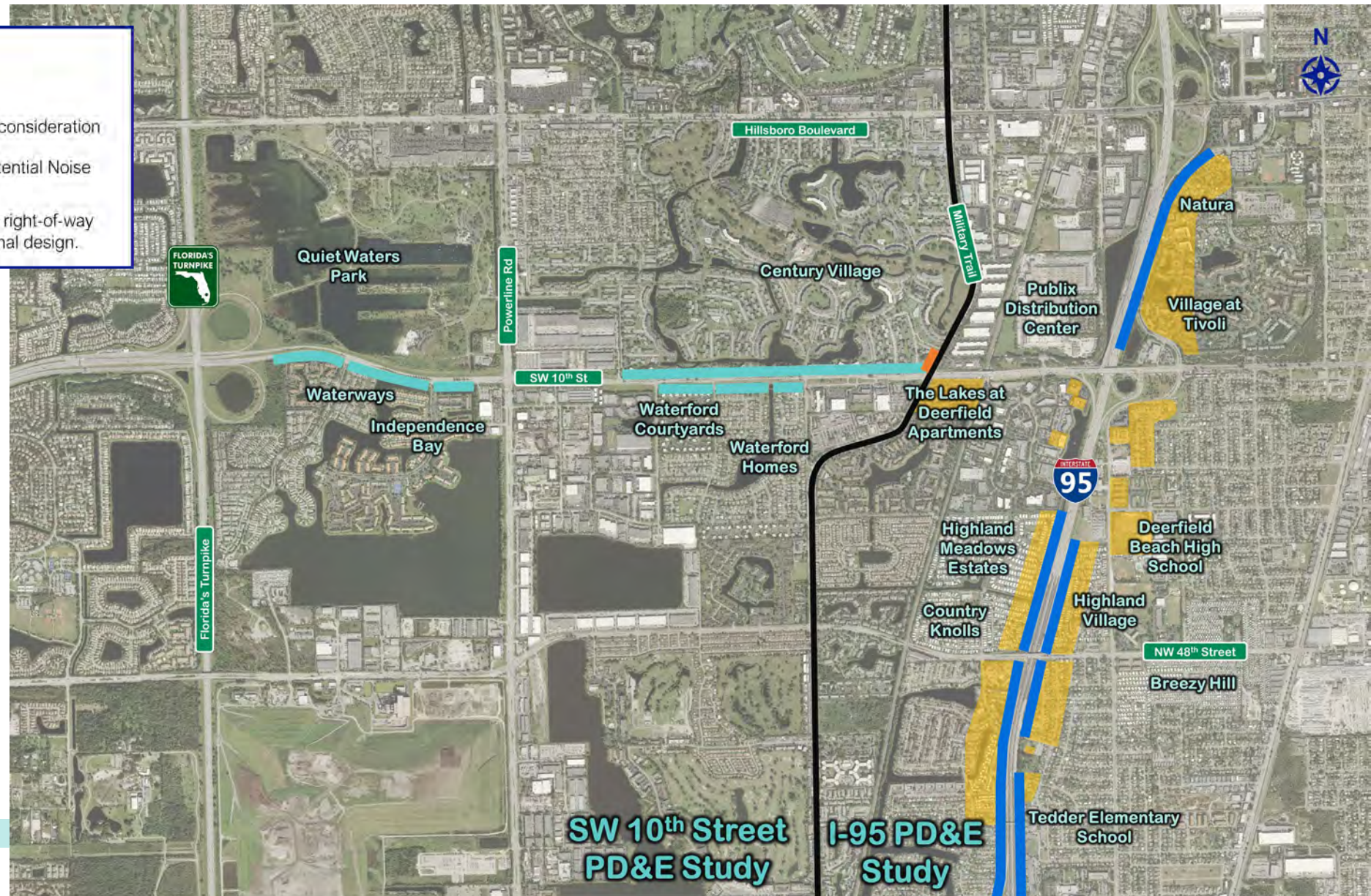




# Potential Noise Barrier Locations












## 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.



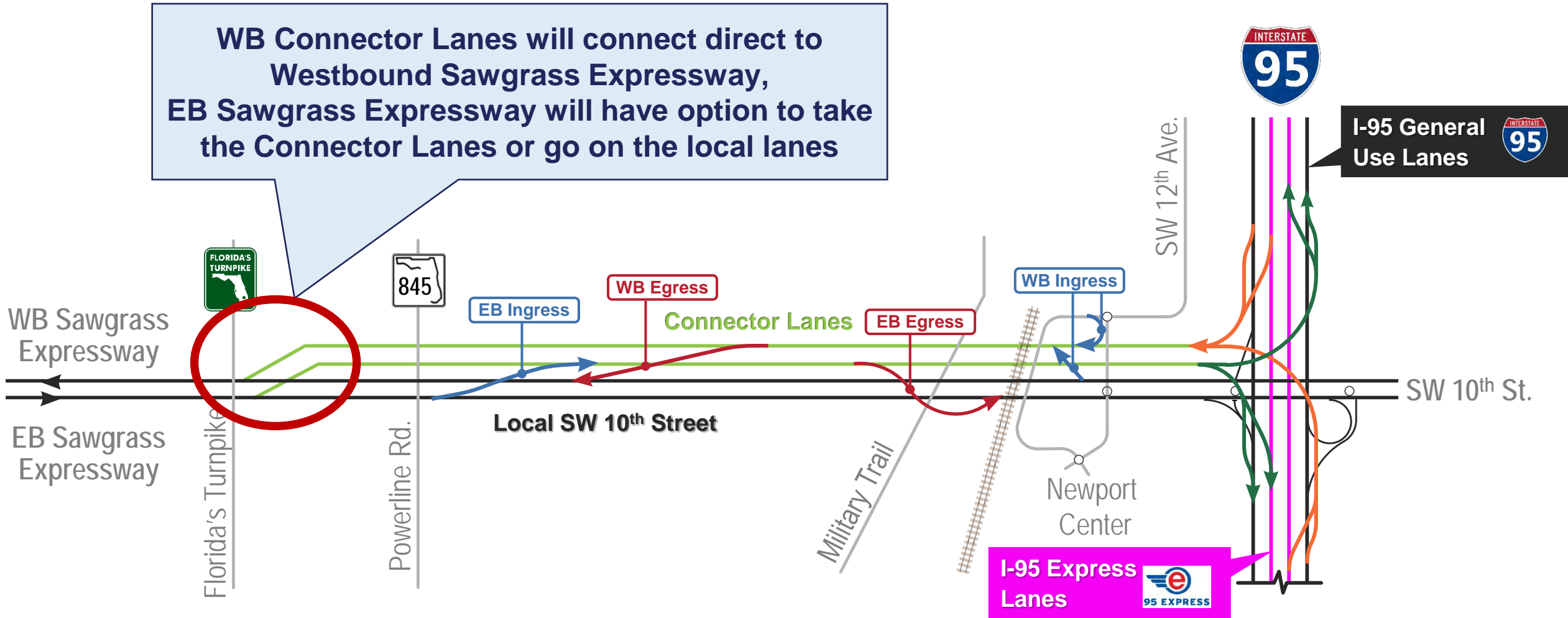
# DRAFT - Preliminary Evaluation Matrix



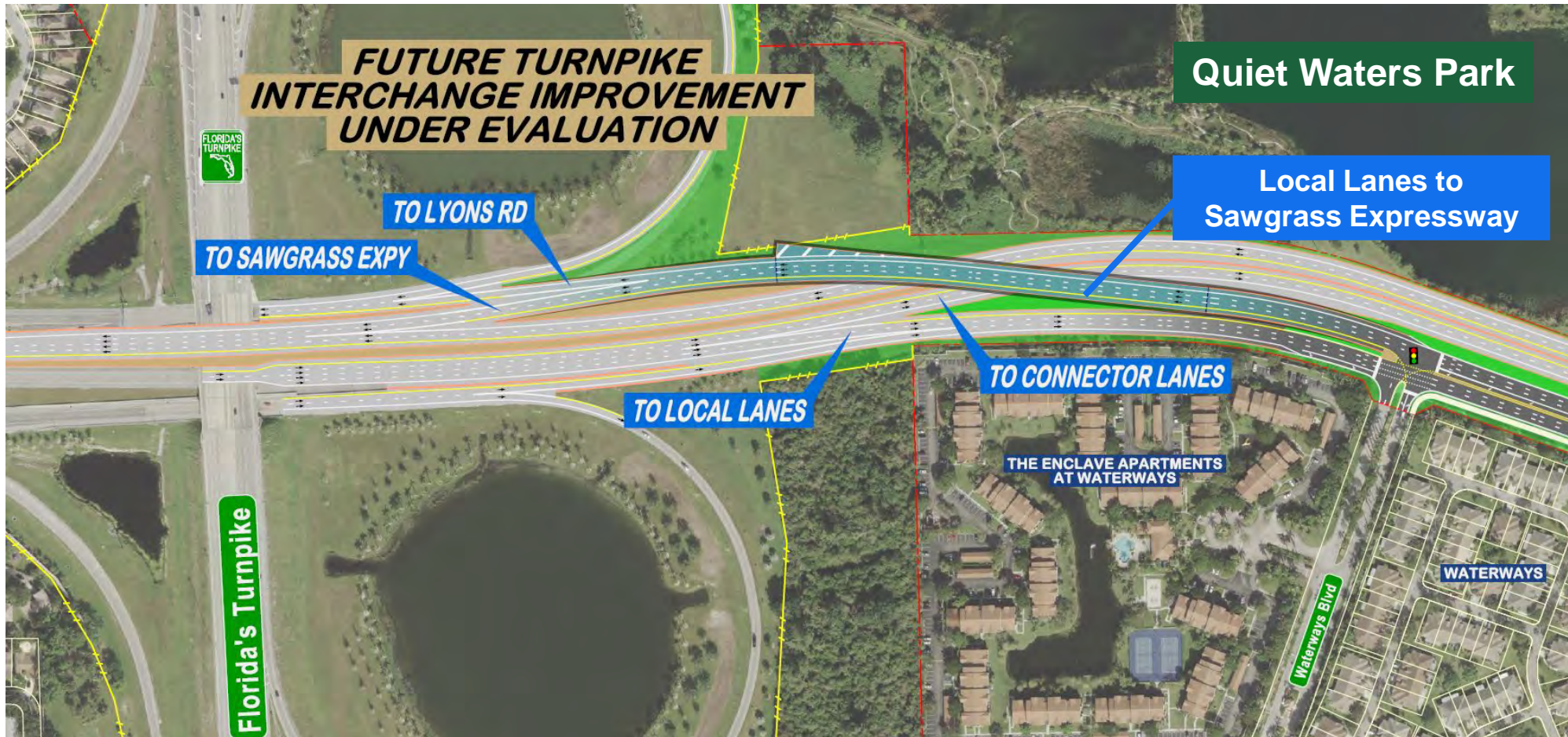
Evaluation Category		COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
<b>COAT Recommendation Categories</b>					
	Safety	1, 2	● (orange)	● (dark green)	● (dark green)
	Aesthetics	4, 5, 11	● (dark green)	● (yellow)	● (teal)
	Improve Traffic Flow	1, 3, 16	● (orange)	● (dark green)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

# Connection with Sawgrass Expressway

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

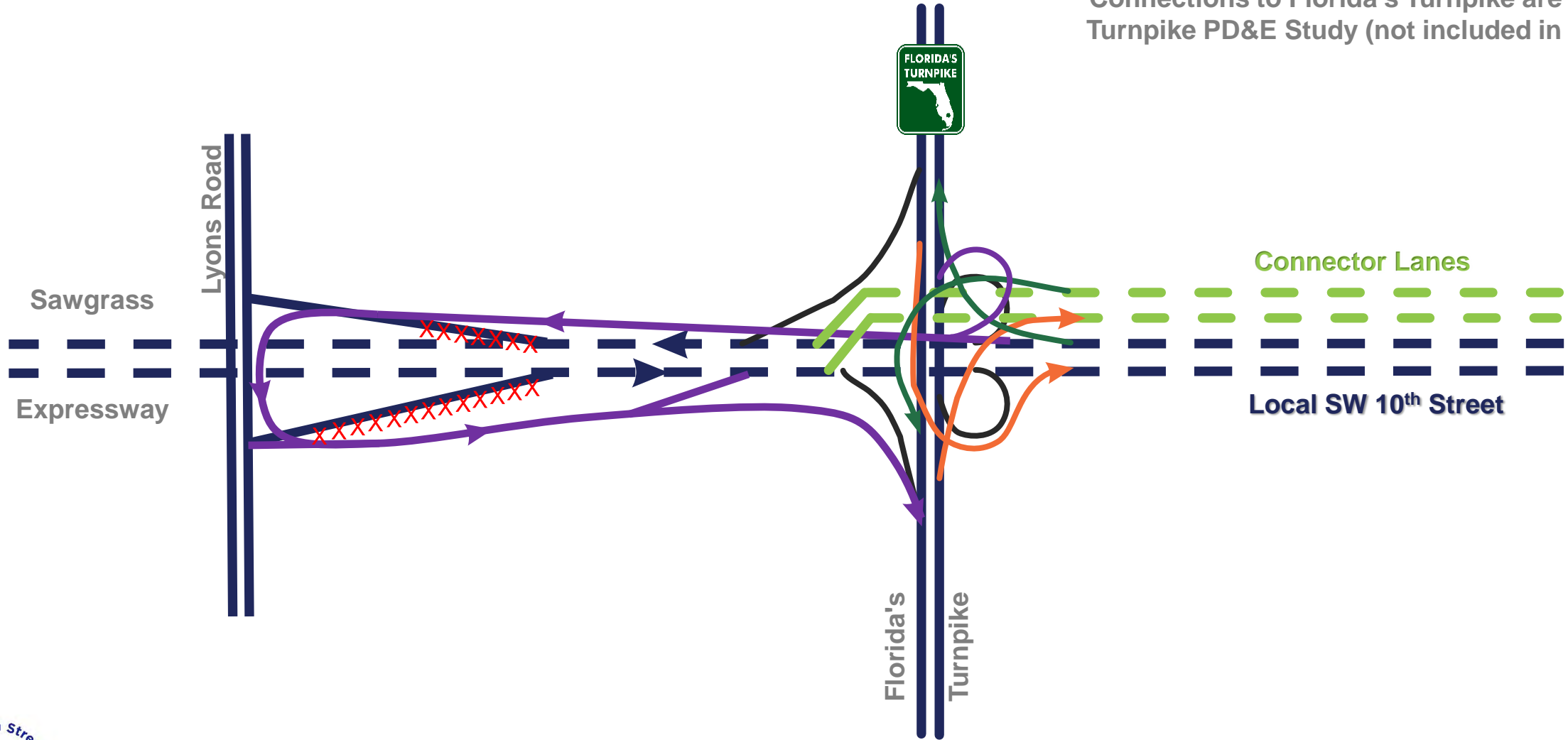


# Connection with Sawgrass Expressway



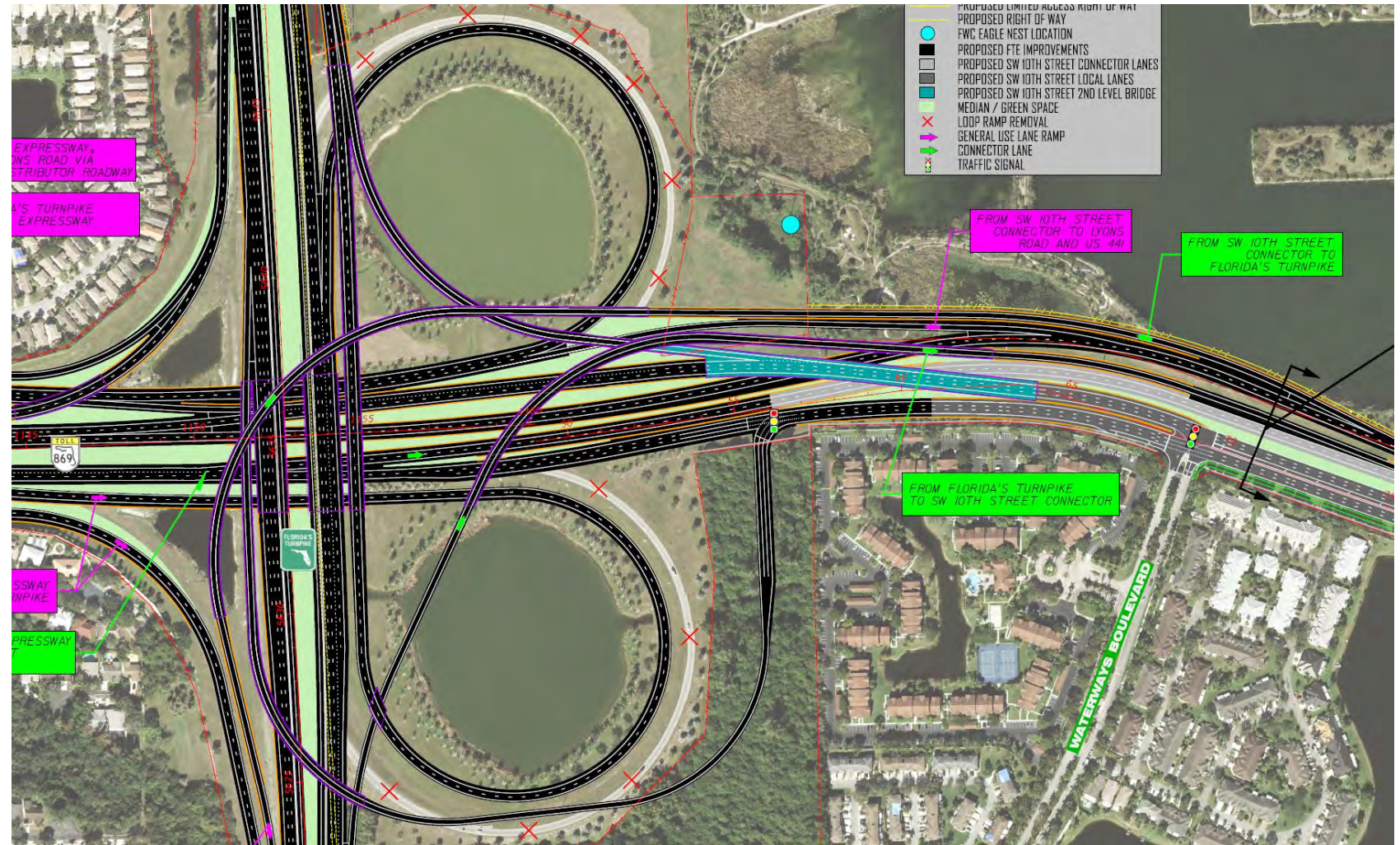
# Florida's Turnpike Future Connections

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

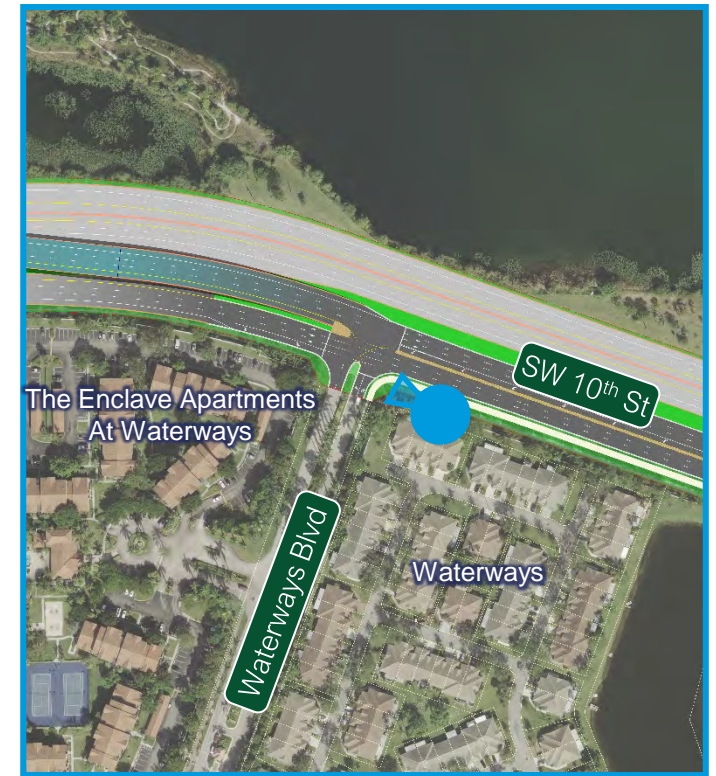
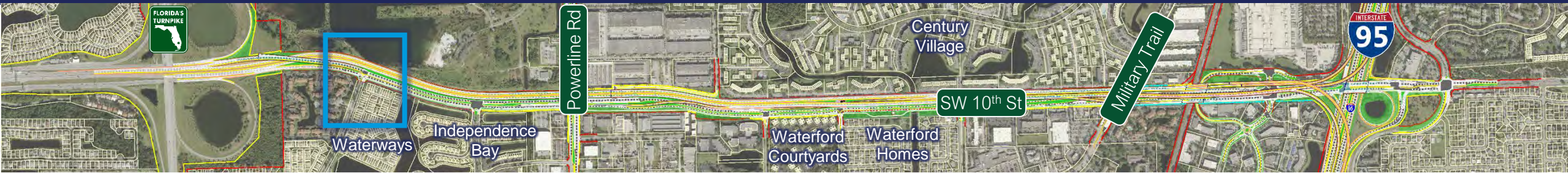


# Florida's Turnpike Future Connections

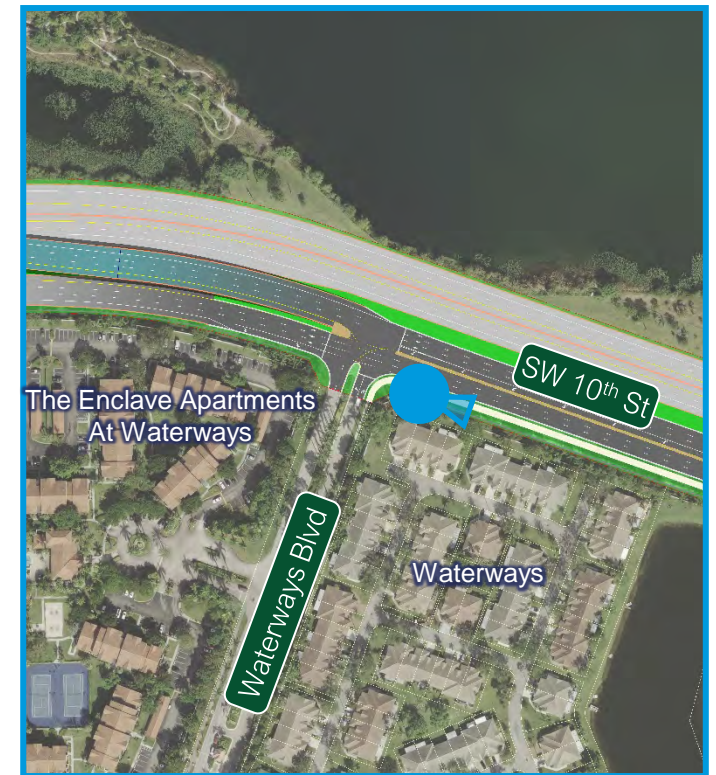
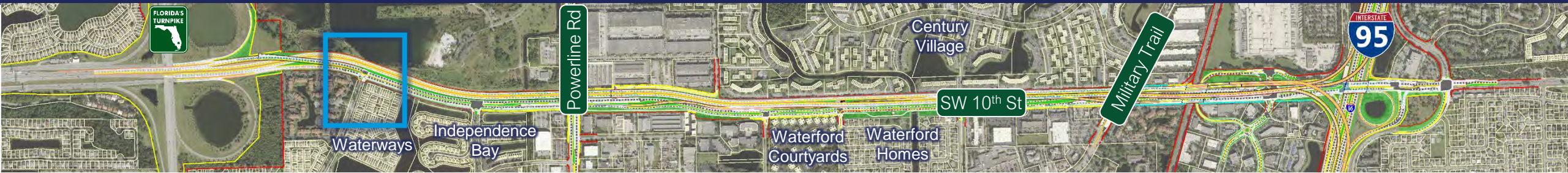
- Turnpike is in Conceptual Development
- Anticipate Public Information meetings toward end of 2020
- Geometry has been coordinated to work with SW 10<sup>th</sup> Street Project



# Renderings – At Waterways – Looking West

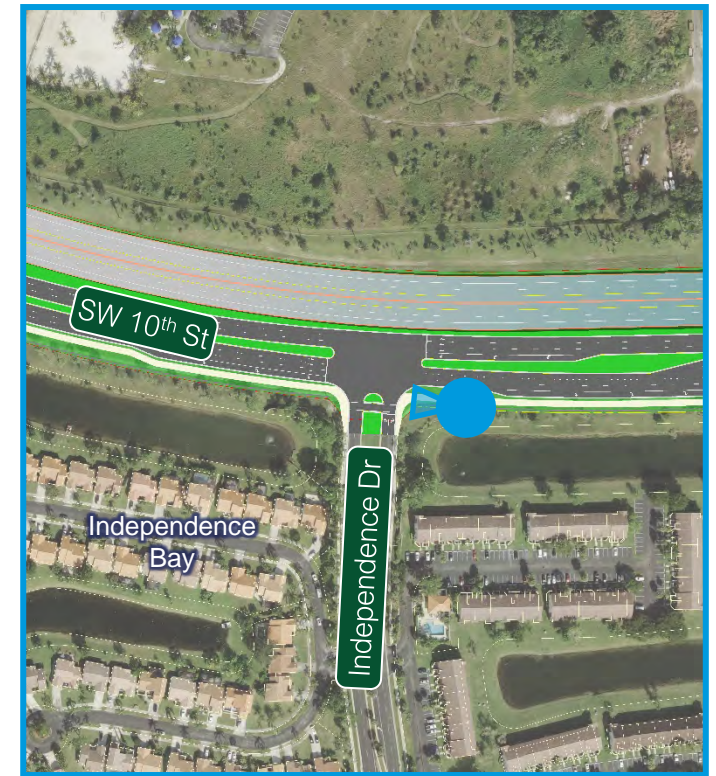
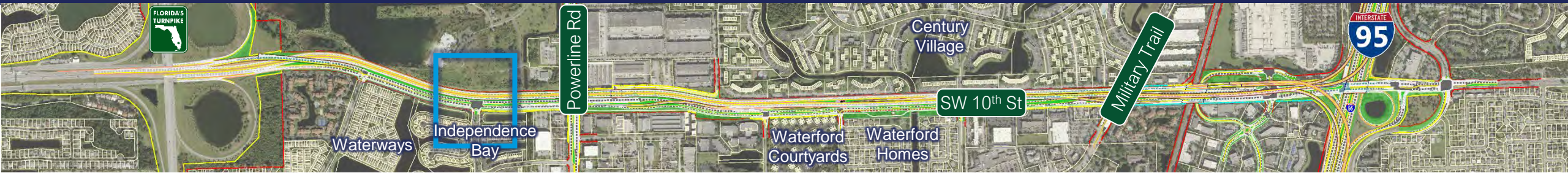


# Renderings – At Waterways – Looking East

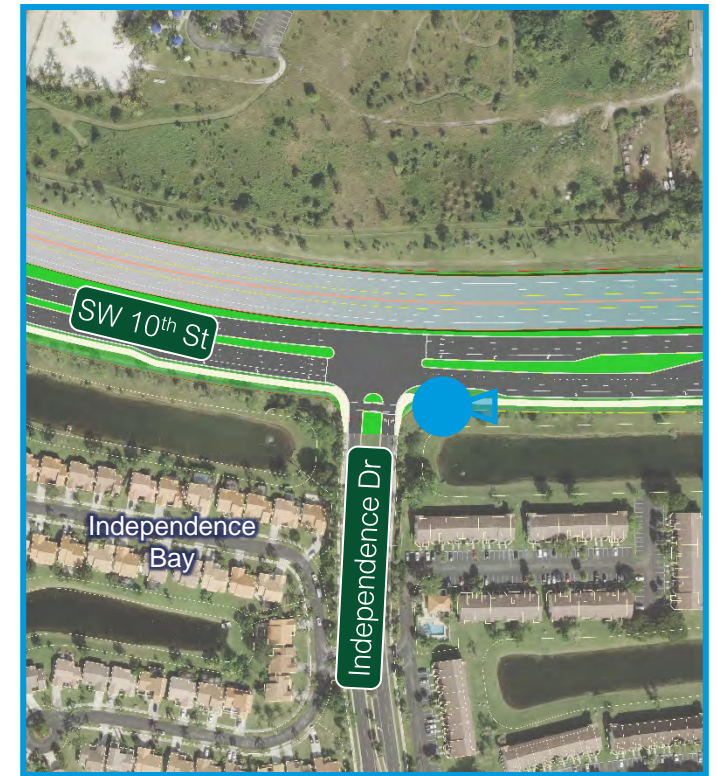
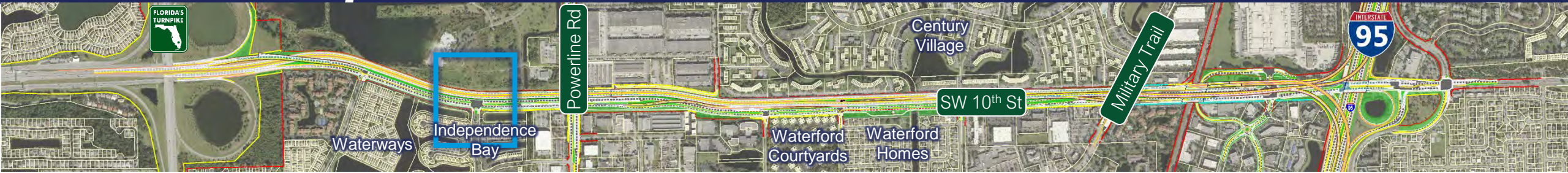




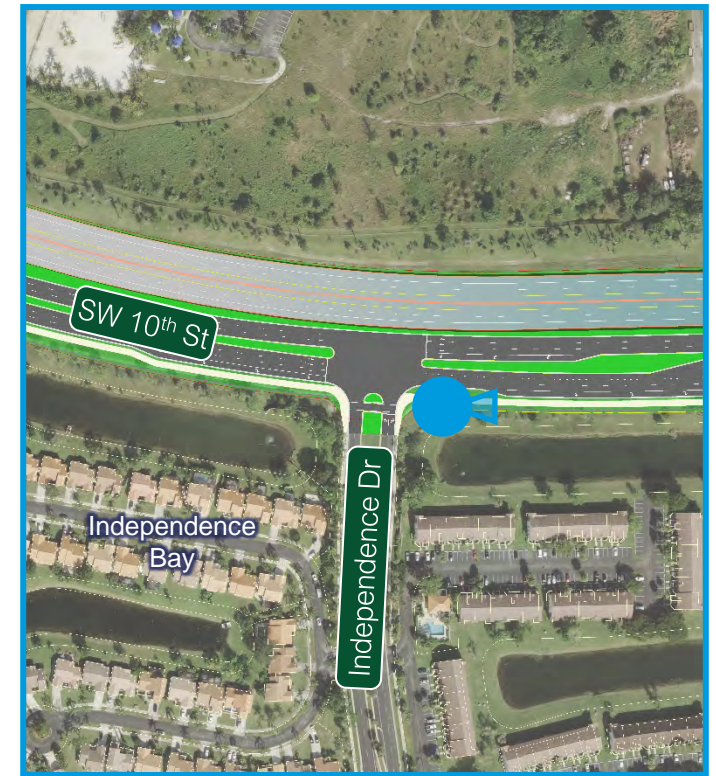
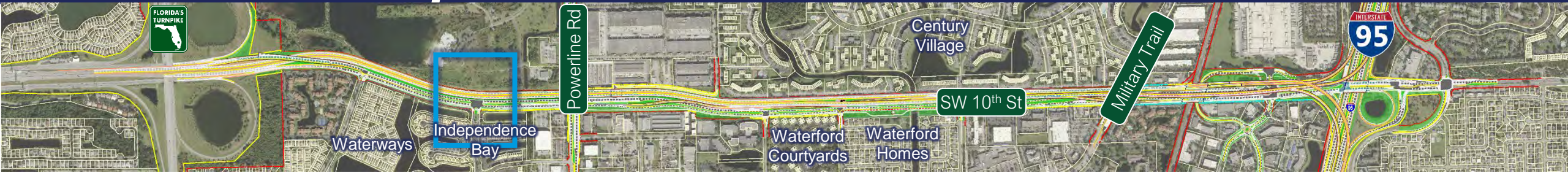
# Renderings – Independence Bay – Looking West



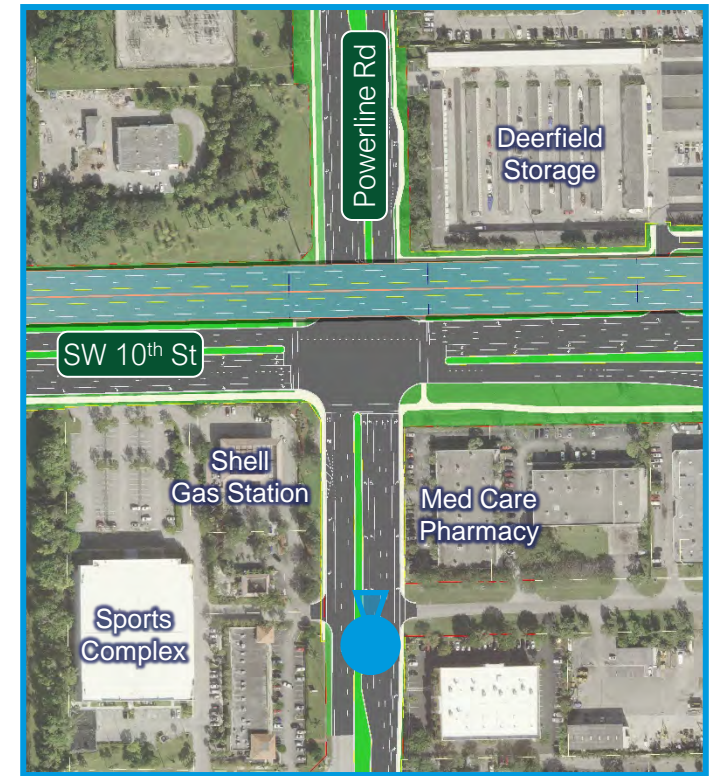
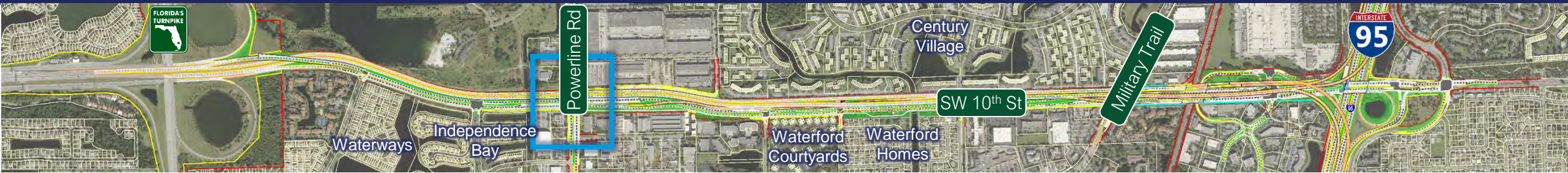
# Renderings – Independence Bay – Looking East With Ramps to Powerline Rd



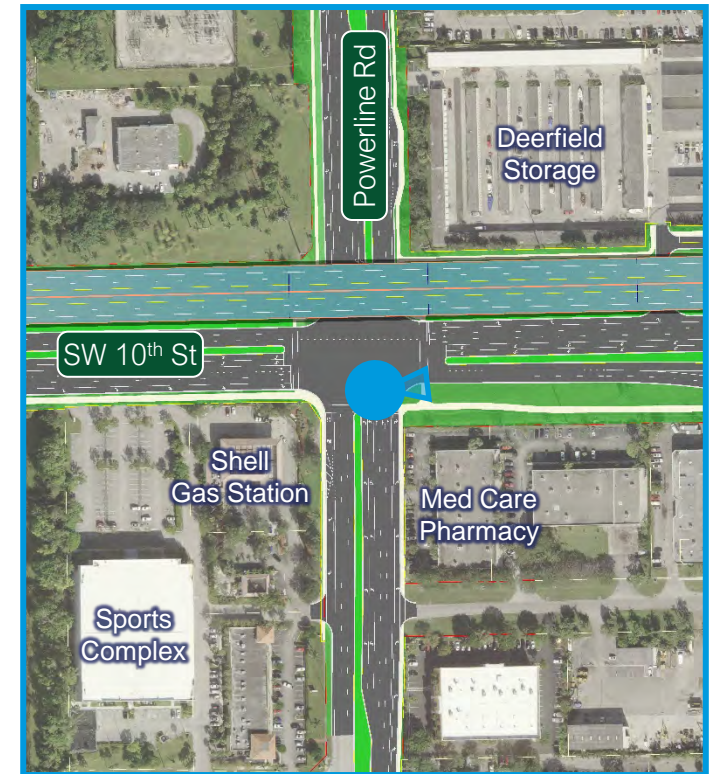
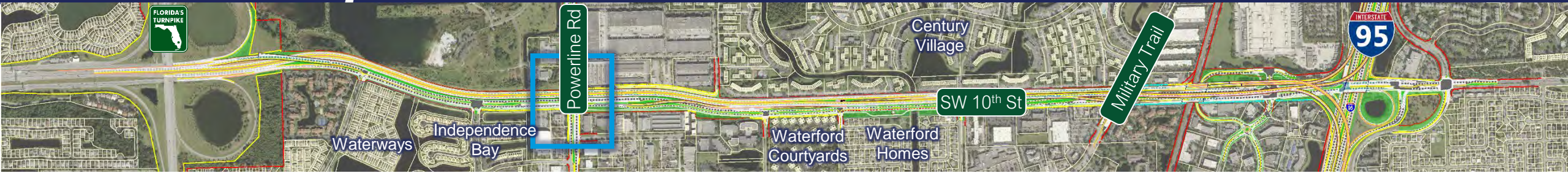
# Renderings – Independence Bay – Looking East *Without Ramps to Powerline Rd*



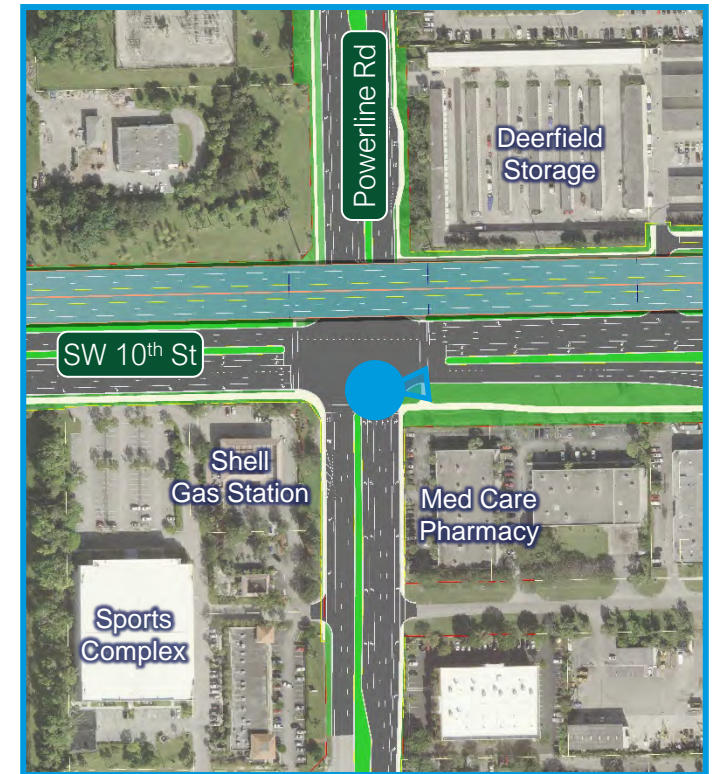
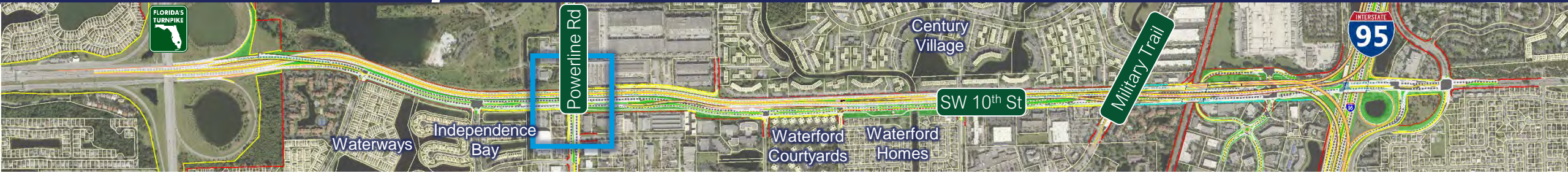
# Renderings – At Powerline Road – Looking North



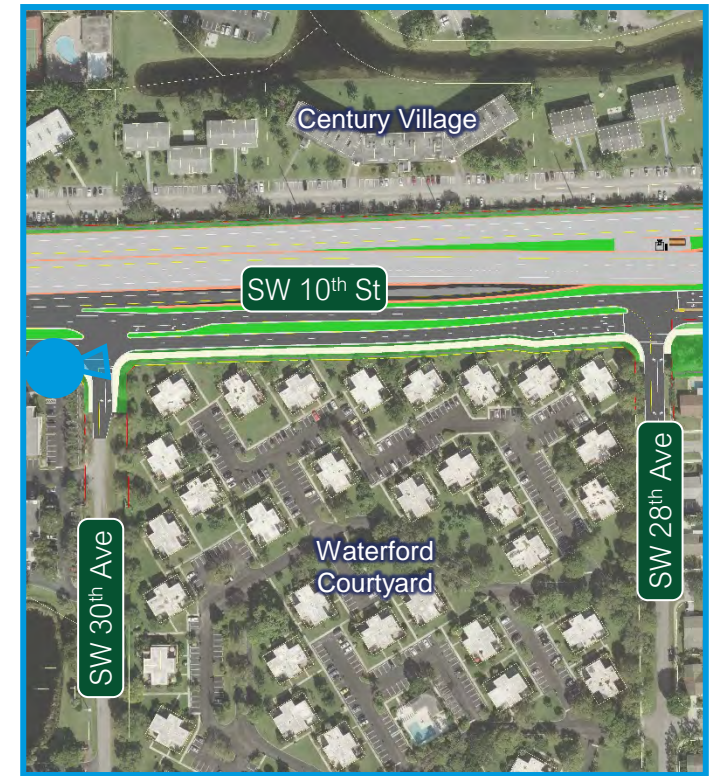
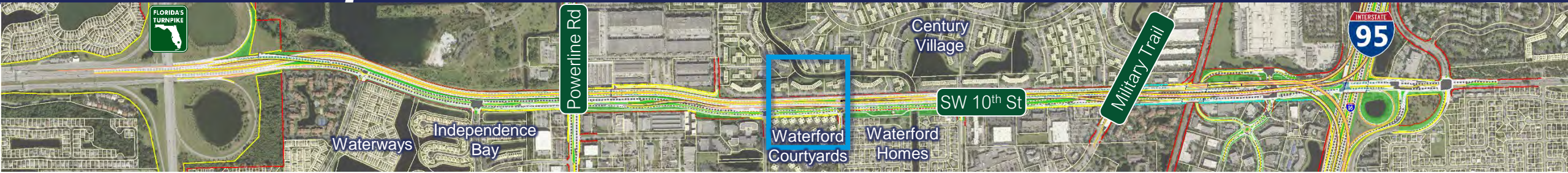
# Renderings – At Powerline Road – Looking East With Ramps to Powerline Road



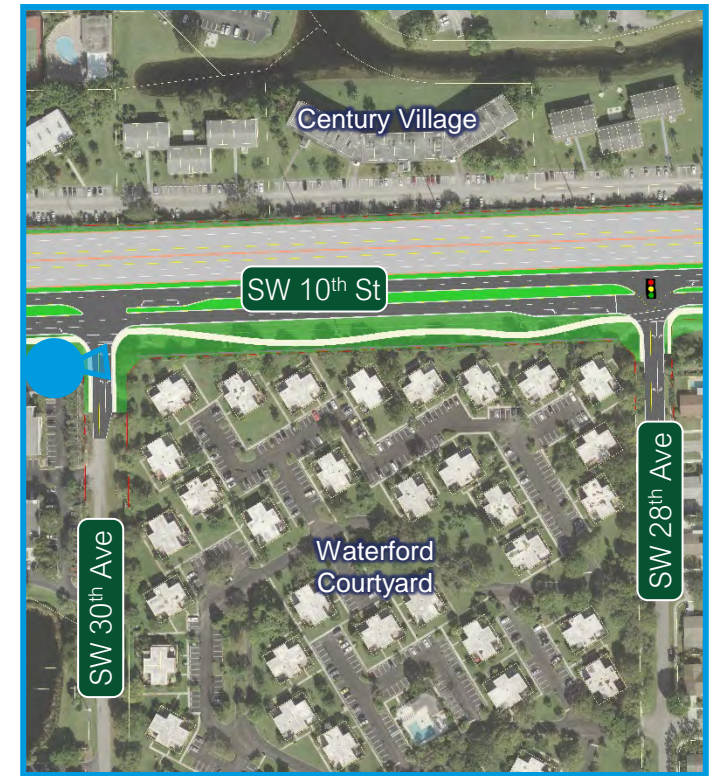
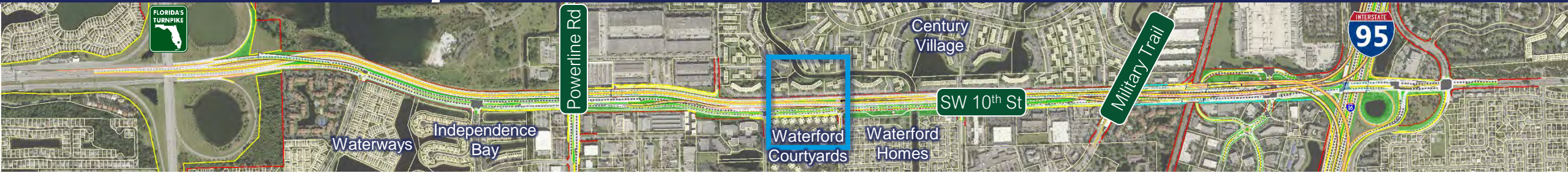
# Renderings – At Powerline Road – Looking East *Without Ramps to Powerline Road*



# Renderings – At SW 30<sup>th</sup> Ave – Looking East With Ramps to Powerline Road

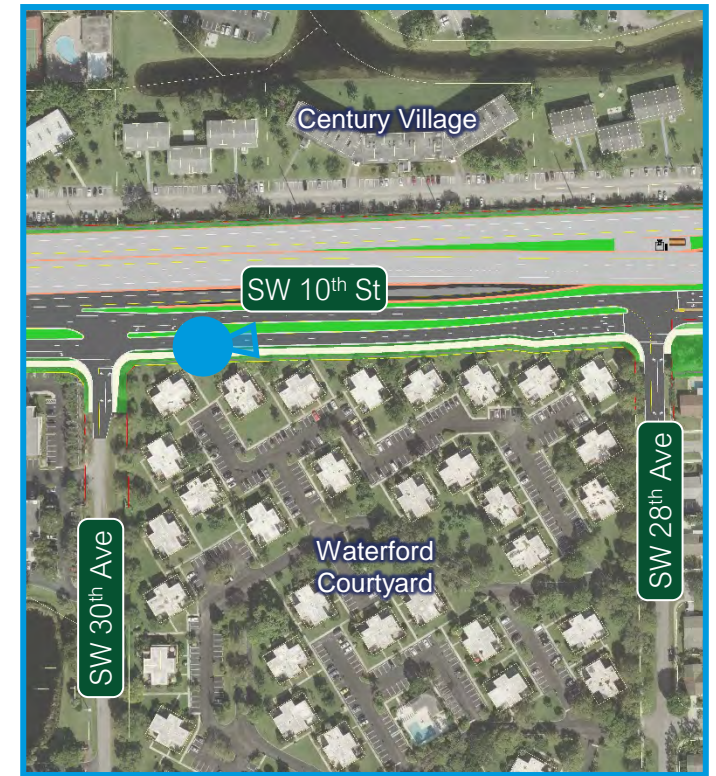
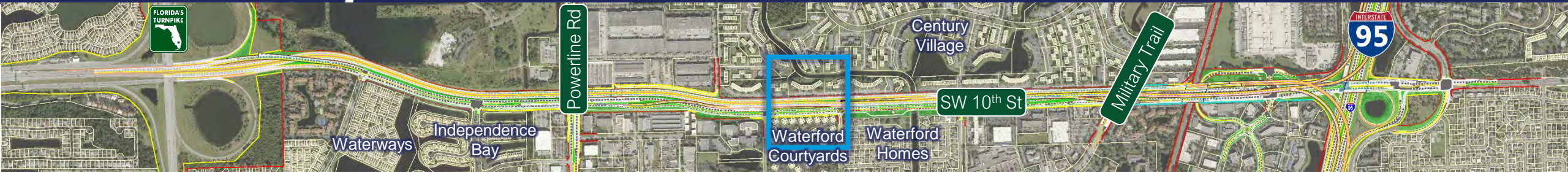


# Renderings – At SW 30<sup>th</sup> Ave – Looking East *Without Ramps to Powerline Road*

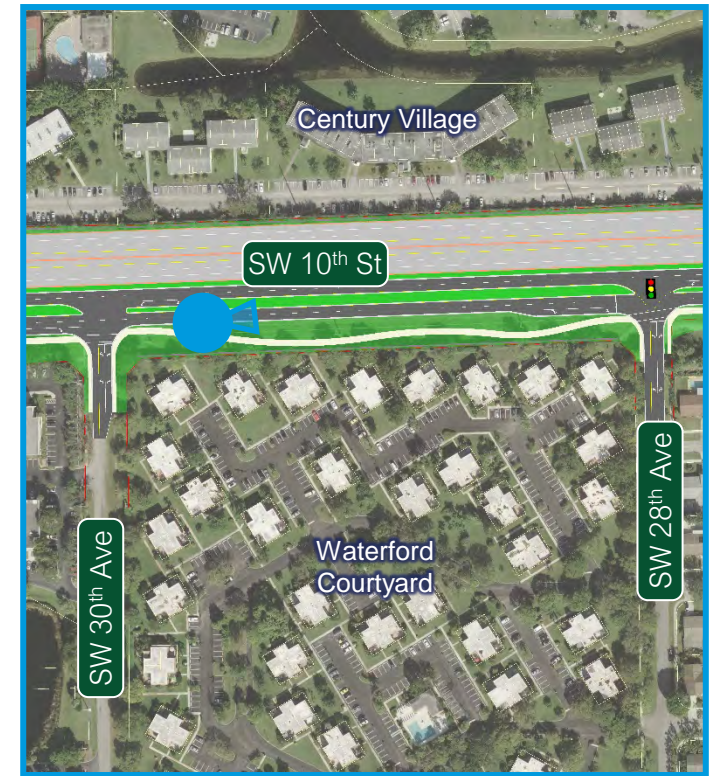
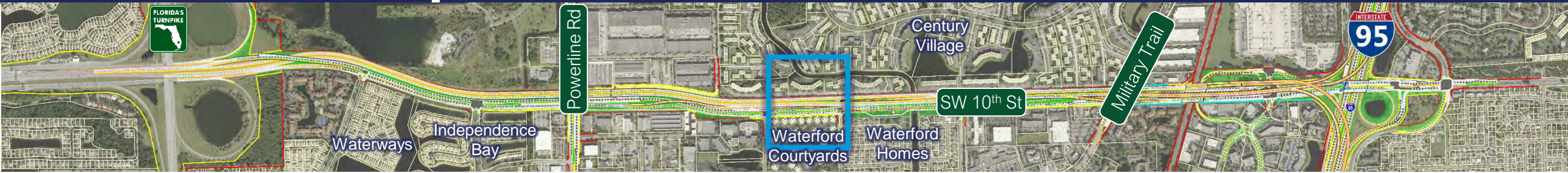




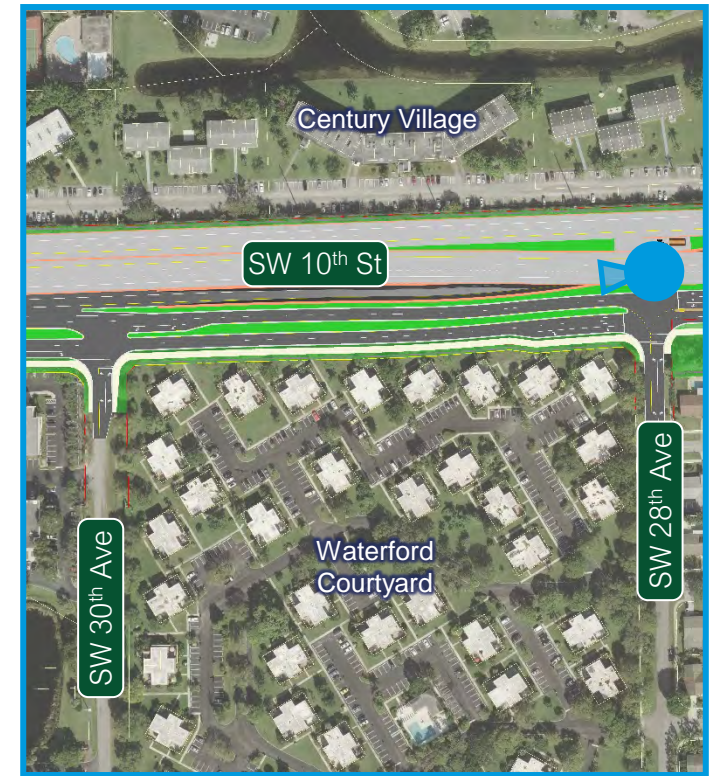
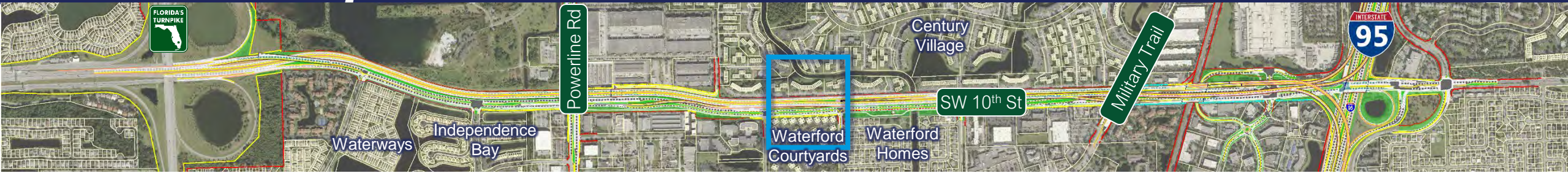
# Renderings – East of SW 30<sup>th</sup> Ave – Looking East With Ramps to Powerline Road



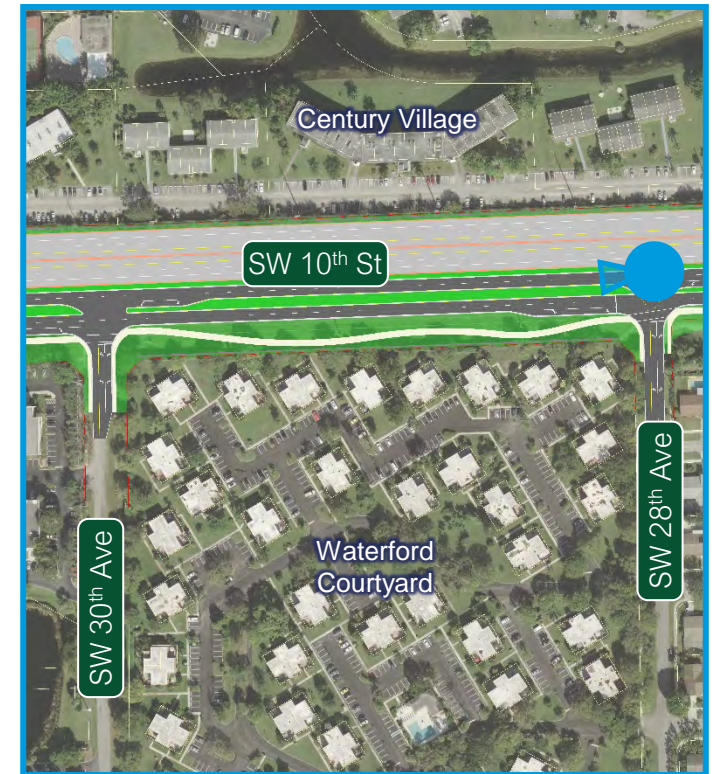
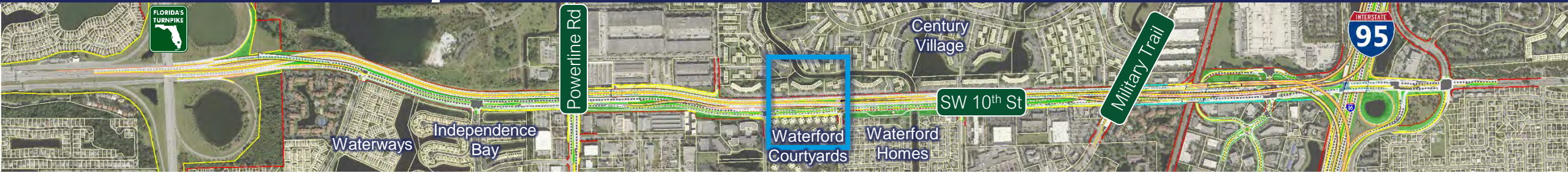
# Renderings – East of SW 30<sup>th</sup> Ave – Looking East *Without Ramps to Powerline Road*



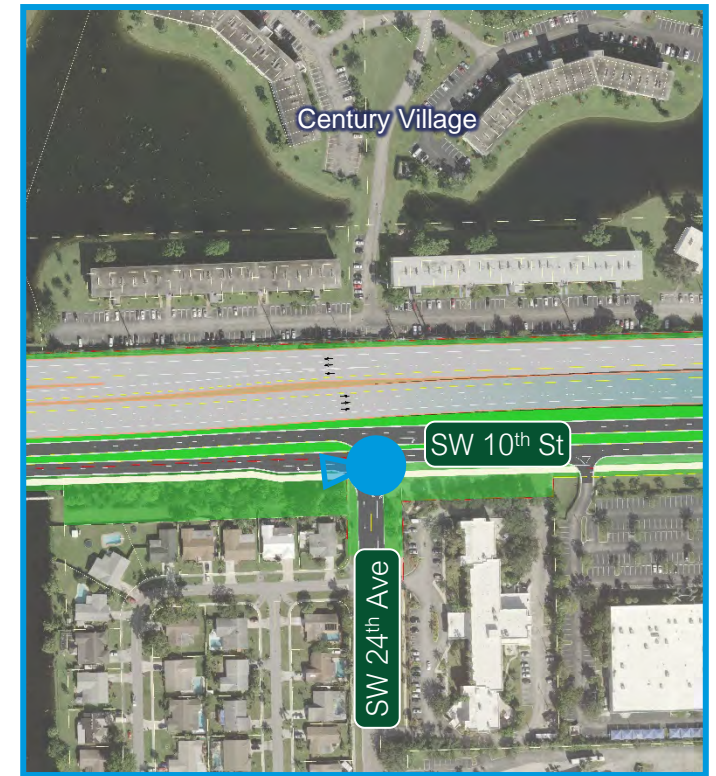
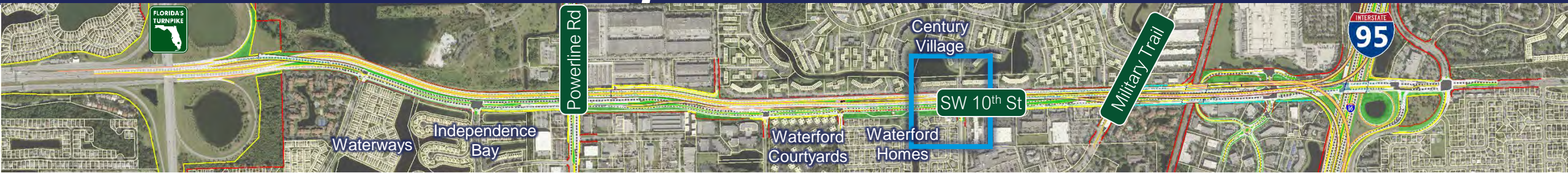
# Renderings – Waterford Courtyard – Looking West With Ramps to Powerline Road



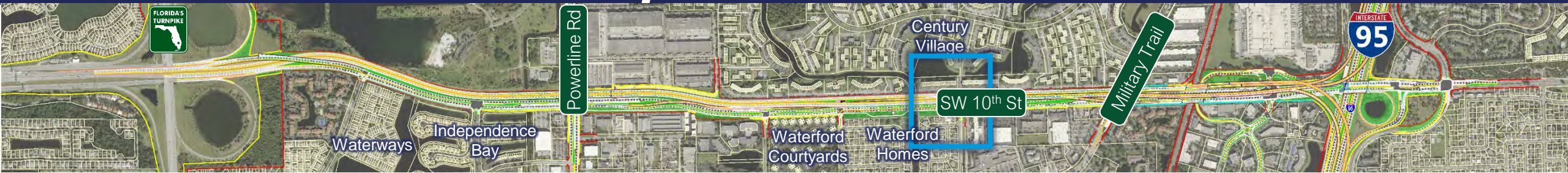
# Renderings – Waterford Courtyard – Looking West *Without Ramps to Powerline Road*



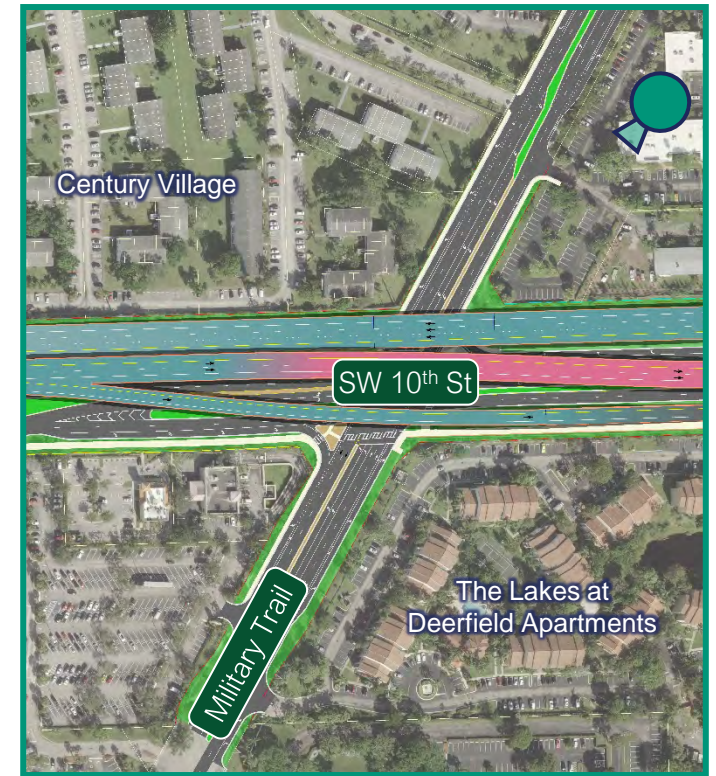
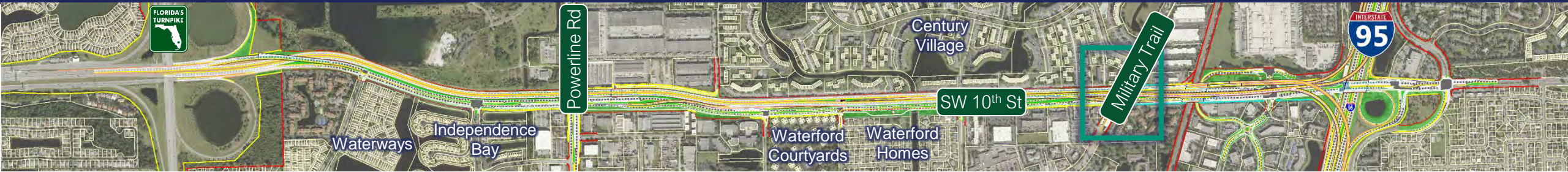
# Renderings – 24<sup>th</sup> Ave – Looking West With Powerline Road Ramps



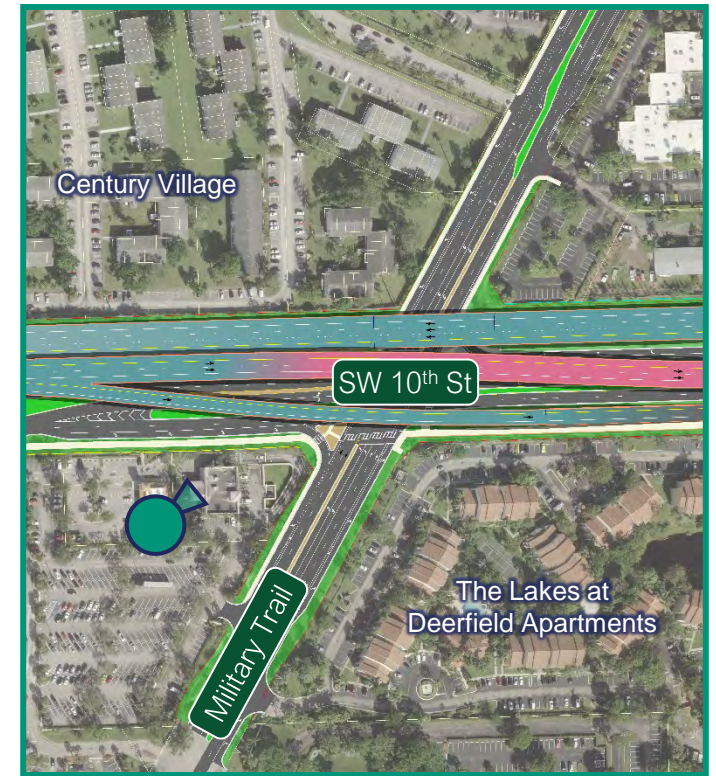
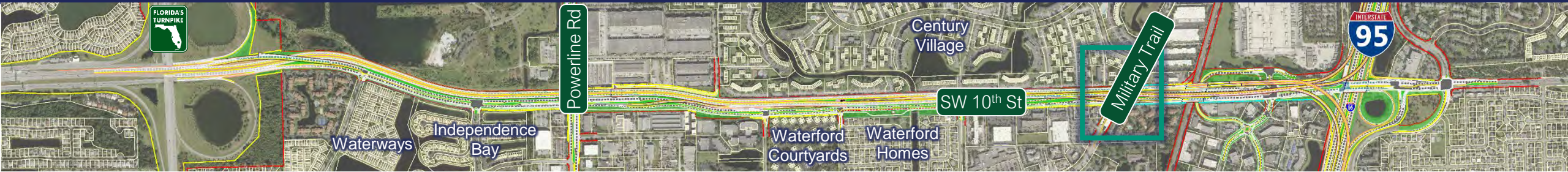
# Renderings – 24<sup>th</sup> Ave – Looking West *Without* Powerline Road Ramps



# Renderings – Military Trail – Looking South

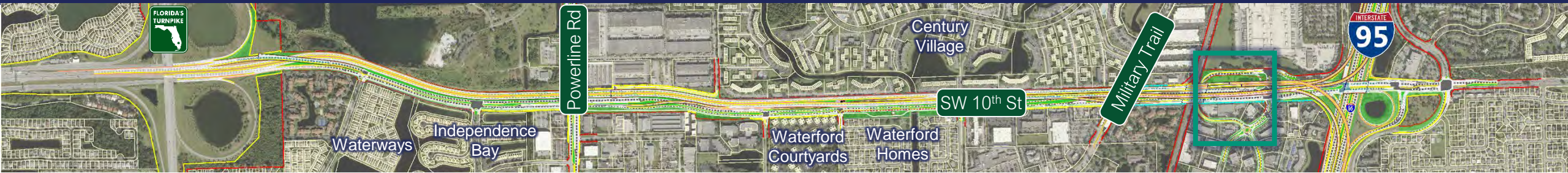


# Renderings – Military Trail – Looking North

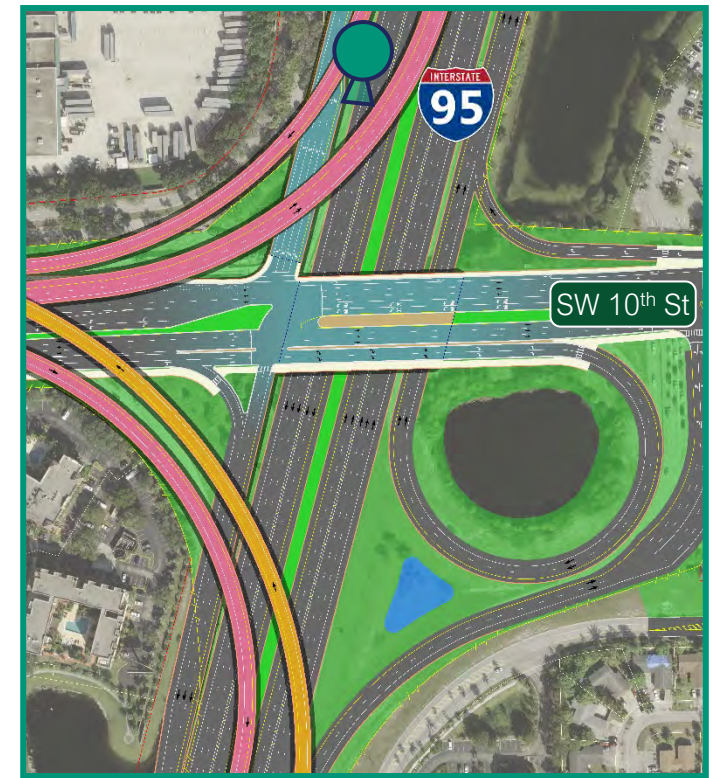
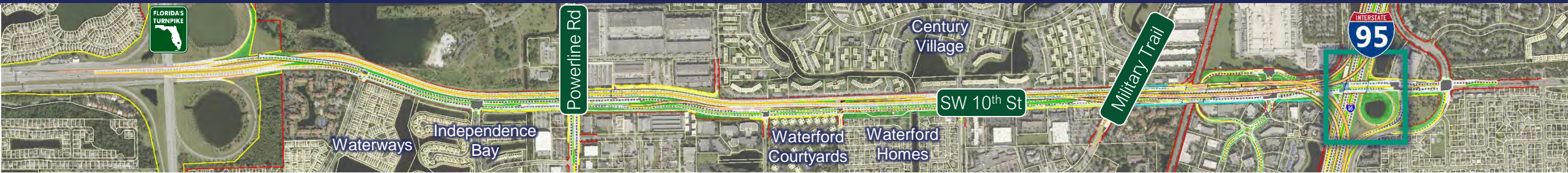




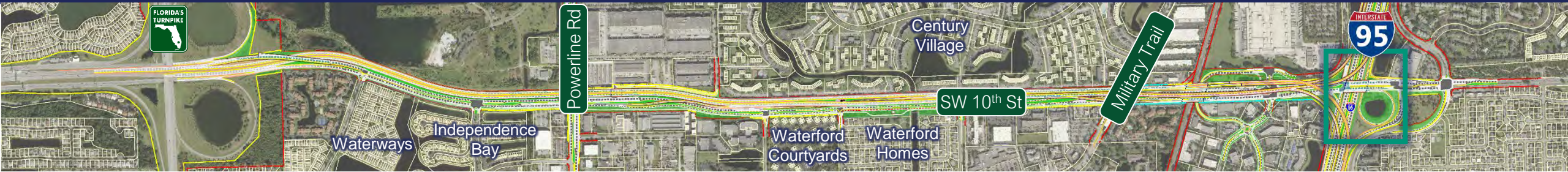
# Renderings – Newport Center – Looking Northeast



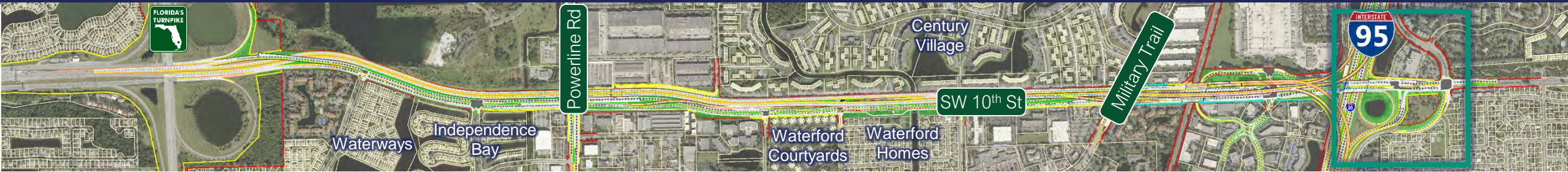
# Renderings – I-95 Interchange – Looking South



# Renderings – I-95 Interchange – Looking Southwest



# Renderings – I-95 Interchange – Looking West



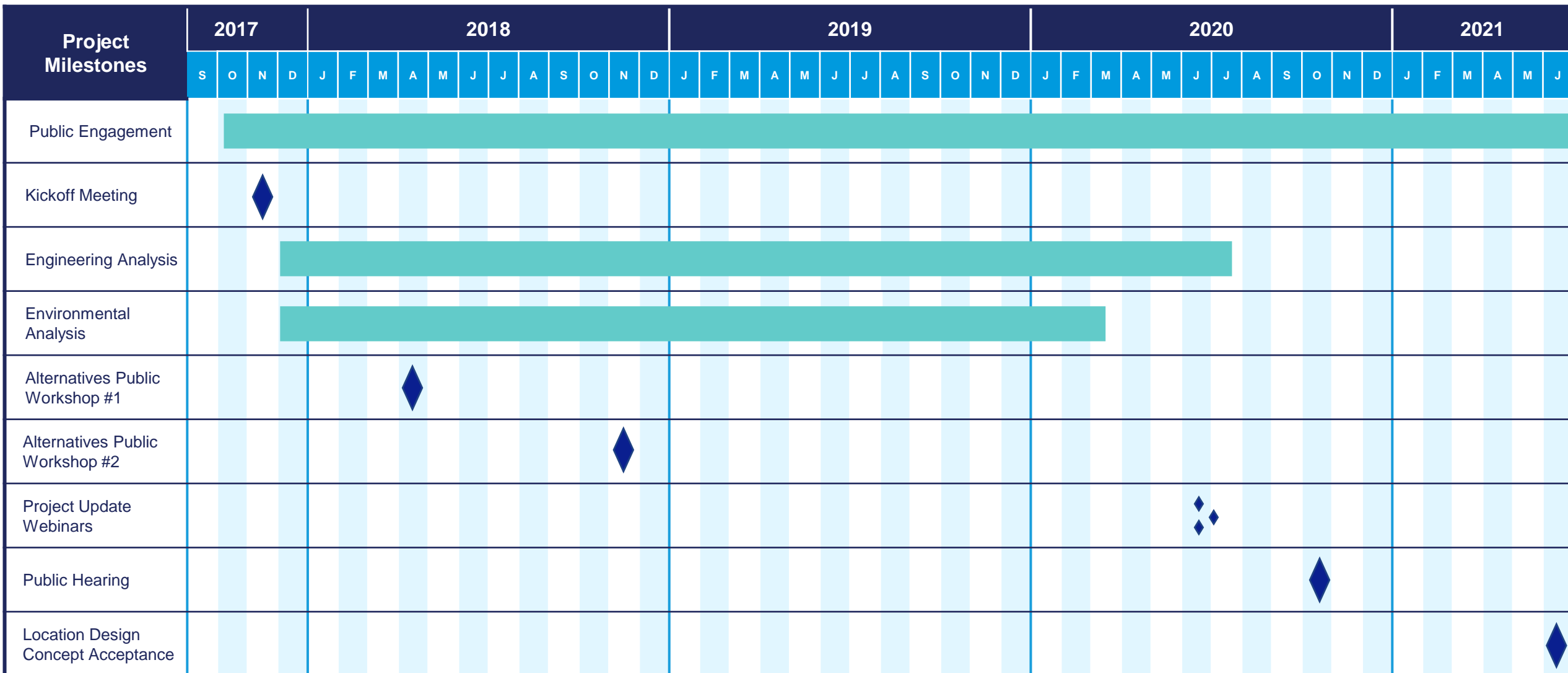
# Renderings – I-95 Interchange – Looking North



# Next Steps - Public Engagement Plan (SW 10<sup>th</sup> & 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



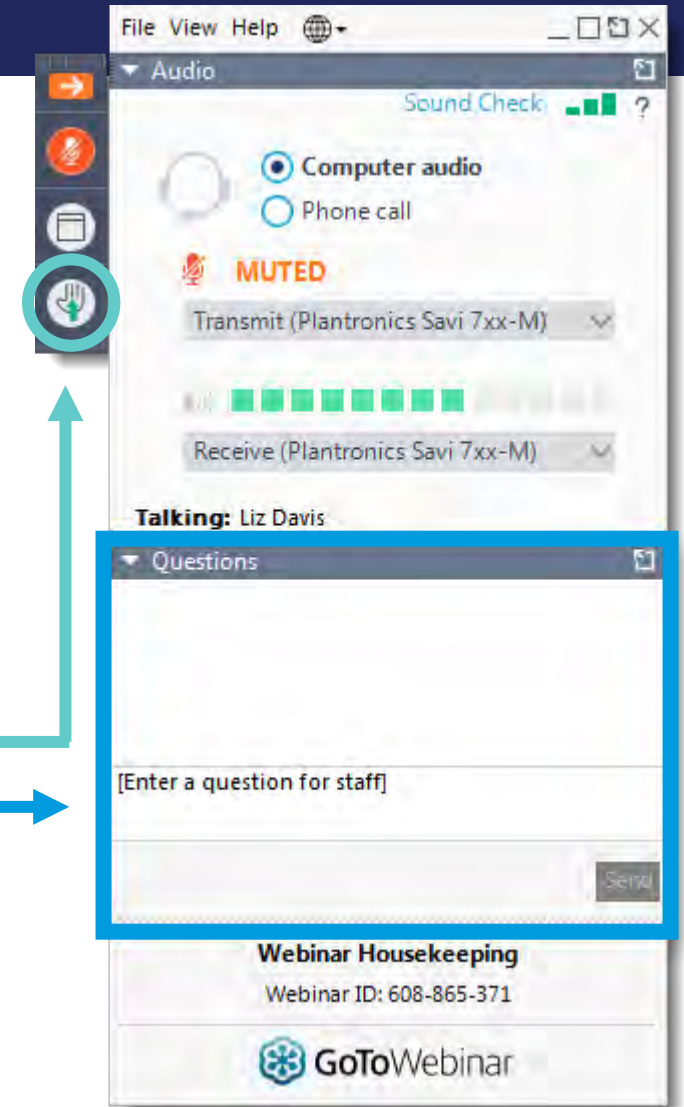
Major Construction Activities Anticipated to Start 2023



Anticipated Completion 2027/2028

# 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 if you have a question or clarification. You will be unmuted in order of raising hands
  - Submit via the question box
- Get Technical Assistance
  - Call 1-800-418-0524





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*Robert.Bostian@dot.state.fl.us*

*(954) 777- 4427*

[www.sw10street.com](http://www.sw10street.com)

[www.fdot.gov/projects/sr9/index.html](http://www.fdot.gov/projects/sr9/index.html)

Thank you!

**I-95**   
**EXPRESS LANES**

SW 10th Street  
  
Connector