

Webinar Question and Answer Matrix (Webinar No. 1)

Comment No.	Comment	Response
Comments Received Prior to Webinar No. 1		
1	The traffic backs up at Waterways and west in the am. This project will allow traffic to get to I95 quicker in the am and then what? Traffic will back up on 10st trying to get on I95. What is the fix for this? I95 is terrible in the am and 10st traffic will make it worst.	The proposed project creates an additional roadway (the Connector Road) beginning west of the Waterways community that will allow vehicles traveling east on the Sawgrass Expressway to have a choice to by-pass the local SW 10 th Street and the signalized intersections to get to I-95. The I-95 improvements include additional capacity along I-95 with direct connections to both the proposed express lanes as well as I-95 general use lanes – connections which have been more recently added. The improvements along I-95 in combination with the additional direct access from and to the Connector Road will reduce congestion along SW 10 th Street in both the AM and PM peak hours as well as improve operations along I-95 by providing separate connections to express lanes and general use lanes, thereby reducing the amount of weaving traffic that will occur to the north and south of I-95.
2	Question: Last I heard, bike lanes are planned for the local lanes between Powerline and Military. Is it possible to have a multi-use on the south side of the local lanes and the business and residential area? The current sidewalk gets encroached by landscaping and little room for walking/bicycles.	The typical section for the local lanes has been modified to remove the bike lanes from the pavement and introduce a 12-foot wide shared use path on the south side of local SW 10 th Street. The shared use path can be used by both pedestrians and bicyclists and will continue through the entire project limits along SW 10 th Street.
3	There are power lines on the south side of SW 10street between Powerline Rd and Military Trail. Would there be any need to move those power lines, or would those remain and be the boarder on how close construction would come to the Waterford Neighborhood? If a wall needed to be constructed, would that wall be on the North or South side of those power lines (if they remain as is) Thanks Dennis	Two build alternatives that are moving forward, more information on the differences between the alternatives is provided in the exhibit room of the virtual webinar, under the alternatives comparison tab. The With Powerline Road Ramps Alternative provides a set of local access ramps connecting SW 10 th Street to and from the Connector Lanes just east of Powerline road that will take a larger footprint to construct than the <u>Without</u> Powerline Road Ramps Alternative. Not building the ramps will not reduce traffic volumes on local SW 10 th Street as much as building the ramps, but both build options will reduce the local traffic more in the design year (2040) than what the current traffic is along SW 10 th Street during peak hours. Regardless, the Without Powerline Road Ramps Alternative will be able to preserve several if not all the power lines on the south side of the corridor in their current location while the With Powerline Road Ramps Alternative will need to shift them to the south. Noise walls are warranted for all residential areas, during final design the project team will be coordinating with the city and the benefited receivers to confirm their desire for a wall and the specifics of where it is constructed, which is typically four to five feet inside the public right-of-way. The current plan is that if the power poles need to be moved, they will remain within the public right-of-way, and the noise wall would be south of the relocated poles.
4	1. Currently, being East of the Turnpike, to go North on the Turnpike, one has to exit on Lyons Road going west, do a U-turn, and then come east on the Sawgrass to get the North on-ramp for the Turnpike. Is this going to be fixed, so there is a direct N. On-ramp going West from I-95? 2. One of the questions we get consistently is How will the 10th Street Corridor effect our property values? This is a key question. After completion, we think any properties within a stones throw of I-95 and 10th street will be the hottest in Broward County. We will be in the sweet spot for rapid Hi-way Access to All points North, South, West, including I-75 to Tampa. Business will want to be here and bring jobs. That is our opinion, however, It would be nice to get a professional assessment of future real-estate values for this Webinar and that might help to sell this project and overcome objections. Can we get that?	<p>Please note there are three separate studies underway that can be seen on the Location Map in the Exhibit Room that is on the website. The SW 10th Street Connector and the I-95 Interchange at SW 10th Street are studies being conducted by the Florida Department of Transportation (FDOT) District 4 and if they continue to move forward are funded for construction in fiscal year 2023. The study at Florida's Turnpike Interchange and the Sawgrass Expressway is being conducted by the Florida's Turnpike Enterprise (FTE) which is developing alternatives for the Sawgrass Expressway and Florida's Turnpike Interchange. FTE is currently studying alternatives of direct movement from westbound local SW 10th Street to northbound Turnpike, as well as from southbound Turnpike to eastbound local SW 10th Street. The connections that are being contemplated for the Connector Road will include connections to and from the south on Florida's Turnpike. The local connections between SW 10th Street to Florida's Turnpike to and from the south will require a similar movement at Lyons Road as is being done today. The concepts being evaluated would however avoid the signals at Lyons Road, as well as potentially reducing the toll amount.</p> <p>As far as property values, the FDOT does not have information regarding projected property values and recommends you approach a real estate agent to discuss the matter. The FDOT has met with members of the Real Estate Association regarding the impacts FDOT projects can have on property values. The general consensus is property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.</p>
5	1. How do you separate between the current local roads and the planned project? 2. Are you going to build a proper interchange to go north and south of the turn pike traveling west? 3. are there going to be interchange improvements on I-95 beyond existing facilities?	<p>1. Local SW 10th Street will be relocated further south in the corridor to make room for the Connector Lanes, there are typical sections and roll plot exhibits that help visualize the dual facilities within the project limits as well as a rendering booklet that provides renderings at select locations along the corridor accompanied with a plan view of the location of where the rendering is taken on the project website.</p> <p>2. Please note there are three separate studies underway that can be seen on the Location Map in the Exhibit Room that is on the website. The SW 10th Street Connector and the I-95 Interchange at SW 10th Street are studies being conducted by the Florida Department of Transportation (FDOT) District 4 and if they continue to move forward are funded for construction in fiscal year 2023. The study at Florida's Turnpike Interchange and the Sawgrass Expressway is being conducted by the Florida's Turnpike Enterprise (FTE) which is developing alternatives for the Sawgrass Expressway and Florida's Turnpike Interchange. FTE is currently studying alternatives of direct movement from westbound local SW 10th Street to northbound Turnpike, as well as from southbound Turnpike to eastbound local SW 10th Street. The</p>

Comment No.	Comment	Response
		<p>connections that are being contemplated for the Connector Road will include connections to and from the south on Florida's Turnpike. The local connections between SW 10th Street to Florida's Turnpike to and from the south will require a similar movement at Lyons Road as is being done today. The concepts being evaluated would however avoid the signals at Lyons Road, as well as potentially reducing the toll amount.</p> <p>3. The interchange improvements at I-95 and SW 10th Street include direct connections from and to both the I-95 Express Lanes as well as the I-95 General Purpose lanes to the Connector Lanes along SW 10th Street. In addition, the Interstate will be expanded with an additional lane in both directions. Improvements to the entrance and exit ramps to and from SW 10th Street and Hillsboro Boulevard are proposed to reduce the amount of weaving necessary, which will contribute to improved operations and safety along the Interstate. There are also planned improvements at the Hillsboro and I-95 Interchange that include adding lanes to the approaches to the signalized intersections from the exit lanes of the Interstate.</p>
6	Any thoughts about traffic problems on Green Road and Hillsboro Blvd during construction. If lanes depressedduring a Hurricane the depressed lanes will or could flood...Then what??	<p>Yes, the influence a construction project has on traffic has and will continue to be considered as the project moves forward. It is anticipated that construction zones will be set up providing drivers advance warning to the construction and any viable alternative routes they may choose to take. In addition, there are typical restrictions to closing lanes during peak hours that we anticipated will be considered for these projects.</p> <p>There are two remaining build options that are being considered and going through final analysis for the study. The With Powerline Road Ramps Alternative includes a westbound depressed exit ramp from the Connector Lanes to local SW 10th Street just east of Powerline Road. This depressed ramp will have a pump system in place along with a backup system to continually pump water from the depressed ramp. If there is a total failure of all systems and the ramp becomes flooded, that ramp will be closed but, the ramp closure would not impact evacuations. The second build option under consideration, the Without Powerline Road Ramps Alternative, does not have any depressed elements, and therefore would not negatively impact hurricane evacuation.</p>
7	Are the Zone 2 connector lanes elevated? If so, how high? Will there be sound walls adjacent to Century Village. If so, how tall will they be?	<p>The Connector Lanes will be elevated over Powerline Road but will be close to grade level as they move east to the most western buildings of Century Village. The Connector Lanes will remain 'at-grade' until they need to start elevating to get over Military Trail to the east. This elevation will start first with the eastbound Connector Lanes at approximately Harwood Drive and the lanes will be elevated to approximately 25 feet above grade as they pass building 'O' and will remain elevated over Military Trail, the Railroad, and I-95. The westbound Connector Lanes will also begin to elevate but they will not start elevating until building 'O' and will elevate to approximately 25 feet above grade, just west of Military Trail.</p> <p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p>
8	It appears that there is no direct connection to the FI turnpike from SW 10 St going North and South with this new exchange, WHY NOT?	<p>Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10th Street. The SW 10th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html.</p>
9	I live in 4115 Newport u which is directly opposite sw10th. the traffic noise makes it impossible to open windows. although I support the road project, I am concerned over the noise. have you measured the noise at different heights and projected them for the connector. a wall may not work with all elevations. would new soundproof windows and doors be a better solution?	<p>The noise analysis done as part of the study does account for the different heights of the receivers (residents) as well as the location of the traffic including the projected volume of traffic in the design year. Through this process it has been determined that Noise Barriers (walls) are warranted for the frontage of Century Village, and all other residential properties along SW 10th Street.</p> <p>FDOT has worked closely with the Federal Highway Administration (FHWA) and the FDOT Central Office to determine the potential for soundproofing windows and doors for residential properties. Based on this coordination and per the FHWA 23 CFR 772 as well as State Statute 335.17, it has been determined that interior noise abatement may only be considered for public facilities (medical facilities, libraries, places of worship, etc.) or nonprofit institutions. FDOT currently does not have authorization to provide noise abatement outside of the FDOT proposed right-of-way except for those facilities listed above, if warranted.</p>

Comment No.	Comment	Response
10	Upon completion will one be able to access the turnpike directly from SW 10th st (not Lyons Rd) as well as access SW 10th St directly from the Turnpike and ultimately have seamless access to/from I-95?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
11	Will there be a safe walking area & bicycle path for pedestrians & cyclists? As well, please note that, at present, any person who walks or cycles from Century Village's East Gate towards 10th St. is in grave danger because of the lack of sidewalk or bike path.	The projects will include bicycle and pedestrian features. The sidewalk on Military Trail will be extended from SW 10 th Street to East Drive and bicycle lanes will be provided on the pavement along Military Trail within the project limits. SW 10 th Street will include a twelve-foot wide shared use path along the south side of the corridor in lieu of providing separate bicycle lanes on the pavement. This shared use path will continue for the limits of the projects along SW 10 th Street.
12	Is there no way to prevent this Roadway, which will cause more pollution And noise and will be of no benefit to CVE This is of benefit for jobs for you and parklands Etc but at our cost. It is a travesty to common Sense and the common good. There was no Vote just consultations	We are currently in the Project Development and Environment (PD&E) phase. In this phase alternatives are developed and evaluated for benefits, as well as impacts, including an evaluation of a no-build alternative. Through the evaluation process, a preferred alternative will be presented at a Public Hearing as well as the No-Build Alternative, and public comment will be received and considered before a final decision is made to move forward. Through this process, the project will need to receive Location Design Concept Acceptance (LDCA) prior to moving into final design and construction.
13	Since the road will now be at street level, what noise mitigation will be provided. I believe a 20 foot concrete wall is the minimum required.	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
14	Hi Robert, What plans are proposed for protecting citizens/property owners of Century Village bordering SW10th Street, including the following: Noise reduction, safety from accidents occurring and potentially causing damage to citizen cars parked adjacent to SW10th Street, and our property values. Thank you for your response	<p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p> <p>The proposed design also includes a concrete traffic barrier adjacent to the lanes closest to Century Village, which should prevent damage to parked cars adjacent to SW 10th Street.</p> <p>As far as property values, the FDOT does not have information regarding projected property values and recommends you approach a real estate agent to discuss the matter. The FDOT has met with members of the Real Estate Association regarding the impacts FDOT projects can have on property values. The general consensus is property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.</p>
15	How will this effect the traffic backups and congestion on both Northbound Military Trail and NE 3rd Ave? The traffic has been horrendous on approach to SW 10th for years and now the delays have pour over onto the north end of NE 3rd Ave. The 3rd Avenue delays are caused by the lack of funding to make the roadway a 4 lane street from NE 48th Street to SW 10th. What about the timing of the turn signal on the north and south side lights at FAU Research Blvd/Natura Blvd and SW 10th Street? The turn signal stays green for a scant 3 seconds. I have lived in this same area for 20 years and this issue has never been resolved.	The proposed projects will significantly improve the operations at both the Military Trail and FAU intersections and along SW 10 th Street. Improvements at the I-95 Northbound off-ramp will also improve operations at the FAU intersection due to the proximity of these two intersections. The Military Trail intersection shows the overall intersection delay will improve by over 50% as compared with the No-Build condition. Your comment regarding the current signal timing at the Natura Boulevard signal has been passed along to Broward County, who maintains the signal and will evaluate adding more green time to this movement.
16	Turnpike to Powerline Road It's difficult to tell from the map, but how will those of us in Waterways and Independence Bay ever get out onto SW10th Street? Present maps appears to make it worse for us than it already is.	Vehicles traveling out of Waterways as well as Independence Bay will exit similar to how they exit today. They will have a signalized intersection and will be able to access both westbound and eastbound SW 10 th Street. The addition of the Connector Lanes will reduce the future traffic volumes (2040) in the local lanes to a condition less than the current peak hour traffic experienced today.

Comment No.	Comment	Response
17	Why not divert sawgrass users to Turnpike Exit. They could go to Sample or Glades exit and access I-95 either way instead of making Southwest 10th Street a freeway for people who chose to move west of the turnpike?	The extension of the Sawgrass Expressway was planned over 3 decades ago and local SW 10 th Street has suffered with high accident rates, and congestion in the peak hours as a result of its delay. The project's intent is to provide a high-speed connection between Sawgrass Expressway / Florida's Turnpike and I-95 for those vehicles driving through the corridor, so they do not have to stop at the signalized intersection. Local SW 10 th Street will benefit by having reduced traffic volumes which also leads to a safer roadway. In fact, some SW 10 th Street segments will see a future (2040) traffic volume during peak hours that is much less than what is currently using SW 10 th Street. Furthermore, the suggested alternate routes to travel from the Sawgrass west of the Turnpike to I-95 (north or south), are longer in terms of travel times and miles. These alternate routes are available to drivers today, but most drivers will choose to use the shortest and fastest route, which is along the SW 10 th Street corridor.
18	I live on 10 th street between powerline and military I have 2 concerns 1-This construction will effect my home value negatively 2-How are you going to avoid the noise during the construction?	<p>The FDOT has met with members of the Real Estate Association regarding the impacts FDOT projects can have on property values. The general consensus is property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers. The PD&E process considers all positive and negative socio and economic impacts a project like this may have on a community and those impacts will be considered during our evaluation.</p> <p>Regarding your noise concerns, a Noise Study Report is also being prepared for the project. This study utilizes the future traffic volumes and has determined that noise barriers are warranted along SW 10th Street for all residential areas in the corridor. During the design phase, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those surveyed desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City.</p>
19	<p>If the FDOT's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of Florida's environment and communities; this is NOT occurring if they are considering making any changes to SW 10th Street between the Sawgrass Expressway and I95 through Deerfield Beach.</p> <p>As a Deerfield Beach property owner in Waterford single family homes since 1985, I consider myself a lifelong resident; the money that is needed for this project as described will cost over \$690 MILLION. As I explain each bullet point below in detail, please reference the FDOT "vision" and how it is NOT being followed according to your own words: As one FDOT team, <u><i>we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.</i></u></p> <ul style="list-style-type: none"> • Volume - the number of vehicles traveling this route are considerably lower due to a number of factors not only in place at this time but will continue on into the future. In the FDOT's vision you are stating well planned, this bullet explains there is a need for a new plan due to our recent pandemic. • Employment - Many people are working from home and businesses are seeing the advantage of continuing this form of employment. Businesses will not be able to conform to the "social distancing" space that will be required and they will not enlarge their office space. Many will let go of their physical locations and will work remotely. In the FDOT's vision you are stating the goal being congestion free, this bullet explains there is not going to be congestion due to our recent unemployment rates and other venues to work from home occurring. 	<p>While the COVID-19 pandemic has certainly had an impact on everyday life including traffic on the roads, this project is needed. From March 1st to mid-April, the most significant decrease was recorded - traffic volumes statewide (on state roads) decreased by about 45%. However, since then, as we are now in a statewide recovery, based on the latest traffic counts in Broward County today, the volumes are approximately 15% lower than usual, so volumes are going back up.</p> <p>If traffic volumes on all roads remained 15% lower than usual, it still would not bring as much relief/benefit as the Build Alternatives could. In addition, although travel patterns are expected to somewhat change, for example – less trips made by those work from home - other types of trips may take their place, such as increased home deliveries. No one can predict the future with absolute certainty, but the trend is not showing that overall traffic volumes will stay significantly lower.</p>

Comment No.	Comment	Response
	<ul style="list-style-type: none"> • Business closures/bankruptcy - Another major factor that we are only seeing the beginning of is places going out of business. This includes retail stores, restaurants, and many others that cannot continue under the financial suffering. More than 3,300 stores are closing including Victoria's Secreta, Bath & Body Works, Nordstrom, Sears, Forever 21 and Walgreens. Hertz, Neiman Marcus, J.C. Penney, Pier One, and J. Crew have filled bankruptcy. Office Depot cutting 13,100 jobs. In the FDOT's vision you are supporting economic growth, this bullet explains there is no growth currently. <p>South Florida has industries that will be hit the hardest which include tourism, jobs in real estate, and retail. Some industries may recover but it could take up to 10 years. This shows a need to revisit your current plan. No major decisions should be made right now and new data needs to be collected to see how the Covid-19 pandemic will affect this area of roads.</p> <ul style="list-style-type: none"> • Tax recovery - The current tax payers now must "pay back" all of the Federal, State and Local funds that have been paid out as these items were never considered as part of budgeted expense. Additionally, there will be an extreme deduction in collection of taxes not being paid by companies that are not earning anywhere near what they have in the past. Government agencies must look at all areas that are in need and all places where funding is collected. <p>FDOT collects the 1% tax on gasoline sales but you must take into consideration how much less fuel is being consumed now and in the future with less people traveling.</p> <p>There are many more vital areas that need funding here in our local Cities and County:</p> <ol style="list-style-type: none"> 1. The ancient sewer systems in all areas, we see what has been happening in Fort Lauderdale with devastating major sewer backups 2. The bridges that need to be rebuilt. <p>Government agencies need to look at all areas of funding and make necessary changes to take care of these types of extreme infrastructure disasters. THE FDOT "VITAL VIEW" on your own website page is:</p> <ul style="list-style-type: none"> · Improve Safety · Enhance Mobility · Inspire Innovation <p>FDOT is NOT improving safety, if this road is built, it is increasing unsafe road conditions.</p> <p>FDOT is NOT enhancing mobility, it is making mobility more time consuming and more difficult in daily travel.</p> <p>FDOT may be trying to inspire innovation, however FDOT is NOT urging or creating something creative with exerting an animating, enlivening, or exalting influence on this project.</p> <p>The LAST thing tax dollars should be spent on is a one mile stretch of road at the cost of \$690 MILLION. FDOT's Values are:</p>	

Comment No.	Comment	Response
	<p>One FDOT - We are one agency, one team. INTEGRITY - We always do what is right. RESPECT - We value diversity, talent and ideas. COMMITMENT - We do what we say we are going to do. TRUST - We are open and fair. CUSTOMER DRIVEN - We listen to our customers Please use your claimed "INTEGRITY" and look that this is NOT right to build. "RESPECT" our community and diversity and listen to the residents. "TRUST" be fair to me and open to listen to my points. "CUSTOMER DRIVEN" you need to let people speak at meetings and <u>"listen" not just "hear"</u>. I have attached a number of recent newspaper articles relating to these items for you to read.</p>	
20	Had a question regarding tolling and what decision had been made.	The Connector Road is not being proposed as a toll road.
21	How will the connection to the Sawgrass Express Way affect our Quiet Waters Park and the eagles nest on the South West Side of the Park?	The SW 10 th Street Connector PD&E does not anticipate any direct impacts to Quiet Waters Park and FDOT is committed to conducting an updated bald eagle survey during the nesting season prior to the start of construction and will coordinate the results with United States Fish and Wildlife Service (USFWS).
22	I live on SW 10th I am concerned about the level of noise and dirt/dust this will create. are we getting a sound wall? note: hearing aids increase all noise/ we can't bear the noise.	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier will be closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet. The construction of noise walls will occur as early as possible in the construction phase. In addition, contractors will be held to our standard specifications for dirt and dust control.
23	Will both SW 28th Avenue and SW 24th Avenue have access to the local 10th Street road and be able to go east or west? Also will you be able to access I-95 and from both of those streets?	Access from both SW 28 th and 24 th Avenue will function the same as today and will have access to SW 10 th Street to go west and east. Vehicles will be able to access the I-95 ramps southbound as well as northbound.
24	<ul style="list-style-type: none"> • What is the timing of the other adjacent roadway projects (Florida Turnpike widening, Sawgrass Expressway widening, Florida Turnpike/Sawgrass Expressway Interchange) • If the Turnpike widening project and/or the Sawgrass Expressway widening project eliminates "managed lanes" as part of their concept, does this affect the total number of access ramps or bridges needed at the interchange? • What is the maximum bridge height anticipated? • How will traffic noise mitigation be addressed as part of this project? • Is the interchange modification at the Turnpike Mainline a required component of this project or can the 10th Street connector be constructed without that improvement? 	<p>The Turnpike project is planning to hold a public information meeting by the end of 2020 with a public hearing in 2021. There is no construction funding for this project in the five-year FDOT funded work program.</p> <p>Although the Sawgrass Expressway widening will not include managed lanes, the Turnpike widening will still apply managed lanes for the Transportation System Management and Operations strategy. The Florida's Turnpike Enterprise is evaluating the changes to the concept by removing the managed lanes. The Turnpike concepts are also evaluating making connections to and from the south to the Connector Lanes and to and from the north with local SW 10th Street.</p> <p>The Turnpike interchange concept is still under preliminary development and preliminary elevations have not been established. However, it will be made available toward the end of the year as well as any preliminary noise analysis that has been completed.</p> <p>Please note that the SW 10th Street Connector project is independent of the Turnpike project and does not require improvements to the Turnpike or interchange. The SW 10th Street project ties into the existing Sawgrass Expressway just west of the Turnpike interchange.</p>
25	I live in independence bay. Could you please let me know that date when the construction project is going to start?	Please note that the project is currently in the Project Development and Environment (PD&E) stage of the project and if one of the build options moves forward, construction is projected to begin sometime in 2023.
26	What will be the max speed limit for zone 1 as we all know higher speed means higher noise?	The speed limit in the Connector Lanes is proposed as 60 miles per hour (mph) and the speed limit in the local lanes is proposed to be 35 mph.

Comment No.	Comment	Response
Comments Received During Webinar No. 1		
27	When will construction begin?	Please note that the project is currently in the Project Development and Environment (PD&E) stage of the project and if one of the build options moves forward, construction is projected to begin sometime in 2023.
28	What environmental issues were raised during the PD&E studies?	<p>The Project Development and Environment (PD&E) Study has evaluated a number of environmental issues related to the project including: social, economic, aesthetics, cultural, wetlands, protected species, water quality, noise, air quality, and contamination. The issues that have been the top concern for stakeholders include noise, aesthetics, and impacts to a bald eagle nest in Quiet Waters Park.</p> <p>A Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier will be closely coordinated with those benefited by the barrier and the City.</p> <p>Minimizing aesthetic impacts has been a major consideration throughout the life of the PD&E Study. The overpass located in front of the Waterways entrance was shifted west to minimize visualize impacts. The With Powerline Road Ramps Alternative includes a depressed exit ramp to minimize potential visual impacts to Century Village, Waterford Courtyards, and Waterford Homes. The Without Powerline Road Ramps Alternative has 30 feet of additional green space in the middle of the corridor to maximize landscaping opportunities.</p> <p>The SW 10th Street Connector PD&E does not anticipate any direct impacts to Quiet Waters Park and FDOT is committed to conducting an updated bald eagle survey during the nesting season prior to the start of construction and will coordinate the results with United States Fish and Wildlife Service (USFWS).</p>
29	Can you tell us how many participants there are?	The maximum number of attendees that was established during Webinar#1 was 330.
30	Will this video presentation be available after the meeting?	The presentation slides and Q&A slides have been posted to the website.
31	Will there be any needs for housing/hotel accommodations for the crews executing this project?	This need will be dependent on the contractor(s) that secure the work.
32	If sound proofing walls were acceptable lining the lining the Sawgrass for miles in Coral Springs and Coconut Creek, why wont FDOT present this alternative for the residential communities between Turnpike and Military? Metro SoFla needs a continuous beltway to facilitate movement of traffic.	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
33	Are there plans for sound buffers for Waterways not only Sawgrass but also the ramp to turnpike? We take a pounding every day now.	Preliminary Noise analysis has been conducted for the SW 10 th Street project and all residential areas that front SW 10 th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet. The Turnpike Interchange Study has not conducted the noise analysis for their study yet; any noise barrier along a Turnpike ramp would be determined by Florida's Turnpike.
34	At the beginning of the project, the initial idea to the county MPO was to have a depressed roadway for most of the project but now the project has gone a different direction. Do you think the county MPO will approve the project as is now without meeting all of their criteria being met?	Please note that MPO/COAT provided recommendations, not necessarily criteria, for the FDOT to consider as they move forward with the study. The depressed section was evaluated extensively, and the With Powerline Road Ramps Alternative includes a westbound depressed exit ramp to avoid elevating the roadway in the middle of the corridor. The Without Powerline Road Ramps Alternative does not have a depressed element but would provide an additional 30 feet of greenspace. This alternative results in more traffic in the local lanes than the With Powerline Road Ramps Alternative. These considerations reflect the balance of evaluating the impacts as well as the benefits of the project's proposed improvements. The COAT recommendation to include a depressed roadway as well as avoid/eliminate overpasses in front of residential areas was to reduce noise impacts and visual impacts. Neither Build Alternative under consideration has an overpass in the middle of the corridor and noise walls are warranted for all residential areas along SW 10 th Street. All MPO recommendations have been considered in the development and evaluation of alternatives.
35	What is the Turnpike PD&E project and where can I find more info about the Turnpike PD&E project?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been

Comment No.	Comment	Response
		coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
36	If this is going to reduce traffic accessing the Sawgrass, are we going to remove the toll required if you access Lyons Rd from SW 10 th and only have the toll when accessing the Sawgrass Expwy?	Traffic accessing the Sawgrass Expressway is not expected to reduce in the future under any scenario. Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. The tolling scheme is being evaluated by Florida's Turnpike with their conceptual alternatives development. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
37	The PD&E website listed three different webinars, with each listing a different "zone". Will the other webinars (on June 29 th and July 1 st) be an identical presentation? Or will the other webinars focus on different portions of the corridor?	The webinars on June 29 th and July 1 st will contain the same presentation material and much of the same Q&A, except for any questions submitted for these webinars that may not have been covered or submitted for the first webinar. Please note that responses to questions as well as the presentation and Q&A slides will be posted on the project website, for each webinar.
38	Noise and smog pollution for those condos on SW 10 th St. How will that be handled?	<p>Air and noise have both been analyzed for the proposed alternatives including the no-build alternative based on future traffic projections in the year 2040.</p> <p>Preliminary Noise analysis indicates that all residential areas that front SW 10th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.</p> <p>The preliminary air analysis reflects that this project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.</p>
39	Sawgrass needs a northbound flyover onto the Turnpike. Is this under consideration?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
40	How will this project affect tolls?	The Connector Road is not being proposed as a toll road.
41	Will there be an opportunity to provide questions/comments after the meeting?	If you have additional questions, clarifications or would like to discuss in more detail, please contact the FDOT project manager by phone or email or submit an additional question or comment through the website.
42	When do you expect to begin ROW acquisitions?	There is funding in the work program for advance acquisitions for interested parties, but full acquisition would begin sometime after the project receives Location Design Concept Acceptance (LDCA) which is anticipated in the spring of 2021.
43	Broward needs access to Turnpike from the east. North east Broward residents have to go to Glades Road to go northbound Turnpike. This caused overcrowding on Powerline Rd from SW 10 th to Glades. Is this being considered?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept

Comment No.	Comment	Response
		moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
44	Is a taller soundproof barrier wall behind the Waterways community under consideration?	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
45	You are showing the view that the Waterways faces but what view does Independence Bay face?	Yes, views from Independence Bay were also shown and are available in the rendering booklet located in the Exhibit Room for the virtual webinars on the project website.
46	When do you show the options for Independence Bay entrance like you have for Waterways?	The views from Independence Bay were shown toward the end of the presentation and are also available in the rendering booklet located in the Exhibit Room for the virtual webinars located on the project website.
47	Hi, I live right on the intersection of SW 10 th Street and SW 28 th Ave Water Ford Court Yards North. Our community will be tremendously impacted with this project during the construction. What are the plans of how we are going to get into our community through SW 10 th Street during this project? And regarding our entrance to our community, how is our entrance going to look like on SW 28 th Ave? Will there be a structure/entrance for Water Ford Court Yards?	The access from SW 28 th Avenue will remain similar as it does today where you will have direct access to go east or west on local SW 10 th Street. During construction access to the community will be maintained. There are various renderings in the rendering booklet located in the Exhibit Room on the project website that help illustrate the entrance. No overpasses are proposed at or near SW 28 th Avenue on SW 10 th Street.
48	Have there been any studies to help predict how this will impact property values and taxes along the route?	The FDOT has met with members of the Real Estate Association regarding the impacts FDOT projects can have on property values. The general consensus is property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.
49	It's fundamentally unfair to depress the roadway in between military and Powerline but not between Powerline and the Sawgrass where there are hundreds of residents in Independence Bay and the Waterways.	The evaluations of depressing the roadway looked at several factors including benefits achieved in depressing a roadway as well as the impacts depressing a roadway creates. At this time, the With Powerline Road Ramp Alternative includes a depressed exit ramp; no other depressed elements are included in the Build Alternatives.
50	I live in Independence Bay. If there is no powerline ramp, how do I get onto the ramp going and coming?	Access to and from Independence Bay from local SW 10 th Street will remain unchanged with both Build Alternatives. If the Without Powerline Road Ramp Alternative is selected, then motorists traveling from Independence Bay will not have direct access to the Connector Road.
51	Will you be able to provide a list of attendees?	Please contact the FDOT Project Manager.
52	During construction, can we still make a left from Independence bay to the Sawgrass or will we have to make a U-turn on Powerline?	Detailed construction phasing has not been developed this early in the project's development, but restricting left-turn access is not anticipated to be needed during construction.
53	What about the entrances to the Walmart shopping center, entrances and egress from the shopping mall?	The driveway locations at the shopping center are anticipated to remain at their current locations. The median openings to the shopping center are proposed to be eliminated, which will improve safety. Access to the shopping center from westbound SW 10 th Street can be made via Military Trail or by completing a u-turn at SW 24 th Avenue.
54	It sounds like the Powerline ramp option is the most efficient in terms of moving traffic. Are there any eminent domain issues between the options?	Right-of-way is required with both build options.
55	Brian: So the decision to connect Turnpike North and South can be directly accessed from SW 10 th Street. This is long overdue, but will it take the same amount of years to complete as the connector with ramps?	Please note that there is a separate study being conducted by Florida's Turnpike Enterprise that is on-going and developing concepts for the Turnpike Interchange with the Sawgrass Expressway and SW 10 th Street. The SW 10 th Street Study and the concept alternative(s) have been coordinated with the interchange project so each study's concept can exist with or without the other. Currently if the SW 10 th Street concept moves forward, it is funded for construction in fiscal year 2023 whereas, the Turnpike project does not have funding for construction but can be built after the SW 10 th Street project. The Turnpike Concept is currently prioritizing making connections to and from the south with the Connector Lanes and to and from the north with the SW 10 th Street local lanes. The other movements at the interchange will function similar

Comment No.	Comment	Response
		to how they do today although, the Lyons Road u-turn will be modified to by-pass of the signals at Lyons Road. Additional information on the Turnpike Study can be found on http://www.floridasturnpike.com/sawgrass.html .
56	What will this project do to the congestion on Powerline Rd during rush hour?	Today in the PM peak hour, vehicles that travel through this intersection experience an average delay of 1.8 minutes (or 110 seconds). Since both Build Alternatives help to reduce traffic that travels through the intersection on SW 10 th Street, the average delay per vehicle in the PM peak hour in year 2040 is estimated to be slightly less than it is today - approximately 19 to 25 seconds less average delay per vehicle. This is an average of 17% less delay per vehicle (Without Powerline Road Ramps) and 23% less delay per vehicle (With Powerline Road Ramps) at the intersection than what is experienced today.
57	Can we attend all of the webinars even though they are the same?	Yes.
58	How will this affect home values?	The FDOT has met with members of the Real Estate Association regarding the impacts FDOT projects can have on property values. The general consensus is property values will continue to fluctuate according to the current market. Better accessibility to roadways tends to increase demand of properties and properties that are in areas of heavy construction may temporarily reduce the demand of prospective buyers.
59	Is there some way to block the right turn lane approaching Military Trail from the east to prevent people who are not turning right onto Military from blocking that lane at the red light?	<p>With either Build Alternative, the intersection configuration of SW 10th Street and Military Trail will be reconstructed. The new design is expected to include a channelized westbound right turn lane, which physically positions vehicles to turn right at the intersection which makes it very difficult for a vehicle to use the right turn lane as a through lane.</p> <p>In addition, the westbound through volume will be significantly reduced from the existing volume. Today, a total of 2,020 vehicles travel westbound through the Military Trail intersection, and 425 turn right during the PM peak hour. In the future (2040) with either of the Build Alternatives in place, the number of vehicles traveling westbound through the Military Trail intersection during the PM peak hour would be significantly reduced to 340 vehicles for the With Powerline Road Ramp Alternative, or 1,160 vehicles for the Without Powerline Road Ramps Alternative. With the westbound through volume significantly reduced, it is less likely that westbound through vehicles would try to use the right turn lane as a through lane.</p>
60	If a tall wall is an option for Waterways, shouldn't it be consistent with the one for Independence Bay where both are the same height & as tall as possible?	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.
61	Do the project need water changing flow?	The project does not require a change in the current drainage flow.
62	Would you be considering a pedestrian bridge from Century Village to the south side of SW 10 th and Military?	A pedestrian bridge is not under consideration at SW 10 th Street and Military Trail. Pedestrians will be accommodated through the crosswalks at this intersection and appropriate pedestrian signal timing.
63	So the entrance from Independence Bay would be right outside the entrance onto a highway? Won't this make this very commercialized?	SW 10 th Street will be relocated approximately 32 feet to the south and be in a similar configuration as it exists today with the Independence Bay entrance. Local SW 10 th Street will still be adjacent the residences on the south, like Independence Bay. The proposed project is not anticipated to affect the future land use in the corridor since the corridor is mostly built out already.
64	Are you aware that is powerline Rd is not widened this connector project will only increase traffic on this road?	The future traffic analysis shows that the 2040 traffic volumes on local SW 10 th Street will be lower than they are today, due to a high volume of traffic shifting to use the Connector Road, instead of local SW 10 th Street. A Project Development and Environment (PD&E) Study is planned in 2025 to evaluate the widening of Powerline Road from SW 10 th Street (West Drive) to the Broward / Palm Beach County line.
65	Can you tell us what will be the maximum speed to limit noise level on SW 10 th ? As well all know more speed = more noise.	<p>The proposed speed limits for the Connector Lanes is 60 miles per hour (mph) and the proposed speed limit for the local SW 10th Street is 35 mph.</p> <p>Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10th Street are warranted for noise barriers.</p>
66	When will the soundproof walls be implemented? Before or after?	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. The construction of noise walls will occur in an early construction phase.

Comment No.	Comment	Response
67	Will you be meeting with Coconut Creek between now and July when you present to the MPO?	We are open to meet with the City of Coconut Creek at whatever day/time is convenient for the city and will coordinate appropriately.
68*	What time is the webinar? Zone 2	All webinars, including Zone 2 (Monday, June 29 th) will begin at 7 pm on the day of the webinar. The webinars on June 29 th and July 1 st will contain the same presentation material and much of the same Q&A, except for any questions submitted for these webinars that may not have been covered or submitted for the first webinar. Please note that responses to questions as well as the presentation and Q&A slides will be posted on the project website, for each webinar.
69	Will webinars #2 and #3 be the same presentation as today?	
70	If there is an accident on the corridor, will the traffic be diverted to SW 10 th ? If the access ramps are removed from the project, won't this limit options to divert traffic in cases of accidents?	Like with any corridor, the specific location and severity of an accident will dictate the need and details of any diversion of traffic. But yes, the Without Powerline Road Ramps Alternative would provide less options for diverting traffic, in the case of a severe accident.
71	How would the work be done while Waterways has no other entry/exit?	The construction work will be phased such that access to the Waterways community will always be maintained.
72	Can we still make a left out of Independence Bay?	Yes, Independence Bay will have a full signalized median opening, that operates similar to how it does today.
73	How long will this take to complete?	We anticipate once major construction begins, the project would be completed in less than 5 years.
74	Can we have a copy of the Q&A slides?	The presentation slides and Q&A slides have been posted to the website.
75	Somewhere I briefly saw reference to at 18' sound wall. Where will that be constructed? That's a very tall wall!	Preliminary Noise analysis has been conducted for the corridor and all residential areas along SW 10 th Street are warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City. Noise Barriers that are ground mounted can vary in height from 14 feet to a maximum of 22 feet.

* Question was asked in advance of Webinar No. 1.