

PROJECT LOCATION AND HISTORY

The SW 10th Street Connector PD&E Study is a project over 50 years in the making, with several unsuccessful attempts throughout the decades to make this necessary change for the community.

What is a "PD&E Study"?

It is the Florida Department of Transportation's term for a "Project Design and Environment" study that follows the National Environmental Policy Act (NEPA) and preserves federal funding eligibility for the project. This study was completed in four years.

What is the SW 10th Street Connector?

The Sawgrass Expressway, which was planned in the 1970's and opened in 1988, is a limited access expressway along the east side of the Everglades and connects I-595 and I-75 with I-95. The SW 10th Street Connector is the "missing link" in the limited access network located northwest of Ft. Lauderdale, FL.

What was the problem?

The original Sawgrass Expressway was stopped two miles short of I-95, transitioning traffic onto a suburban arterial known as SW 10th Street. Development and traffic congestion then exploded along this roadway corridor, which now contained a retirement village, several neighborhoods, and commercial development. **The issue: How to transform a congested, existing suburban corridor to contain both local lanes and a four-lane expressway.**

What did the Florida Department of Transportation do? FDOT attempted complete the extension on multiple occasions:

1993 – Completed a PD&E Study to extend the expressway to I-95. the Broward Metropolitan Transportation Organization (MPO) declined to advance the project due to public opposition.

2008 – FDOT completed a Feasibility Study to complete the connection to I-95. The MPO again declines to prioritize the project due to public opposition.

2015 – The MPO forms a Community Oversight Advisory Team. Through the meetings, the group consensus was to recommend to FDOT that the project move forward with a depressed expressway concept with local lanes at the existing ground surface.

2017 – The MPO prioritizes the project. FDOT begins a PD&E Study.

2021 – FDOT successfully completes the PD&E Study and receives Location Design Concept Acceptance. The project can now move to the Progressive Design-Build phase.

After over two decades of opposition, how did FDOT finally break through? Follow this poster presentation, and learn the "secret" as to how FDOT went from project paralysis to unprecedented progress.

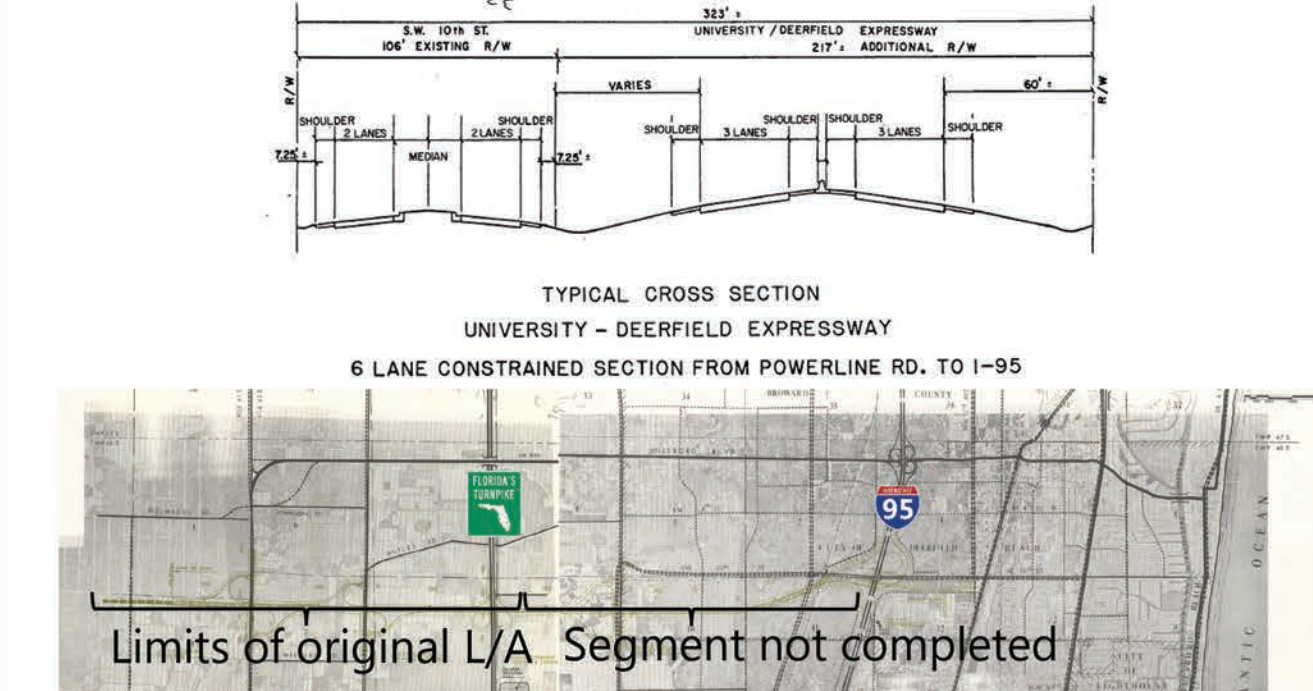
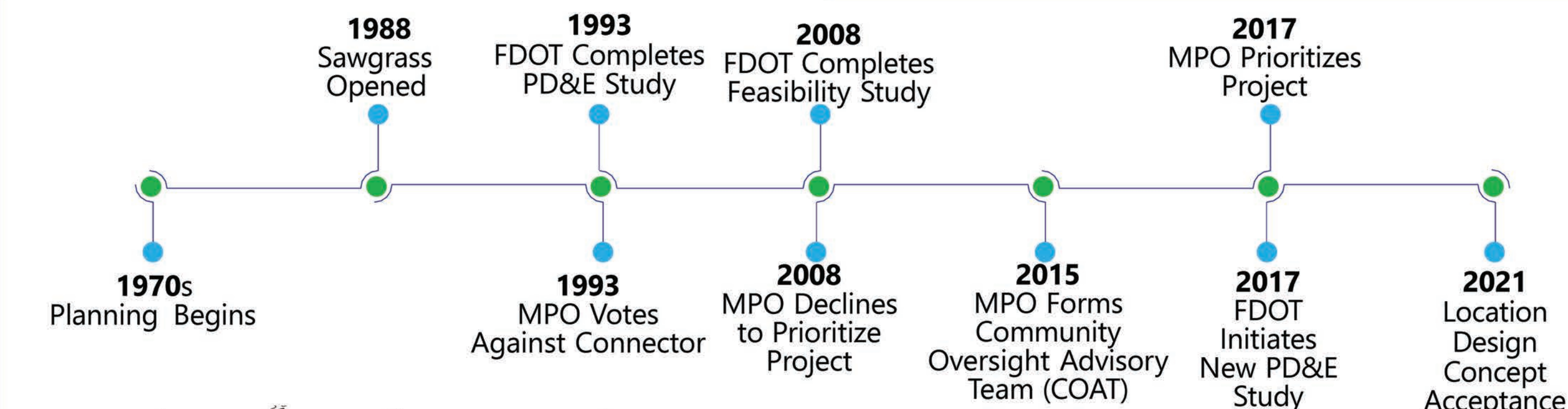
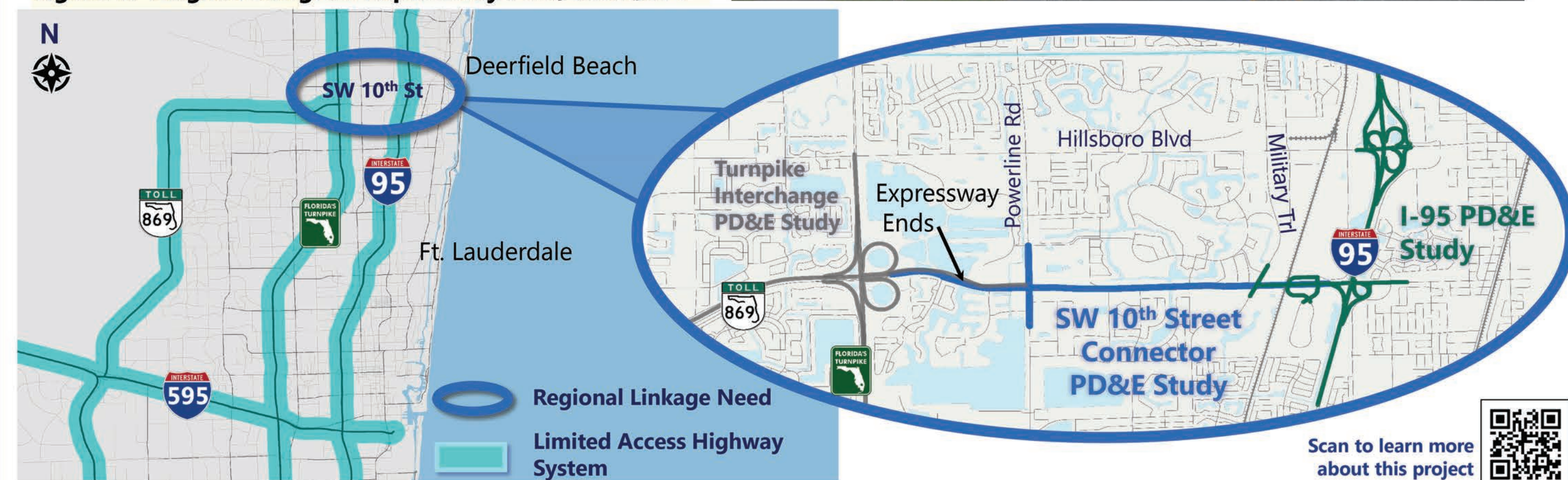


Figure 1: Original Sawgrass Expressway Plan, circa 1978



Figure 2: SW 10th Street Today



THE STUDY

Study begins on July 27, 2017 with 18 recommendations from the MPO's Citizen Oversight Advisory Team from their 2015 effort. One key recommendation is to include a below-grade expressway with at-grade local access roads.

Traffic Back Up

Address limited-access needs
Improve linkages of SBS facilities
Address local SW 10th Street needs
Enhance safety and operational issues
Enhance emergency response and evacuation
Enhance social demand, intermodal and economic development

Depressed Section - How is it constructed?

FDOT's depressed section design is a four-lane depressed expressway with two local lanes on each side. The design includes a central median, side medians, and a full-depth parabolic vertical curve. The design also includes a full-depth parabolic vertical curve for the local lanes.

FDOT holds Public Kickoff Meeting on November 15, 2017

FDOT holds first Public Alternatives Workshop on April 24, 2018. Public expresses concern about below-grade option.

Spring-Fall 2018: Team examines various below-grade options. At-grade option is introduced due to high cost, pump station requirements, and constructability issues.

FDOT holds second Public Alternatives Workshop on November 29, 2018. Four depressed alternatives are presented along with an at-grade alternative. The alternatives convey various ingress/egress options between local lanes and expressway.

Below Grade EB and WB Lanes
Below Grade EB Lanes
Below Grade WB Exit Ramp
Local Lanes Connector Road

2019 – FDOT performs extensive outreach. Numerous design changes are made based on community input:

- Overpass is shifted at Independence Bay Community
- FDOT allows trucks in the managed lanes
- Focus is on aesthetics, green space, and complete street features of local lanes.
- Clarified limited benefits and increased impacts of below-grade section

2020 – COVID! Third public workshop is replaced by a series of Project Webinars during summer. FDOT narrows options to two alternatives: Below-grade ramp vs. At-Grade.

October 2020: FDOT holds nine virtual Public Hearing sessions over three days plus one day of four in-person sessions. Comments are minimal. Project is approved on June 21, 2021.

THE TOOLS AND TAKE-AWAYS

The SW 10th Street PD&E Study employed an unprecedented number of outreach techniques to turn the trajectory of the project. The 2020 COVID pandemic also required an immediate change to public involvement techniques. While there is no panacea for ensuring project success on highly controversial projects, the SW 10th Street Team employed a number of techniques that ultimately moved the project to the next phase. Curious what they are? Roll up your sleeves and dive into our toolbox below . . .

Physical Signage: Notifications in the mailbox? Good, but not sufficient. Our team designed a custom-made sign that was placed in a prominent location along the roadway, a roaming dynamic messaging box truck, a special events banner and yard signs placed at the front of neighborhoods notifying residents of upcoming meetings. Simple technology, but effective.

SW 10th STREET STUDY UNDERWAY
Regional Connection - Local Solution
Learn more about it: www.sw10street.com | #sw10street

Community Meeting
for SW 10th Street Connector and I-95 PD&E Studies
July 27, 2020 from 7 to 8 p.m.
<https://register.gotowebinar.com/register/865820875302542604>
For Additional Info Call: 1 (800) 418-0524

SW 10th STREET
Regional Connection - Local Solution
www.sw10street.com | #sw10street

Webinars: The cliché, "Necessity is the mother of invention" was never truer than on this project. In 2020, when COVID shut down our ability to hold public meetings, what did we do? Rather than delay the project and ruin our momentum, we opted for a series of webinars to showcase the project changes and demonstrate that FDOT was indeed listening to the public. We actually reached *four times* more people with the webinars compared to a traditional in-person public meeting. These virtual webinars were a first for FDOT, and our experience was invaluable in crafting a statewide policy.

Webinar Exhibit Room

Attendance

799 total attendees (including staff to work the event)
Some stakeholders attended multiple webinars (~140)
In-person workshops significantly less (~200)

Event	Attendees	Staff	Total
Webinar	799	10	809
Workshop	200	10	210
Total	999	20	1019

Webinar Presentation Team

- Maria Alzate, SW 10th Street Connector Public Involvement Team Member - Presentation Moderator
- Robert Bostian, FDOT Project Manager - Presentation and Q&A
- Phil Schwab, SW 10th Street Connector PD&E Project Manager - Presentation and Q&A
- Vilma Croft, I-95 PD&E Project Manager - Q&A
- Lisa Dykstra, SW 10th Street Connector Traffic Team Member - Q&A

Renderings and Narrated Fly-Throughs: To facilitate public understanding, quality exhibits are a must. Our team relied extensively on 3D renderings, interactive panoramic images, and narrated fly-throughs, all of which could be placed on the project website. This point-of-view approach allowed the public to immerse themselves into a potential future world.

Social Media

Post

Thank you for your ongoing participation in the #SW10thStreet project! The Without Powerline Road Ramps has been selected as the Preferred Alternative for #SW10thStreet. Visit www.sw10street.com to view an informational video and flyer about the selected alternative.

Over **200+** stakeholder meetings

- HOA Meetings
- COAT Meetings
- Chamber Meetings
- One-on-one Elected Official Meetings
- Business Community Meetings
- Agency Meetings

Members of the public invited **15K+**

To participate in the study

SW 10th STREET STUDY UNDERWAY
Regional Connection - Local Solution
Learn more about it: www.sw10street.com | #sw10street

5 Public Meetings

OVER **1,800+** ATTENDEES

Yard Sign

Project Webinar Update
for SW 10th Street Connector and I-95 PD&E Studies
June 18th, June 29th, and July 1st
Sign up at: www.sw10street.com
For Additional Information Call: (305) 573-0089

23,936 Engagements on social media