

SW 10th Street Improvements
Community Outreach & Advisory Team (COAT)
Questions & Answers
April 2016

Q1. How will the design of SW 10th Street change at each of the major intersections?

The options that are being discussed are complex projects that require a significant amount of investment in engineering and environmental research in order to prepare concept engineering drawings that are accurate. This is particularly true at the major intersections which introduce implications that impact access, intersection and turn lane configurations, and the visual considerations for the adjacent property and streets. The MPO and FDOT do not want to provide concepts that they cannot confirm with any level of certainty that they are feasible. With that said, we believe the best approach is to enter the next phase of analysis and outreach, PD&E study, where the concepts of grade separations, above and below, can be addressed and shared with the public. The options that will be analyzed include accommodation of through traffic by grade separation with the general purpose lanes likely remaining at ground level. Conceptual drawings have been previously provided to show potential intersection treatments.

Q2. Can changes to signal timing relieve traffic along SW 10th Street?

The SW 10th Street corridor, from east of the Florida's Turnpike to US 1, is a part of Broward County's Green Lights Program, which aims to improve traffic flow by coordinating/synchronizing traffic signals along major corridors in the county.

According to the information posted on the County's website (<http://www.broward.org/Traffic/GreenLights/Pages/Default.aspx>), between 2010 and 2014 signals along SW 10th Street corridor were evaluated and adjusted to minimize travel delays, improve safety, minimize fuel consumption, and reduce greenhouse gas emissions. According to the Green Light Program's fact sheet, travel times and the number of stops have been reduced Countywide. Traffic signal optimization remains an ongoing necessary activity to move traffic as efficiently as possible. However, traffic signal optimization, and other Transportation Systems Management & Operations (TSM&O) strategies and devices, such as smart signals, cannot address increases in future travel demand.

Q3. If SW 10th Street is improved between I-95 and the Turnpike, what will happen to traffic when it gets to those interchanges?

Both interchanges are being considered for improvements at this time. Florida's Turnpike Enterprise will be analyzing the Sawgrass Expressway interchange with SW 10th Street as a part of their upcoming Sawgrass Expressway PD&E Study scheduled to begin in May 2016. The Florida Department of Transportation, District Four has a Project Development and Environment (PD&E) study scheduled to begin by June 2016, to evaluate improvements at the I-95 and SW 10th Street interchange to accommodate 2040 traffic demand through the interchange. Planning concepts for improvements at the I-95 interchange were recently recommended in an I-95 Interchange Master Plan. If the Department was directed to study modifications to SW 10th Street, then it would be possible for the two PD&E studies to be modified to take into consideration future alternatives for SW 10th Street improvements and associated connectivity to the referenced interchange projects.

Q4. Where will traffic be routed during construction?

A conceptual traffic control plan will be developed during the PD&E study which will be refined and finalized during the design phase.

Generally, the Department strives to maintain the existing number of

lanes open to traffic through construction phase. Given the available right of way along the corridor, it appears feasible to maintain two lanes open in each direction for the majority of the project and it is not likely that full detours for east-west travel will be required.

Q5. How will you maintain access to homes and businesses?

Maintaining continuous access to homes and business is a requirement of the traffic control plan and the design team must consider this as one of their key objectives while developing the plan. Additionally, the contractor is contractually required to comply with the Department's Standard Specifications for Road and Bridge Construction which includes the provision: *102-5.5 Access for Residences and Businesses: Provide continuous access to all residences and all places of business.*

Q6. How will you mitigate for noise during construction?

The Department Standard Specifications for Road and Bridge Construction contain many references directing the contractor to minimize noise from construction equipment and operations. Additionally, the contractor is required to comply with all laws, including local noise regulations and ordinances. The Department strives to construct any noise walls included in the project, as further explained in Question 9, in the earliest phase of construction when feasible to provide additional noise shielding.

Q7. How will you mitigate for air pollution during construction?

The Department Standard Specifications for Road and Bridge Construction contains several references directing the contractor to minimize air pollution, including dust generated from construction operations, and comply with all appropriate laws and regulations.

Q8. What will the air quality be after construction?

Air quality is regulated by the 1967 Clean Air Act, as amended. States are required to develop State Implementation Plans (SIP) to meet National Ambient Air Quality Standards (NAAQS) for all areas that exceed certain air quality thresholds. Currently, Broward County is in compliance with the thresholds designated by NAAQS, therefore, in depth air quality studies are not required for transportation improvement projects in the County. A summary report on air quality will be completed showing the effect of the project on air quality. Since the project is anticipated to relieve congestion, and therefore

reduce vehicles idling, it is likely the report will show that the project will have a beneficial effect on air quality.

Q9. How will noise be mitigated in my community as part of the final design?

A noise study will be completed by the PD&E study to determine locations that are eligible for noise walls. FDOT follows the FHWA traffic noise impact criteria in order to determine which locations qualify for noise abatement. Several factors are considered during the study including, potential noise impact to adjacent noise sensitive properties, feasibility and benefit of providing walls, and cost thresholds. If a noise wall is recommended as a result of the PD&E that meets all Federal and State criteria, during Final Design, the Department will evaluate the constructability and safety factors of the noise wall. The Department will then survey the benefitted property owners and residents to determine if a noise wall is desired. If a majority of the benefitted property owners want the wall, it will be included in the project.

Q10. What will be the price of mitigating the negative impacts?

The PD&E team will attempt to avoid, minimize and/or mitigate any impacts that are caused by the project. As a PD&E study progresses and the impacts are evaluated, the appropriate mitigation strategies will be recommended. Since the types and extent of the impacts are unknown at this time, there is no cost estimate for mitigation.

Q11. What will happen at the Military Trail and Powerline Rd intersections?

See response to question 1

Q12. How will improvements at the I-95 and Sawgrass interchanges impact traffic on SW 10th Street?

Improvements being studied at both the I-95 and Sawgrass interchanges are expected to reduce congestion and delays on the Sawgrass and I-95 as well as where the interchanges connect with SW 10th Street. For example, turn lane improvements at the southbound I-95 off-ramp at SW 10th Street will allow for more vehicles on SW 10th Street to be processed more efficiently through the traffic signal. Similarly, if modifications are made to the Sawgrass and SW 10th Street interchange, then traffic could potentially have a more direct route to access the Sawgrass, and in turn reduce network-wide arterial congestion and vehicle miles traveled. However, the improvements at the interchanges are not sufficient to

fully relieve congestion on SW 10th Street due to projected travel demand.

Q13. How will drainage be handled if a depression or tunnel is built?

A stormwater management system would be constructed regardless of the type of facility that is built. This normally consists of inlets, pipes, swales and possibly standalone or joint use pond sites. The construction of a depressed section would require the use of multiple large pumping stations which adds complexity, cost, and additional maintenance requirements to the project.

Q14. If a direct connection is built between Sawgrass and I-95, how will SW 10th Street residents and businesses access those expressways?

Should a limited access or controlled access direct connection be planned between the Sawgrass Expressway and I-95, then a local access plan would also be required to accommodate existing local access points along SW 10th Street. Existing access location(s) would need to be evaluated to identify how best to continue to provide safe and efficient access. A frontage road concept could be evaluated as an option to provide local access and potential connections to Sawgrass and I-95.

Q15. Has the Alternate 1, Traffic Signal Management, from the FDOT 2008 Feasibility study been explored further since the study?

Many of the improvements identified in Alternative 1 (Transportation System Management) have been implemented. Traffic signals along SW 10th Street have been evaluated and synchronized by the County. That same study concluded, "It is expected that these TSM improvements alone will not alleviate all of the existing corridor deficiencies nor would they suffice to meet current and future travel demand." Please also see the response to question 2.

Q16. Has the frontage road concept been further studied since the FDOT 2008 Study?

No. Aside from maintenance projects, such as resurfacing the roadway in 2013, the Department has not performed any further work on planning or developing a project along SW 10th Street.

Q17. What are the existing Planned/Programmed Improvements at the Turnpike interchange with SW 10th Street and what is the timeframe?

A PD&E study starting early this summer will evaluate improvements to the Turnpike interchange at the Sawgrass Expressway/SW 10th Street. The limits of the study area are from south of US 441(SR 7) to Powerline Road. At this time, the extent of the improvements has not been identified. This study will evaluate improvements to the Powerline Road intersection.

The current work program has tentative funding to widen the Sawgrass Expressway from south of US 441 to Powerline Road (437224-1) in FY 2021, but the funding does not include any interchange improvements at this time.

As part of the study, a comprehensive public involvement plan will be developed to solicit early input on any proposed improvements.

Q18. What are the existing Planned/Programmed Improvements at the I-95 interchange with SW 10th Street and what is the timeframe?

FDOT has a project currently in construction that will improve the Southbound Exit ramp terminal from an exclusive right-turn lane and shared right/left-turn lane to a three lane approach providing an exclusive free-flowing right-turn lane and dual exclusive left-turn lanes. The construction can be monitored at <http://www.d4fdot.com/bcfdot/index.asp>. Lane closures, project progress, and traffic information will be updated on this page regularly.

Additionally, FDOT has a Project Development and Environment (PD&E) Study planned for the interchange of I-95 and SW 10th Street. The purpose of the PD&E Study is to develop and evaluate improvements at the I-95 and SW 10th Street interchange to accommodate 2040 traffic demand through the interchange. This study will begin in June and should take approximately two years. Final design of the recommended improvements will begin in late 2018 and construction is funded in 2021. It should be noted that the timing of the funding and schedules of these projects is subject to change since the FDOT Work Program is updated on an annual basis.

Q19. Will signal improvements on SW 10th be a part of the interchange improvement Projects with the Turnpike and I-95?

Since the I-95 study area extends to Military Trail, it is possible the signals at Military Trail and Newport Drive would need to be relocated or replaced if improvements are recommended which affect those existing signals. Turn lane configurations at these intersections may also be revised to accommodate the interchange improvement. The study at the Turnpike ends west of Powerline Road, so it will likely affect the signal and intersection at Waterways. It has not yet been determined if the Powerline Road and SW 28th Avenue intersections will be altered by the interchange projects.

Q20. What would the projected time frames be for the various improvement scenarios?

The funding and schedule for a project would be determined once the MPO provides direction to the Department to program the project. The initial phases to be programmed would be the PD&E study and the Design phases. Based on similar projects, it is expected the PD&E and design phases would take approximately three to four years before construction could begin.

Q21. Are there any short-term improvements that are being considered?

There are no projects planned or programmed, short or long term, in the Department's work program along SW 10th Street. Improvements to the interchanges at I-95 and the Turnpike are in the Department's work program.

Q22. What is the timeframe for inclusion into the next update of the Long Range Transportation Plan for Broward County.

The Long Range Transportation Plan (LRTP) is revised every 5 years. The last update was adopted in December 2014. The LRTP may be amended as needed and are presented to the MPO Board for consideration.

Q23. What is the SW 10th Street, Military Trail to Powerline Rd Roadway Improvement project included in the Commitment 2040 Plan “Unfunded Needs”.

This project is not in the LRTP. The only unfunded project identified by the MPO is a transit project to extend local bus service. It is a project by reference in the LRTP from the FDOT Strategic Intermodal System plan and the regional freight plan.

Q24. Where are the opportunities for “Table Top” Parks

There appears to be an opportunity for one or more sections of table top parks between Powerline Road and Military Trail. However, consideration of many factors and further analyses of the concept considered are required to determine the locations and lengths that are feasible. This type of in-depth analysis would be performed during the PD&E study. The Department welcomes feedback from the COAT regarding the desirable locations for the “Table Top Parks”.

Q25. What is driving the timeframe for the public meeting process?

Regional transportation plans identified the SW 10th Street connection in the 1970s. Over the last 20 years, there have been studies that have not resulted in a project to manage current and future traffic. In 2014, the Broward MPO Board deemed SW 10th Street to be important to the region and directed staff to move forward with public outreach to determine whether a PD&E should occur. Furthermore, since PD&E studies for the Sawgrass Expressway and I-95 interchanges are proceeding in May 2016 and June 2016, respectively, this creates a unique opportunity to look at the corridor holistically and coordinate the potential improvements.

Q 26. What is the "person throughput" in a no-build and with various alternatives?

"Person throughput" is a performance measure used to determine the total number of people served during a period of time under a certain alternative. Please see the projected minimum and maximum 2040 Annual Average Daily Traffic (AADT) for the no-build based on the information contained in the FDOT SW 10th Street Feasibility study conducted in 2008. Using a vehicle occupancy rate of 1.55 person/vehicle (according to the 2009 National Household Travel Survey), the person throughput for the no build alternative is shown below.

SW 10th Street between Sawgrass and I-95	
	No-build
Min-Max 2040 Est. Annual Average Daily Traffic AADT (# of vehicles)	50,700 - 68,500
Min-Max 2040 Est. # of Person Throughput	78,585 - 106,175

Please note that since the year 2008, when the Feasibility Study was completed, existing conditions and future traffic projection methodologies have changed. Therefore, projections of AADT and person throughput for a no build and various build alternatives would be reevaluated if a new study of SW 10th Street were to be prioritized.

Q27. How much will improvements cost?

The range of costs vary widely between the alternatives depending on the number of overpasses constructed and/or the length of depressed roadway section that is provided.

Q28. How will a project along SW 10th Street affect the value of my home?
A literature review of this topic revealed mixed findings running the gamut of negative impacts to no impact to positive impacts. However, studies agree that increased connectivity will raise property values. It is important to note that each study focused on corridors with unique characteristics unto themselves, meaning that it is nearly impossible to predict how home values along SW 10th Street would be affected.