
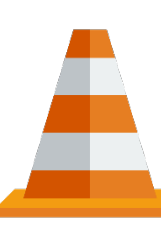












COAT Recommendations (1 of 3)

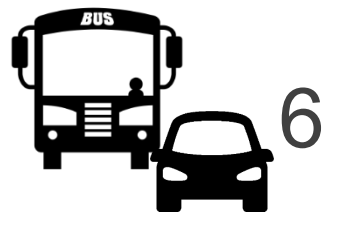
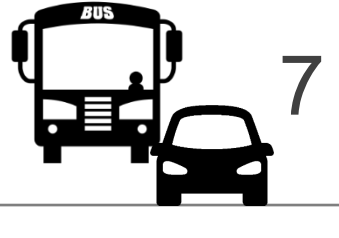






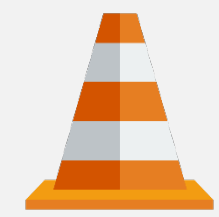
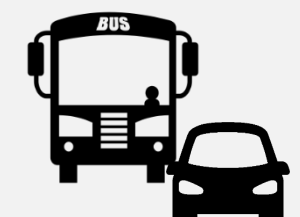




Recommendation Number	Recommendation	Disposition
 1	Creatively determine if an engineering solution which is environmentally feasible can be provided to improve safety of SW 10 th Street and provide an efficient traffic solution between Sawgrass / Turnpike and I-95 while maintaining quality of life.	The project will have two roadway envelopes that address the safety and improve operations of the facility while maintaining the quality of life by including a lower posted speed on local SW 10 th Street and incorporating complete street elements including a shared use path, as well as landscaping and aesthetic treatments along the corridor.
 2	<p>Improve safety while maximizing improvements to traffic flow of 10th Street and roadway intersections and expressway interchanges.</p> <p>2.1 To include public safety accessibility.</p>	The project includes a managed lane system (Connector Road) which adds capacity to the corridor with a limited access connector road that will connect I-95 with the Sawgrass Expressway and Florida's Turnpike while also providing ingress and egress to the SW 10 th Street local lanes. This Connector Road, which will not be tolled initially, will allow trucks to use the facility, thereby helping to maximize the reduction of congestion in the local SW 10 th Street lanes. This congestion reduction will, in turn, reduce congestion related incidents as well as provide improved emergency response times. A 12-foot wide shared use path along the south side of local SW 10 th Street is also proposed.
 3	Include near term solutions.	Near term solutions include signal timing improvements and other Transportation Systems Management and Operations (TSM&O) type improvements.
	3.1 Signal timing improvements – current technology.	The signals have been optimized by Broward County Traffic Engineering (BCTE) along SW 10 th Street and are continually monitored. BCTE conducted a vehicle detection test in April 2019 to confirm traffic signal optimization is working correctly.
	3.2 Adaptive Signal Technology.	Adaptive traffic signal technology do not improve the flow of traffic when the roadway is at, or over, capacity. Adaptive traffic signals alone does not provide a long-term solution. However, adaptive technologies will be built into the project and the latest technology utilized for the improvements. FDOT is also considering work-zone oriented applications that could provide benefits to the local system after construction as well.
	3.3 Additional Traffic Lanes.	Additional travel lanes are not considered as a near-term solution, but the project includes adding a four-lane Connector Road.
 4	Include a below-grade expressway with at-grade local access roads.	The With Powerline Road Ramp Alternative includes a below-grade movement for the westbound Connector Road exit ramp. The Without Powerline Road Ramp Alternative does not include any depressed features, but also does not include any elevated roadway in the middle of the corridor. Local roads will remain at-grade with both alternatives.
	4.1 Include extending below-grade expressway, west of westerly residential roadway connection to SW 10 th Street.	This has been determined to not be feasible due to the proximity to the Turnpike overpass and future planned improvements at the Turnpike and Sawgrass Expressway interchange. However, the overpass bridge at Waterways has been moved westward, to minimize visual impact to the residential areas.
	4.2 Include extending below-grade expressway as close to Military Trail as possible, that would allow Military Trail intersection to remain at grade (No overpass of Military Trail over Expressway).	The Build Alternatives remains at-grade as close to Military Trail as possible per FDOT geometric design criteria. Military Trail will remain at-grade. The Connector Lane is required to go over Military Trail due to the proximity of the railroad crossing.
 5	Minimize, and attempt to eliminate, use of above-grade overpass where adjacent to residential areas.	Overpasses are being used only where absolutely unavoidable. The Build Alternatives include an overpass at Military Trail and Powerline Road for the Connector Road, which transitions to at-grade in the vicinity of residential areas. In order to keep the local roads at-grade and due to the proximity of the railroad, these overpasses are necessary. The overpass previously proposed at Waterways Boulevard was moved to the west to better comply with this recommendation.

 Creative Engineering	 Safety	 Access and Transit	 Community and Aesthetic Features	 Environmental Concerns	 Construction And Utilities	 Schedule
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COAT Recommendations (2 of 3)



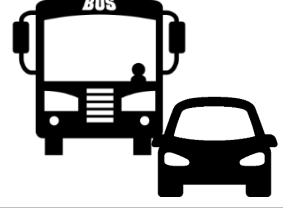


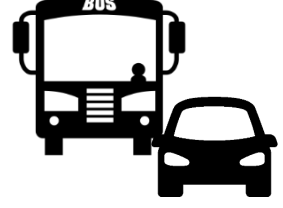





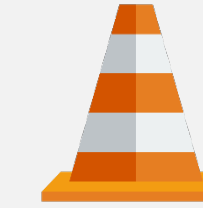
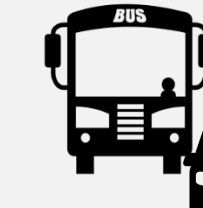




Recommendation Number	Recommendation	Disposition
 6	Improve access for local roadways and expressways west of I-95.	The project includes two facilities in one corridor: Connector Road on the north, and local SW 10 th Street on the south side. Locating SW 10 th Street on the south allows access to residential communities and commercial centers to remain. There will also be median modifications that improve safety and traffic flow along local SW 10 th Street. Additional features will be provided to help enhance business access, such as an additional traffic signal along Powerline Road to facilitate a protected left-turn out of Quiet Waters Business Park and a roundabout at SW 12 th Avenue and Newport Center Drive to facilitate movements due to the proposed intersection reconfiguration at the Newport Center / SW 10 th Street intersection. Both of these features also enhance the commercial access to the Connector Road. Turnpike access is being addressed as part of a separate PD&E Study.
	6.1 Improve residential access to SW 10 th and expressways from Waterways, Independence Bay, Century Village, Waterford Homes, Waterford Courtyards, and the Renaissance (nursing home).	
	6.2 Improve commercial access to SW 10 th and expressways for Newport Center, Publix Distribution, Palm Trails Plaza, SW 10 th Street strip mall, Industrial area along SW 30 th Street, Sawgrass Promenade.	
6.3 Improve Sawgrass Expressway and Turnpike connection to I-95.		
 7	Encourage improved access to expressway and 10 th Street from local roads east of I-95.	The project provides ingress and egress access to local SW 10 th Street that will accommodate traffic coming from and going to locations along SW 10 th Street east of I-95.
 8	Include generous table top intersections for local roads to improve pedestrian and bike connectivity north and south across SW 10 th Street.	Table top intersections were envisioned to improve pedestrian and bicycle connectivity. However, since the project utilizes a northern alignment, this connectivity is not needed in the form of table tops. The project includes crosswalks at all signalized intersections and a 12-foot wide shared use path along the south side of SW 10 th Street.
 9	Prepare Noise Study and identify mitigation needs required.	A Noise Study Report has been prepared and has identified mitigation requirements in the form of noise walls where warranted adjacent to residential areas.
	9.1 Include noise walls (include at the beginning of construction).	The Noise Study Report prepared for the Build Alternatives indicates that noise walls are warranted in front of all residential areas on SW 10 th Street from Turnpike to Military Trail. Noise walls that are desired and identified to be constructed with the project, will be constructed as early in the construction project as possible (project commitment).
	9.2 Explore sound proofing for affected homes and businesses.	FDOT has worked closely with the Federal Highway Administration (FHWA) and the FDOT Office of Environmental Management to determine the potential for soundproofing windows and doors for residential properties. Based on this coordination and per the FHWA 23 CFR 772 regulation as well as State Statute 335.17, it has been determined that interior noise abatement may only be considered for qualifying public facilities (medical facilities, libraries, place of worship etc.) or nonprofit institutions. FDOT does not have authorization to provide noise abatement outside of the FDOT proposed right-of-way except for those facilities listed above if it is warranted.
 10	Accelerate SW 10 th Street PD&E scoping and consultant selection to catch up:	The SW 10 th Street PD&E scoping and consultant selection were accelerated to align with the adjacent PD&E Studies.
	10.1 PD&E for the Sawgrass / 10 th Street interchange with Turnpike.	The SW 10 th Street PD&E project has been accelerated and is now anticipated to be completed prior to the Sawgrass / Turnpike interchange with SW 10 th Street PD&E Study. The acceleration of the SW 10 th Street project has allowed both teams to collaborate and refine roadway geometry on the west end of the SW 10 th Street project.
	10.2 PD&E for the SW 10 th Street interchange with I-95.	The SW 10 th Street PD&E and the I-95 interchange PD&E from SW 10 th Street to Hillsboro Boulevard project schedules are closely aligned to obtain Location Design Concept Acceptance (LDCA) within a short time frame of each other. The two studies had joint public alternatives meeting and are having joint public hearings.

 Creative Engineering
  Safety
  Access and Transit
  Community and Aesthetic Features
  Environmental Concerns
  Construction And Utilities
  Schedule

COAT Recommendations (3 of 3)



Recommendation Number	Recommendation	Disposition
 11	Create a Gateway to North Broward by maximizing landscaping along 10 th Street and north and south along adjacent connecting roadways, including landscape buffers and berms (by using native species).	The FDOT has created two stand-alone landscaping projects to occur after the construction of the SW 10 th Street Connector and the I-95 project. The FDOT will maintain trees, but if more robust landscaping is desired, then the FDOT is willing to construct it, but would require the City of Deerfield Beach to maintain. FDOT commits that landscaping and aesthetic treatments will be coordinated with the local communities and the City of Deerfield Beach during the final design phase. Aesthetic treatments and landscaping schemes will be in conformance with the City of Deerfield Beach guidelines.
	11.1 Explore use of revenue generated by tolls for maintenance of landscaping and tabletop parks.	FDOT commits that the Connector Road will open and remain without tolling until performance and operations fall below acceptable levels. The project does not provide for tabletop parks. Any potential future tolling revenue must be allocated per FS 338.166.
 12	Minimize impacts to the environment including wetlands and air and water quality.	The project has been designed to minimize the natural, physical, cultural, and social impacts. The natural environment impacts have been documented in a Natural Resources Evaluation (NRE) Report. There are no wetland impacts associated with this project and minimal surface water impacts. FDOT commits to conducting an updated bald eagle survey the nesting season prior to the start of construction and will coordinate the results with United States Fish and Wildlife Service (USFWS). The air quality has been assessed and documented in the Air Quality Technical Memorandum (AQTM). The addition of the Connector Road is anticipated to improve traffic flow along the corridor which will reduce greenhouse gas emissions. The water quality has been documented in the Water Quality Impact Evaluation (WQIE) as well as the Sole Source Aquifer (SSA) checklist that has been coordinated with the Environmental Protection Agency (EPA). No significant water quality impacts are anticipated. During design, permitting, and construction this will be further addressed through the use of best management practices and adherence to the standard specifications for roadway and bridge construction.
 13	Encourage mass transit and carpooling alternatives.	Broward County lacks a transit route along SW 10 th Street, but the City has a local bus route. FDOT will work with both entities to accommodate bus stops and other transit features to facilitate transit service.
 14	Protect Deerfield Beach's West Well Field.	The City of Deerfield Beach drinking wells are protected to a depth of approximately 90 feet and the actual well begins at approximately 170 feet below ground. Meetings have been held with the City, County, and permitting agencies. Coordination with agencies will continue as the project progresses. Temporary and permanent groundwater evaluations have been performed. Minor fluctuations to the ground water have no impact on the drinking water wells.
 15	Maximize business signage visibility and include temporary signage for local businesses during construction.	The FDOT standards require business signing during construction. These details will be coordinated during the design phase. Access will be maintained to all businesses and communities during construction.
 16	If tolling is planned for expressway, locate toll stations so as not to adversely affect local roadway network.	FDOT commits that the Connector Road will open and remain without tolling until performance and operations fall below acceptable levels. When the introduction of tolling could improve the declining performance levels, the FDOT will notify the public and solicit feedback for any tolling that is proposed in the future. FDOT commits that any future tolling of the Connector Road will be electronic tolling that does not require vehicles to stop and pay a toll.
 17	Include alternate transportation routes during the construction phase to alleviate congestion once construction begins on SW 10 th Street and plans to alleviate congestion on Hillsboro Blvd., Sample Rd., Wiles Rd., and SW 18 th St.	Public outreach will be conducted to notify SW 10 th Street users of the construction and potential for traffic delays. Alternate routes will be encouraged and temporary improvements to traffic signal timing along alternate routes will be implemented. A conceptual Temporary Traffic Control Plan will be further developed during the design phase to identify any detour routes if needed.
	17.1 Explore the potential to go under the railroad tracks at Hillsboro Blvd. to alleviate traffic during the construction phase and resolve issues on I-95.	The tunnel alternative was deemed infeasible and not advanced as part of the I-95 from SW 10 th Street to Hillsboro Boulevard Interchange PD&E Study.
 18	Install utilities underground.	Utility coordination is being performed as a part of this PD&E study. City utilities will be relocated at no cost to the City of Deerfield Beach. Florida Power and Light (FP&L) has indicated that their transmission lines, if relocated, must remain above ground. Most other utilities will remain buried or attached to the FP&L poles.

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