



Community

Oversight

Advisory

Team

FDOT Technical Presentation – May 5, 2016

Key Considerations and Constraints

Considerations for Concept Development and Evaluation

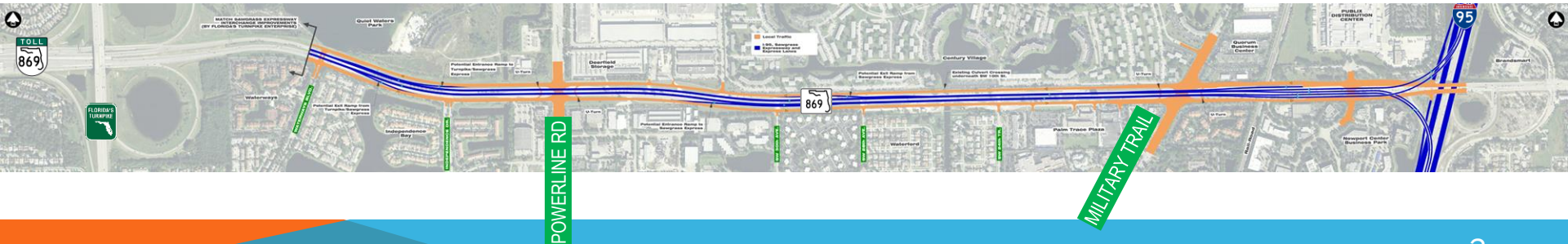
- **Visual**
- **Access**
- **Costs**
- **Canal Impacts**
- **Maintenance Requirements**

Constraints impacting feasibility of Concept Alternatives

- **RR Overpass**
- **Cross-Street Arterial connectivity**
- **I-95 Interchange / 95 Express connections**

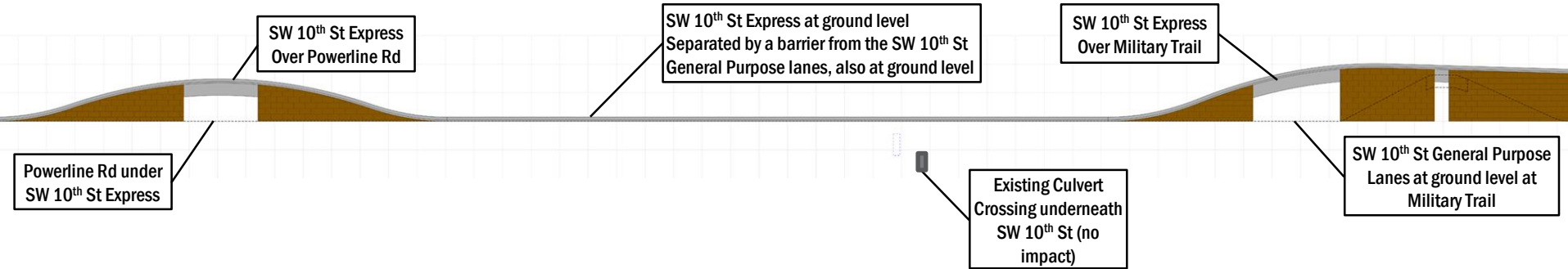
Presentation Outline

- Concepts for improved connectivity
 - 2008 Feasibility Study
 - 2016 Depressed Concept 1
 - 2016 Depressed Concept 2
- Perspective View Renderings
- Considerations of connectivity options
- Cost Ranges for the connectivity options
- Questions/Comments



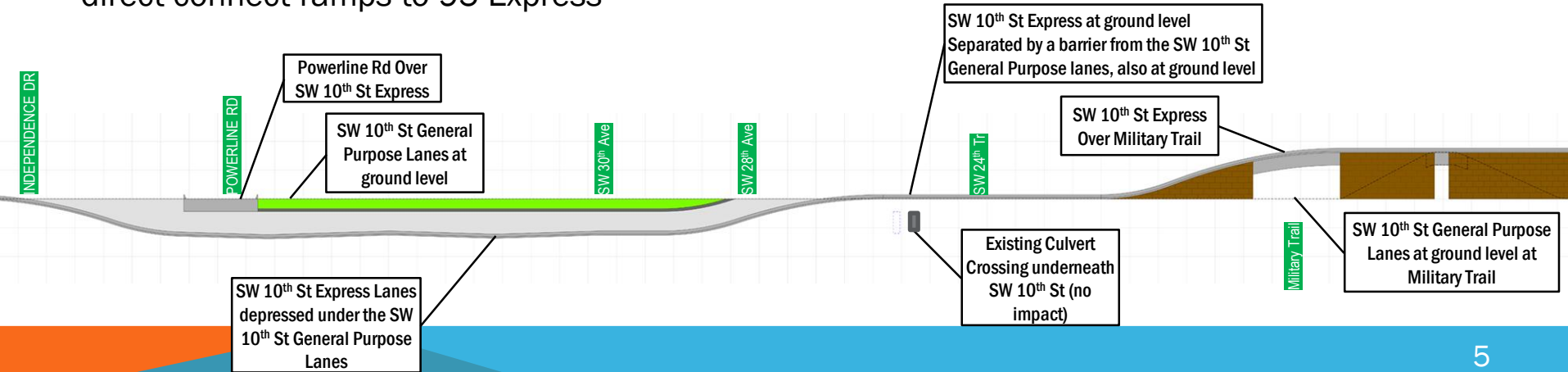
2008 Feasibility Study

- Elevated SW 10th Street Express Lanes at Powerline Road and Military Trail
- At-Grade median SW 10th Street Express Lanes between Powerline Road and Military Trail
- EB and WB Frontage Roads for local traffic throughout limits
- Powerline Road and Military Trail remain at-grade
- SW 10th Street Express and EB/WB Frontage Roads elevated over Railroad, with SW 10th Street direct connect ramps to 95 Express



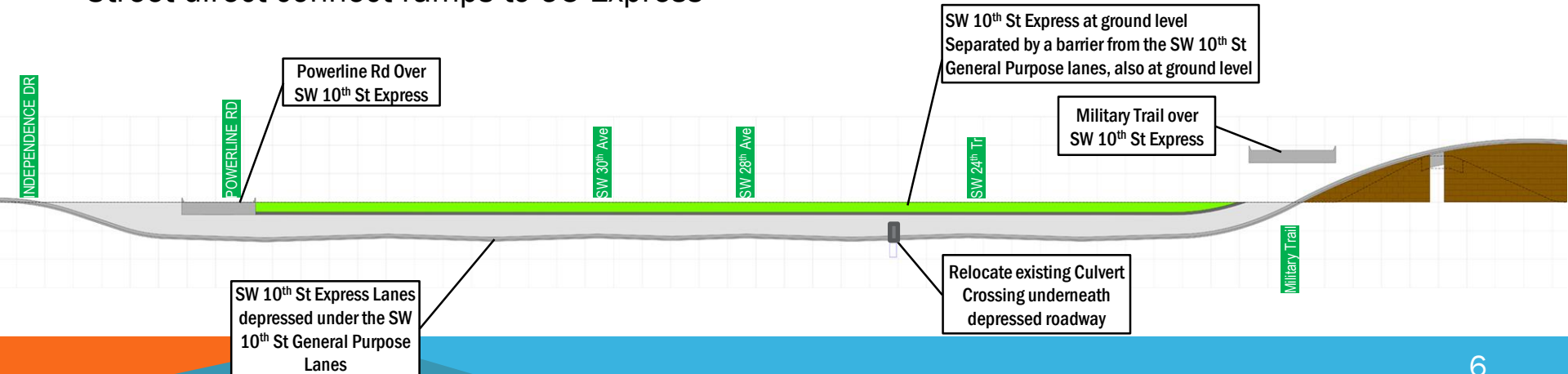
2016 Concept 1

- SW 10th Street Express as a Depressed Section from west of Powerline Road to SW 28th Avenue
- SW 10th Street elevated over Military Trail
- Powerline Road reconstructed and bridged over SW 10th Street Express
- SW 10th Street Express at-grade from SW 28th Avenue to west of Military Trail
- EB and WB Frontage Roads for local traffic throughout limits
- Military Trail remains at-grade
- SW 10th Street Express and EB/WB Frontage Roads elevated over Railroad, with SW 10th Street direct connect ramps to 95 Express

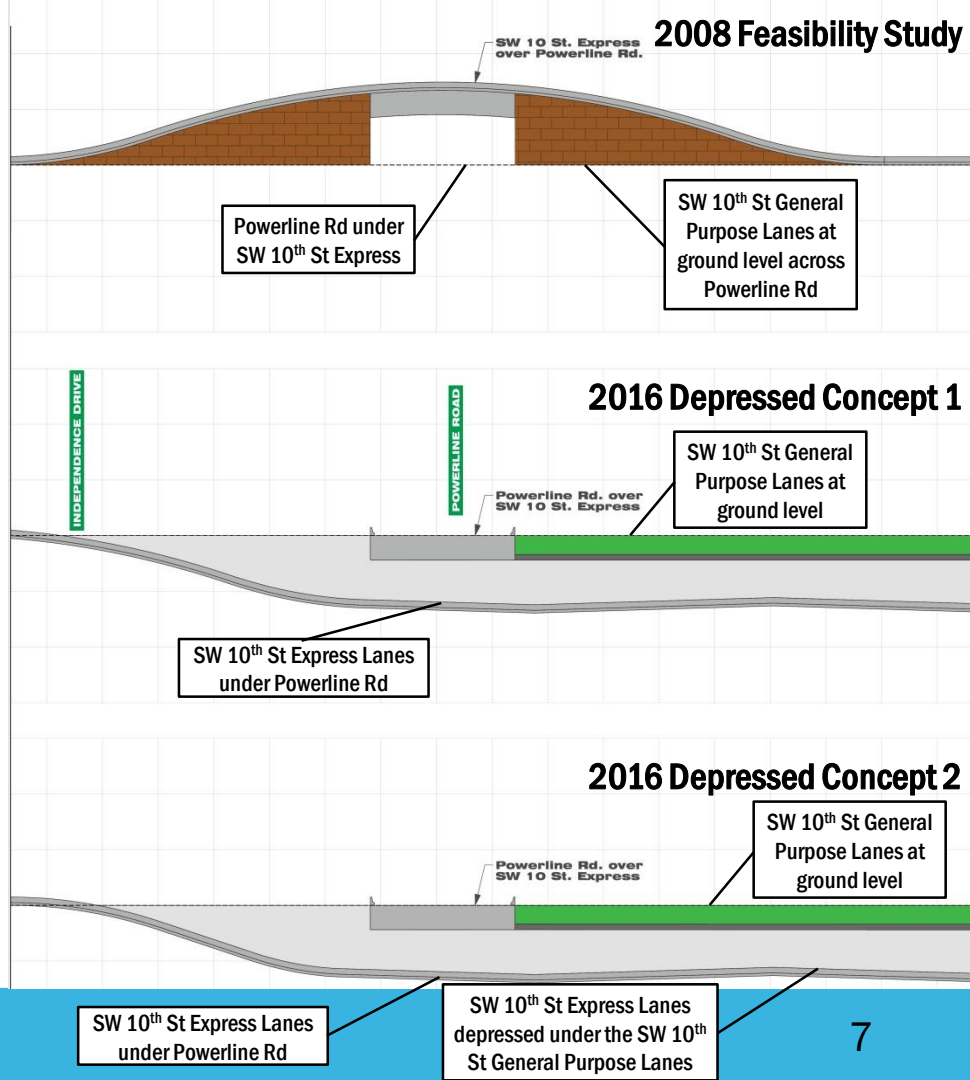


2016 Concept 2

- SW 10th Street Express as a Depressed Section from west of Powerline Road to Military Trail
- Military Trail elevated over SW 10th Street Express
- Powerline Road reconstructed and bridged over SW 10th Street Express
- EB and WB Frontage Roads for local traffic throughout limits
- SW 10th Street Express and EB/WB Frontage Roads elevated over Railroad, with SW 10th Street direct connect ramps to 95 Express

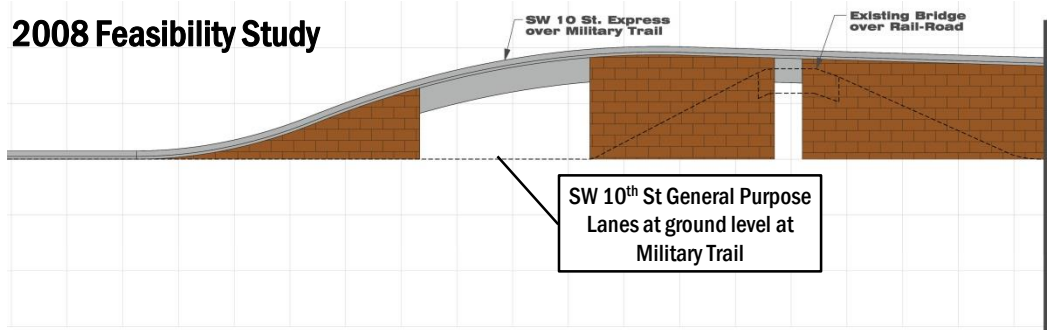


Details of Powerline Road at SW 10th Street Intersection



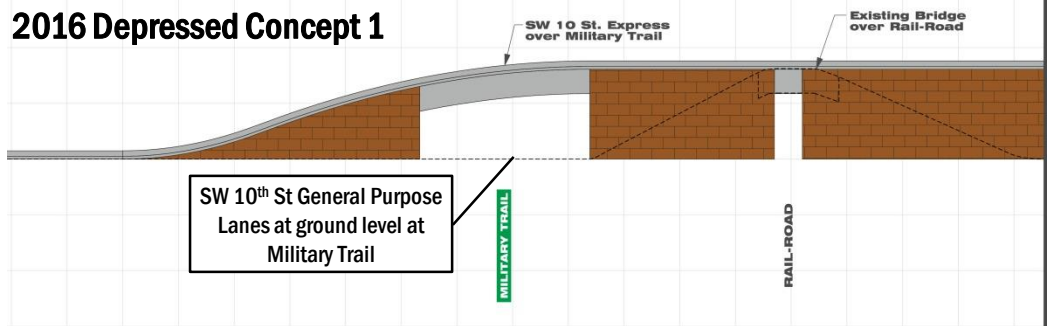
Details of SW 10th Street at Military Trail Intersection and the Railroad Crossing

2008 Feasibility Study



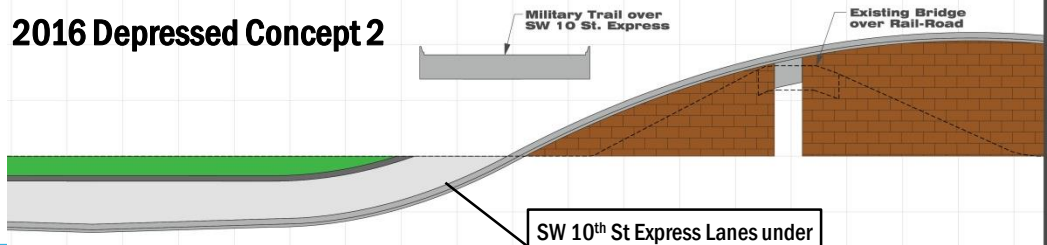
SW 10th St General Purpose Lanes at ground level at Military Trail

2016 Depressed Concept 1



SW 10th St General Purpose Lanes at ground level at Military Trail

2016 Depressed Concept 2

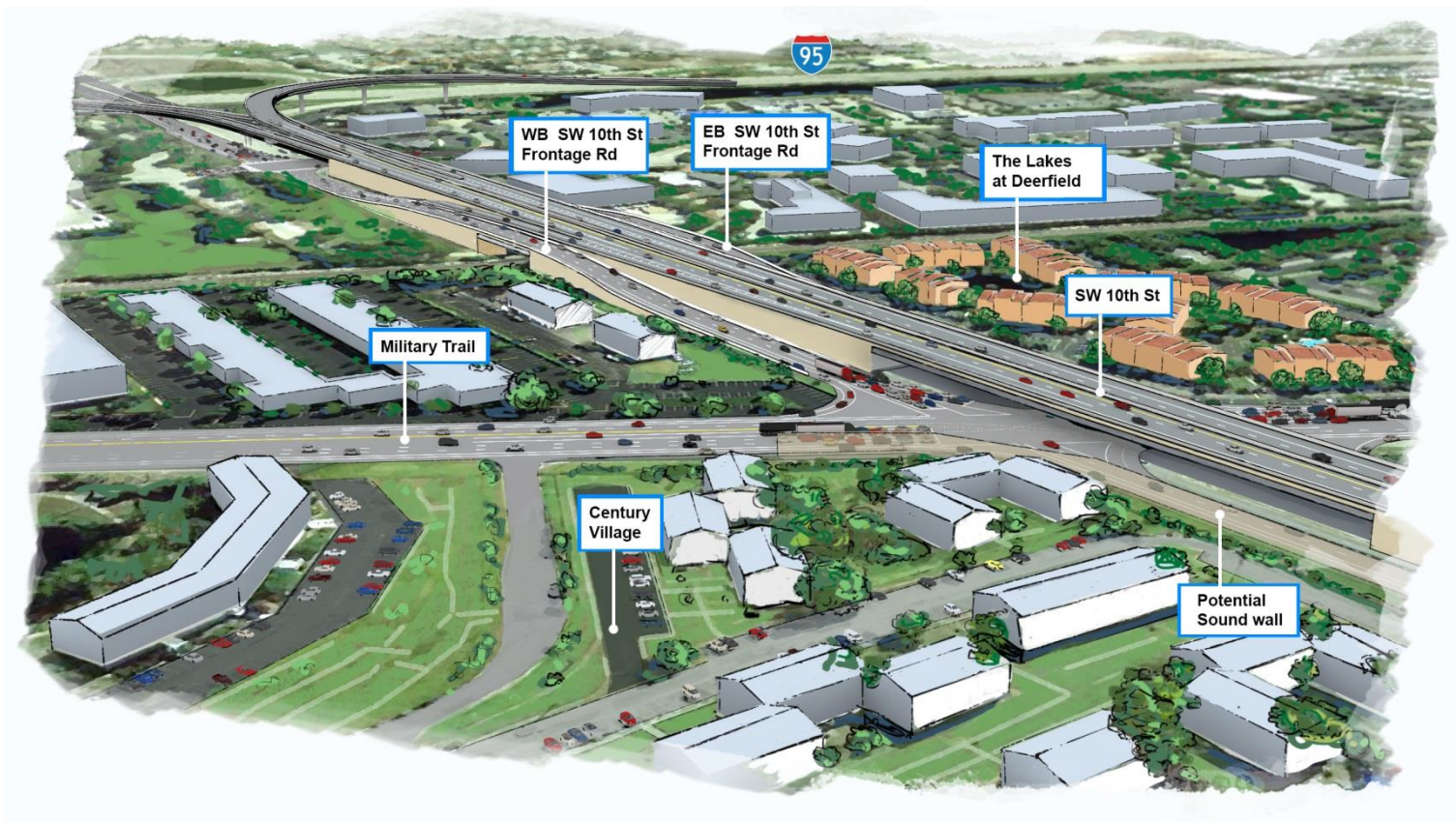


SW 10th St Express Lanes under elevated Military Trail

West View perspective from just east of Military Trail



Southeast View perspective from just west of Military Trail



Considerations

Concept Alt.		
2008 Feasibility Study	<ul style="list-style-type: none"> No direct impact to Powerline or Military Tr. N/S of 10th St At-grade between intersections has minimal visual impacts 	<ul style="list-style-type: none"> No median openings/U-Turns required for streets between Powerline and Military Maintains SW 10th St Express at-grade between Powerline and Military
Depressed Concept 1	<ul style="list-style-type: none"> No direct impact to Military Tr. N/S of 10th St Partial section for median green space over depressed section 	<ul style="list-style-type: none"> No median openings/U-Turns required for streets between Powerline and Military Requires Powerline Road reconstruction/structure over Depressed SW 10th St Express
Depressed Concept 2	<ul style="list-style-type: none"> Maximizes opportunity for median green space over depressed section. 	<ul style="list-style-type: none"> Requires reconstruction and structure for Military Tr. Over SW 10th St Express (partially depressed) Requires Powerline Road reconstruction/structure over Depressed SW 10th St Express Potential R/W impacts at Military Tr. Intersection

Cost Range Comparisons

COST RANGES – SW 10TH ST CONCEPTS (WEST OF POWERLINE RD. TO I-95)

Concept Alternative	Order of Magnitude Cost*	Comments
2008 Feasibility Study	\$450M	All three concepts include direct connect flyovers to 95 Express NB and SB
Depressed Concept 1	\$800M	
Depressed Concept 2	\$1.2B	

* Order of Magnitude Costs do not include a risk based contingency and also are based on Present Day Costs. Also, costs and concepts west of Powerline Road, to Sawgrass/Turnpike Mainline Interchange subject to analysis through future Turnpike PD&E Study

QUESTIONS / COMMENTS

