

# COAT Recommendations



Recommendation Number	Recommendation	Notes	Status
 1	Creatively determine if an engineering solution which is environmentally feasible can be provided to improve safety of 10th Street and provide an efficient traffic solution between Sawgrass / Turnpike and I-95 while maintaining quality of life.	Minimizing environmental impacts while improving operations, safety and connectivity are all part of the purpose and need of the study and will be addressed in each of the alternatives.	Being evaluated.
 3	Include Near term solutions. <b>3.1.</b> Signal timing Improvements - current technology.	Near term solutions include signal timing improvements and other Transportation Systems Management and Operations (TSM&O) type improvements. <b>3.1</b> The signals have been optimized by Broward County along SW 10th Street. However, this does cause additional delays for the north and south moving traffic.	Signal timing improvements are complete. Other recommendations are being evaluated.
	<b>3.2.</b> Adaptive Signal Technology.	<b>3.2</b> Adaptive signal technology does not improve the flow of traffic when the roadway is at, or over, capacity. Adaptive signals alone won't solve the traffic and congestion problem. However, adaptive technologies will be built into the alternatives and the latest technology utilized for the improvements.	
	<b>3.3.</b> Additional Traffic Lanes	<b>3.3</b> Each of the concepts being evaluated include a 4 lane managed facility and a 4 lane local roadway.	
 4	Include a below-grade expressway with at-Grade local access roads. <b>4.1.</b> Include extending below-grade expressway, west of westerly residential roadway connection to 10th Street.	<b>4.1</b> This has been determined to be not feasible due to the proximity to the Turnpike overpass and future planned improvements at the interchange.	Complete.
	<b>4.2.</b> Include extending below-grade expressway as close to Military Trail as possible, that would allow Military Trail intersection to remain at grade (No overpass of Military Trail over Expressway).	<b>4.2</b> Military Trail will remain at-grade. The managed lanes are required to go over Military Trail.	
 5	Minimize, and attempt to eliminate, use of above grade overpass where adjacent to residential areas.	This is an on-going effort with each of the alternatives.	Being evaluated.
 2	Improve safety while maximizing improvements to traffic flow of 10th Street and roadway intersections and expressway interchanges. <b>2.1.</b> To include Public Safety accessibility	Operational improvements and safety are included in the purpose and need of the study and has been addressed in all of the alternatives.	Complete.



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Safety



Access and Transit



Community and Aesthetic Features



Environmental Concerns



Construction And Utilities

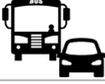


Schedule

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 6	Improve access for local roadways and expressways west of I-95. <b>6.1.</b> Improve residential access to 10th and expressways from Waterways, Independence Bay, Century Village, Waterford Homes, Waterford Courtyards, and the Renaissance (nursing home).	This is part of the purpose and need for the study. Project alternatives are being developed by FDOT to evaluate this recommendation.	Being evaluated.
	<b>6.2.</b> Improve commercial access to 10th and expressways for Newport Center, Publix Distribution, Palm Trails Plaza, 10th Street strip mall, Industrial area along SW 30th Street, Sawgrass Promenade.		
	<b>6.3.</b> Improve Sawgrass Expressway and Turnpike connection to I-95.		
 7	Encourage improved access to expressway and 10th Street from local roads east of I-95.	Project alternatives are being developed by FDOT to evaluate this recommendation.	Being evaluated.
 13	Encourage Mass Transit and carpooling alternatives.	Park and Ride lot locations were evaluated on a regional basis and this corridor was determined to not be a candidate for a Park and Ride location. Coordination with local transit authorities will take place to encourage the implementation of express bus service.	Being evaluated.
 16	If tolling is planned for expressway, locate toll stations so as not to adversely affect local roadway network.	There has been no decision regarding the location of the toll gantry locations on SW 10th Street as of 4/1/2018. This is TBD. Every effort will be made to minimize local roadway effects. Coordination is taking place with the Turnpike.	Being evaluated.
 8	Include generous table top intersections for local roads to improve pedestrian and bike connectivity north and south across 10th Street.	This feature will be evaluated as part of the below-grade alternative. Pedestrian and bike facilities are included in all alternatives.	Being evaluated.
 11	Create a Gateway to North Broward by maximizing landscaping along 10th Street and north and south along adjacent connecting roadways, including landscape buffers and berms (by using native species).	The FDOT has created 2 stand-alone landscaping projects to occur after the construction of the SW 10th Street Connector.	Being evaluated.
	<b>11.1.</b> Explore use of revenue generated by tolls for maintenance of landscaping and tabletop parks.	<b>11.1</b> The recommendation for the use of tolls will need to be further explored.	



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 9	Prepare Noise Study and Identify mitigation needs required. <b>9.1.</b> Include Noise walls (Include at the beginning of construction).	<b>9.1</b> A Noise Study will be conducted during the course of the PD&E Study. Noise modeling will help predict where noise walls are needed and additional coordination will take place with any affected residence or business.	Being evaluated.
	<b>9.2.</b> Explore Sound Proofing for affected homes and businesses.	<b>9.2</b> Results of the Noise study will help determine if this is warranted or feasible, however, this is not a typical abatement measure for roadway projects.	
 12	Minimize Impacts to the environment including wetlands and air and water quality.	Each alternative will be designed to minimize impacts to wetlands and adhere to strict environmental standards. This will be further addressed during design, permitting and construction through the use of best management practices and adherence to the standard specifications for roadway and bridge construction.	Being evaluated.
 14	Protect Deerfield Beach's West Well Field.	This will be included as part of the drainage permitting and design process. Meetings have been held with the City and the County. Coordination is on-going.	Being evaluated.
 10	Accelerate 10th Street PD&E scoping and consultant selection to catch up with: <b>10.1.</b> PD&E for the Sawgrass / 10th Street interchange with Turnpike.	The project schedules are closely aligned to obtain LDCA within a short time frame of each other.	Complete.
	<b>10.2.</b> PD&E for the 10th Street interchange with I-95.		
 15	Maximize business signage visibility and include temporary signage for local businesses during construction.	Access to, and signs for, businesses during construction is always planned for in the PD&E stage and detailed in the design phase. Access will be maintained to all businesses and communities during construction.	Being evaluated.
 17	Include alternate transportation routes during the construction phase to alleviate congestion once construction begins on SW 10th Street and plans to alleviate congestion on Hillsboro, Sample, Wiles, and SW 18th Street.	A conceptual Temporary Traffic Control Plan will be prepared during the PD&E phase and further developed during the design phase to identify any detour routes if needed. Special traffic management strategies during construction are being explored.	Being evaluated.
	<b>17.1.</b> Explore the potential to go under the railroad tracks at Hillsboro Blvd, to alleviate traffic during the construction phase and resolve issues on I-95.	<b>17.1</b> The tunnel alternative was infeasible and not advanced as part of the I-95 at Hillsboro Boulevard Interchange PD&E Study.	Complete.
 18	Install utilities underground.	Utility coordination is being performed as a part of this PD&E study. Utility owners have been made aware of this desire. Coordination is ongoing.	Being evaluated.



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