



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

from Florida's Turnpike / Sawgrass Expressway to West of I-95

## I-95 PD&E Study

from South of NE 48<sup>th</sup> Street to North of Hillsboro Boulevard

Broward County | FPID Nos: 439891-1-22-02 & 436964-1-22-02

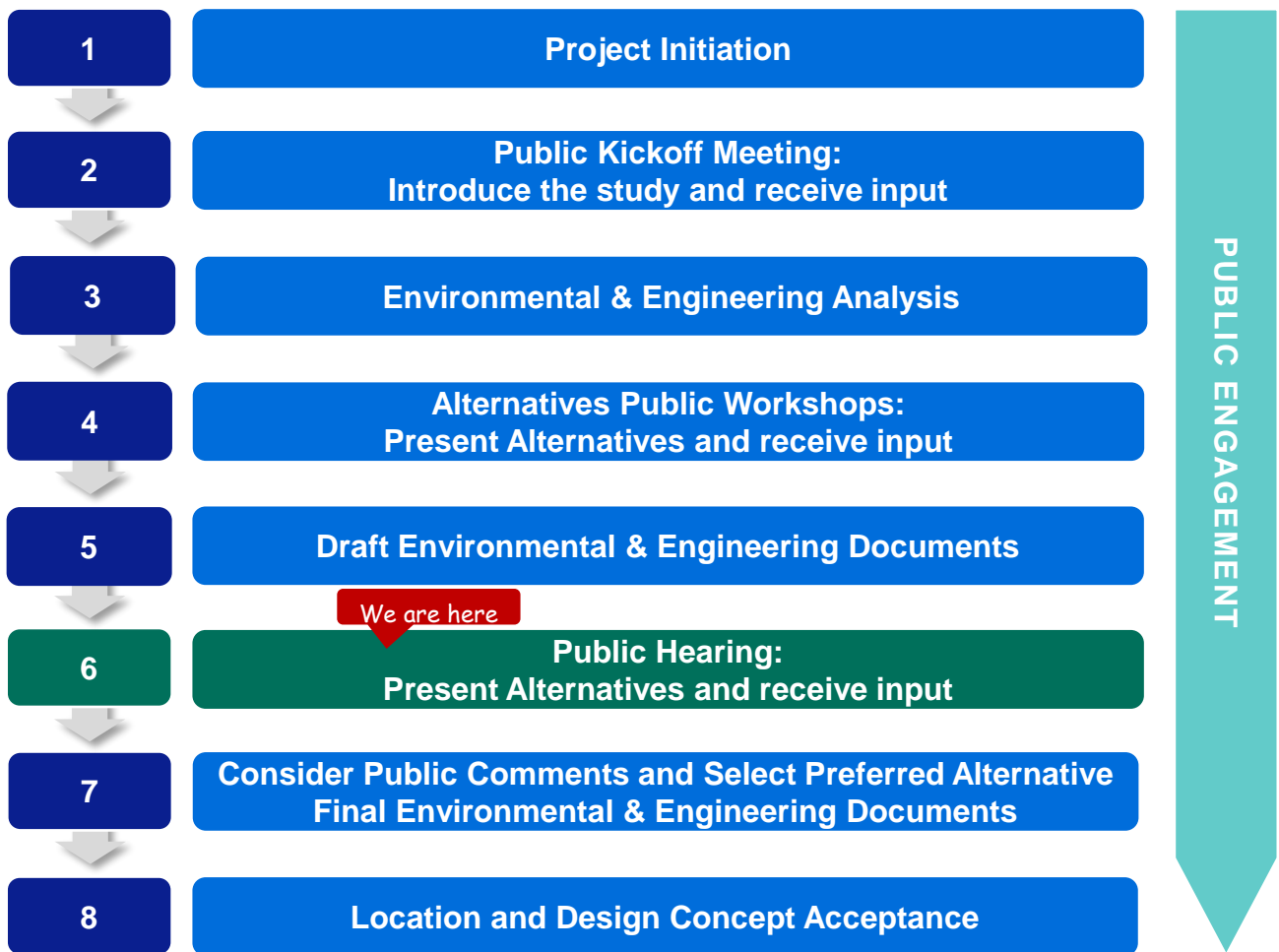
October 2020 Update

## Description of Projects

The purpose of the SW 10<sup>th</sup> Street Connector project is to provide connectivity between Florida's Turnpike / Sawgrass Expressway and I-95 while improving traffic flow, safety, local intersections, median openings, and pedestrian bicycle/connectivity. The purpose of the I-95 project is to increase capacity and improve various existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10<sup>th</sup> Street and Hillsboro Boulevard.

## PD&E Process

A Project Development and Environment Study (PD&E) Study is FDOT's process to evaluate the social, economic, and environmental impacts associated with a planned transportation improvement project. A PD&E Study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues.



We are at the Public Hearing phase of the PD&E Study (step 6). Multiple Public Hearings will be held, both virtual (10/12, 10/13, and 10/14) and in-person (10/15). Visit one of the project websites to register to attend one of the Hearings. These Public Hearings will present two Build Alternatives (With and Without Powerline Road Ramps) and the No-Build Alternative. Public feedback will be incorporated into the decision-making process. After the comment period closes on November 4, 2020, 20 days after the last public hearing presentation, a decision will be made on the Preferred Alternative, and the final PD&E document will be submitted for Location and Design Concept Acceptance (LDCA), which is the conclusion of a PD&E Study.

# Features of the Build Alternatives

The following is a summary of the major features included in both Build Alternatives:

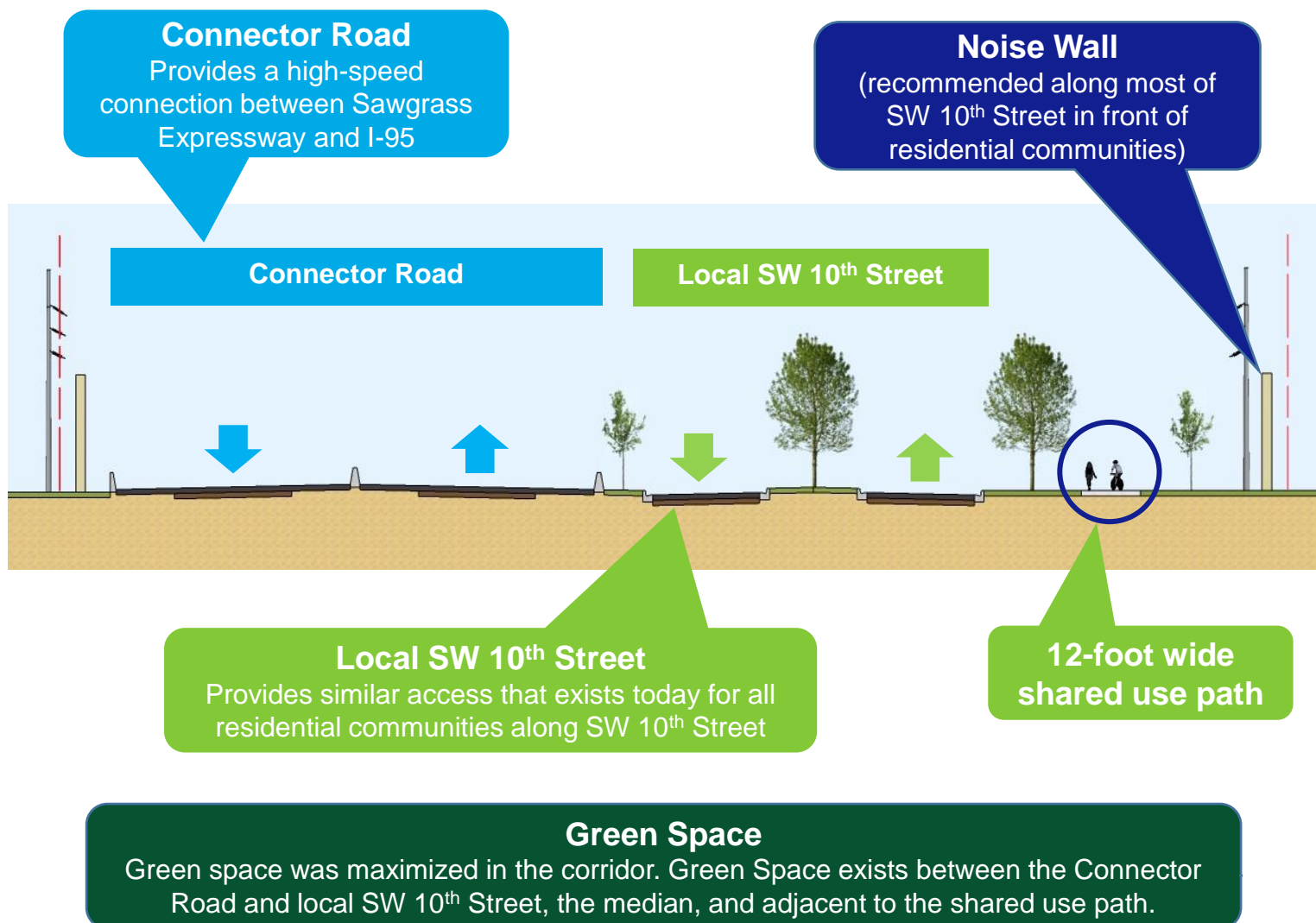
The Connector Road will provide a high-speed (60 mph), limited access connection between the Turnpike / Sawgrass Expressway and I-95. Local SW 10<sup>th</sup> Street will be reconstructed on the south side of the existing right-of-way to facilitate access to businesses and communities along the corridor. In contrast to the high-speed Connector Road, local SW 10<sup>th</sup> Street will have a lower speed (35 mph) and includes a shared use path along the south side to facilitate improved pedestrian and bicycle movements.

The 12-foot wide shared use path provides improved pedestrian and bicycle facilities in the corridor. A sidewalk on Military Trail from SW 10<sup>th</sup> Street to East Drive will also be added to facilitate pedestrian movement from Century Village. Enhanced crosswalks will be provided at the Powerline Road and Military Trail intersections.

Noise studies have been performed for both projects. The results show that the majority of communities adjacent to SW 10<sup>th</sup> Street or I-95 are warranted for noise walls. Please visit the project website to see a map of the recommended noise wall locations.

Green space has been maximized in both Build Alternatives to provide a context sensitive design. 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 (Pioneer Grove Design Standards and Landscape Manual).

Intelligent Transportation Systems (ITS) will be integrated into the project during construction including: interconnected signals, fiber optic communications, cameras, Bluetooth travel time system, and dynamic message signs.



# Alternatives Comparison Matrix

Category	No-Build	With Powerline Road Ramps	Without Powerline Road Ramps
<b>Edge of Pavement to Closest Home (south side buffer)</b>	Waterford Courtyard: 194 feet Waterford Homes: 244 feet	Waterford Courtyard: 47 feet Waterford Homes: 106 feet	Waterford Courtyard: 98 feet Waterford Homes: 146 feet
<b>Right-of-Way Impacts</b>	None	9 to 18 feet at Waterford Courtyards (loss of existing landscaping and buffer)	None at Waterford Courtyards (existing landscaping can remain)
<b>Utility Impacts</b>	None	Moves transmission poles 30 to 40 feet to the south	Transmission lines can remain in same general location
<b>Local SW 10<sup>th</sup> Street Peak Hour Traffic and AADT* Volumes (Powerline Road to Military Trail)</b>	Existing (2016) Volumes AM = 2,450 PM = 2,590 AADT = 46,000  No-Build (2040) Volumes AM = 3,925 PM = 3,950 AADT = 62,200	Projected 2040 Volumes (% reduction from existing)  AM = 670 (73% reduction) PM = 1,240 (52% reduction) AADT = 18,800 (59% reduction)	Projected 2040 Volumes (% reduction from existing)  AM = 1,480 (40% reduction) PM = 2,060 (20% reduction) AADT = 36,000 (22% reduction)
<b>Traffic Flow (Projected Travel Time between Turnpike and I-95)</b>	Local (No Connector Road) 2040 EB AM: 12 to 13 mins 2040 WB PM: >30 mins	Travel times are <b>less</b> than existing (2016) and No-Build travel times: AM & PM Local: 7 to 8 mins AM & PM Connector: 3 to 4 mins	Travel times are <b>less</b> than existing (2016) and No-Build travel times: AM & PM Local: 7 to 8 mins AM & PM Connector: 3 to 4 mins
<b>Connector Road Accessibility</b>	N/A	Provides access to / from Connector Road for communities west of and along Powerline Road	Does not provide Connector Road access from communities west of and along Powerline Road
<b>Noise</b>	Similar to existing levels	Similar to or lower than existing levels with noise barriers	Similar to or lower than existing levels with noise barriers

\* AADT = Annual Average Daily Traffic

Both Build Alternatives are superior to the No-Build Alternative in terms of travel time and traffic volumes. The Build Alternatives will save 4 to 6 minutes of travel time on SW 10<sup>th</sup> Street in the morning and more than 25 minutes in the afternoon from Florida's Turnpike to I-95. The Connector Road will save 8 to 10 minutes of travel time in the morning and more than 25 minutes in the afternoon.

The Build Alternatives result in more right-of-way and utility impacts than the No-Build Alternative (which has none). The With Powerline Road Ramp alternative requires the most right-of-way and impacts Waterford Courtyards by 12 to 18 feet. The Without Powerline Road Ramps Alternative requires some right-of-way but has no impacts to Waterford Courtyards. Similarly, the With Powerline Road Ramps Alternative requires the transmission poles on the south side of the road to be relocated by 30 to 40 feet. The Without Powerline Road Ramps Alternative does not require the transmission poles to be relocated. The noise impacts associated with the Build Alternatives can be mitigated with noise barriers. Implementing the noise barriers along the corridor will result in noise levels similar to or lower than the existing conditions.



# Next Steps / Public Hearing

The Public Hearing will be offered in two different formats: virtual and in-person. Both formats will have several different date / time options or sessions so we can accommodate all interested persons. Pre-registration is required for the Public Hearing (virtual and in-person); **visit either of the project websites (shown below) to register**. Presentation material will be the same for all sessions. Interested persons are requested to register for **only one** Public Hearing session (virtual or in-person). If you have any questions or issues registering for a Public Hearing session or need to attend more than one session, please call: 1-800-418-0524.

## Virtual (online) Public Hearing Options

The Virtual (online) Public Hearing will be held over three days with three sessions per day as shown below. Additional days may be added if warranted:

- October 12, 2020
- October 13, 2020
- October 14, 2020

Virtual Public Hearing Session Schedule				
Open House Sessions		Formal Hearing Sessions		
Session Begins	Session Ends	Presentation Begins	Comments Start	Comments End (approx.)
11:00 a.m.	12:00 noon	12:00 noon	12:45 p.m.	1:30 p.m.
2:30 p.m.	3:30 p.m.	3:30 p.m.	4:15 p.m.	5:00 p.m.
6:00 p.m.	7:30 p.m.	7:30 p.m.	8:15 p.m.	9:00 p.m.

Note: In the event that the Public Hearing cannot be held on the dates listed above, it will be held at the same times on the alternate dates of October 26th, October 27th, and October 29th.

## In-Person Public Hearing Options

The in-person Public Hearing will be held after the virtual Public Hearings and will accommodate 4 sessions. See below for a detailed table showing the in-person Public Hearing sessions per day. The in-person Public Hearings will be held on one day on October 15, 2020\* at FDOT District Four located at: 3400 West Commercial Boulevard, Ft. Lauderdale, FL 33309. The Public Hearing is in compliance with all current COVID-19 guidelines. Social Distancing Guidelines and ordinances will be followed.

In-Person Public Hearing Session Schedule (October 15, 2020)				
Open House Sessions		Formal Hearing Sessions		
Session Begins	Session Ends	Presentation Begins	Comments Start	Comments End (approx.)
9:00 a.m.	10:00 a.m.	10:00 a.m.	10:45 a.m.	11:30 a.m.
12:00 noon	1:00 p.m.	1:00 p.m.	1:45 p.m.	2:30 p.m.
3:00 p.m.	4:00 p.m.	4:00 p.m.	4:45 p.m.	5:30 p.m.
6:00 p.m.	7:00 p.m.	7:00 p.m.	7:45 p.m.	8:30 p.m.

\* In the event that the Public Hearing cannot be held October 15, 2020, it will be held at the same times on the alternate date of October 30, 2020.

Written comments received or postmarked no later than 20 days following the last public hearing, **November 4, 2020**, will become a part of the public record for this public hearing.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

## Contact Information

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For additional project information, visit us at:  
[www.sw10street.com](http://www.sw10street.com) or [www.fdot.gov/projects/sr9/index.html](http://www.fdot.gov/projects/sr9/index.html)

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