

SHERIDAN STREET ROADWAY IMPROVEMENTS

FROM WEST OF 148TH AVE TO
EAST OF FLAMINGO ROAD

PRESENTED BY



SHERIDAN STREET MEETING AGENDA



33324
States



- **Introduction of Broward County Commissioner**
 - Nan H. Rich - District 1
 - City Elected Officials

- **Project Presentation by**
 - Richard Tornese - Director of Highway Construction and Engineering Division
 - Rasem Awwad - Director of Traffic Engineering Division

- **Review and discuss public comments from Jan 13, 2025 Public Meeting**

- **Detailed question and answer with staff following presentation**

PROJECT LOCATION



The project is located in the Cities of Pembroke Pines and Cooper City, and Towns of Davie and Southwest Ranches.



Main Comments Raised at Public Meeting

(January 13, 2025)

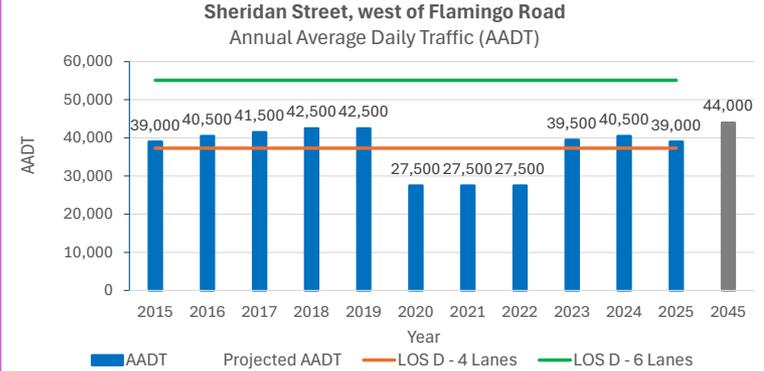
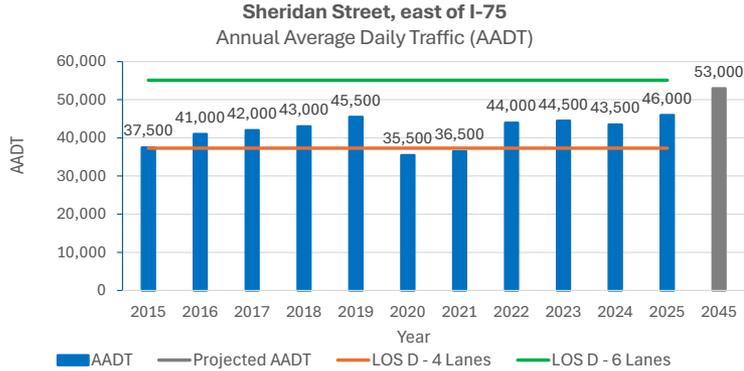
- 1. Questioning if traffic data supports widening to 6 lanes.**
- 2. Questioning if project goals can be achieved by only widening Flamingo Rd. intersection.**
- 3. Concerns with safety by bringing traffic closer to adjacent residential properties.**
- 4. Concerns with increased road noise to adjacent residential homes.**
- 5. Concerns with light spillage onto adjacent residential homes.**
- 6. Sidewalk/Multi-use path on north side not needed.**

TRAFFIC CONGESTION IS WELL DOCUMENTED

- **Broward MPO data – traffic > road capacity for years**
- **Expansion included in the Broward MPO's Transportation Improvement Program since 2016**
- **Included in the 30-year Surtax Capital Plan approved in November 2018**

TRAFFIC COUNTS CONFIRM EXISTING AND FUTURE CONGESTION

Expansion will provide regional benefit



North



TWO WIDENING OPTIONS

Options	Project Elements
Full Widening	<ul style="list-style-type: none">• Six lane roadway - I-75 through Flamingo Road• Resurface entire segment (2 miles) and road widening• Full drainage improvements• Wide sidewalk and PED lighting on the northside of Sheridan Street
Flamingo Road Intersection Widening	<ul style="list-style-type: none">• Four lane roadway - Flamingo Road intersection only six lanes (creates potential safety issue with merging traffic traveling westbound)• Resurface entire segment (2 miles), and shoulder improvements• Drainage improvements limited to Flamingo Road intersection• Wide sidewalk and PED lighting on the northside of Sheridan Street

WIDENING FLAMINGO ROAD INTERSECTION ONLY

Road Configuration



- - 6LN
- - 4LN
- - Merge Condition



WIDENING FLAMINGO ROAD INTERSECTION ONLY

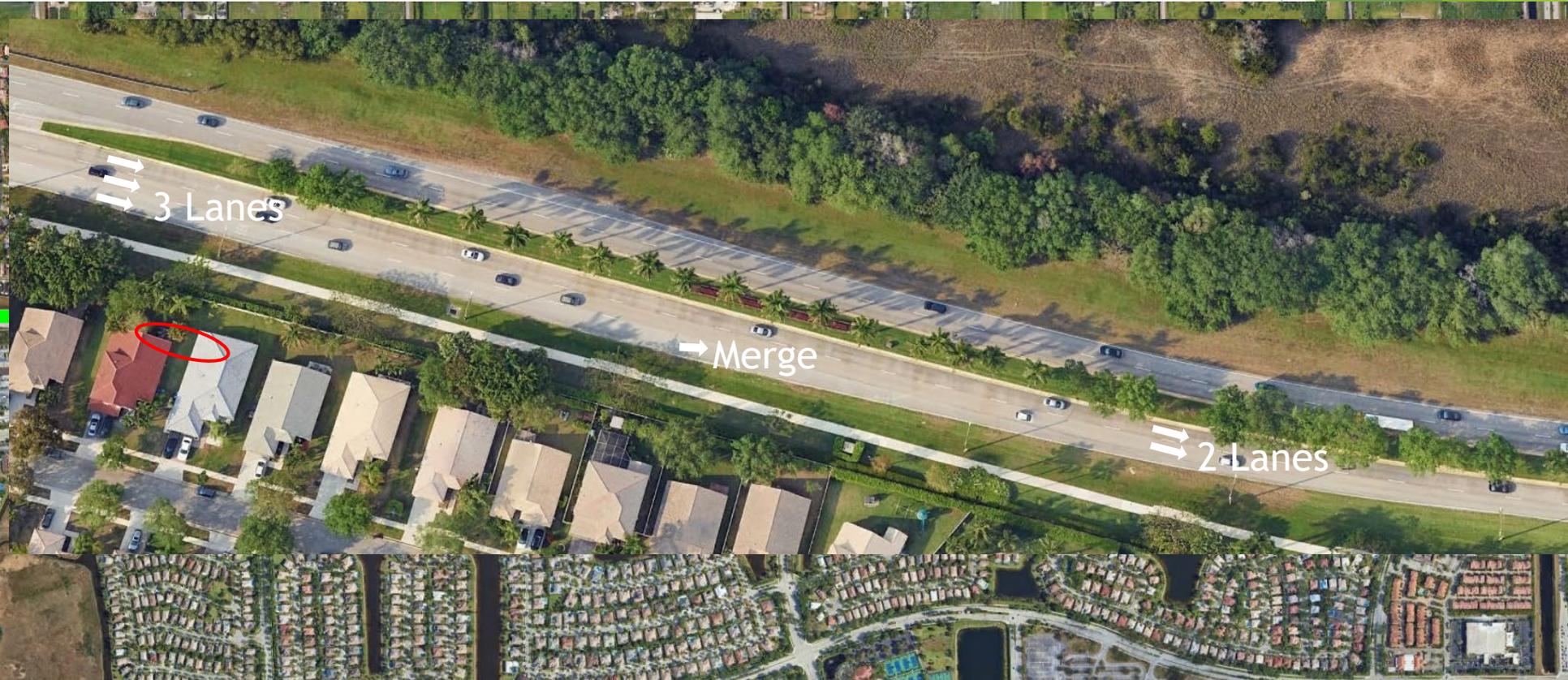
Road Configuration



● - 6LN

● - 4LN

● - Merge Condition



FULL WIDENING = HIGHER TRAVEL TIME IMPROVEMENT

2. **Questioning if project goals can be achieved by only widening Flamingo Rd. intersection.**

Based on US Department of Transportation, travel time improvement for Full Widening results in additional savings of \$1.5 M/year.

FULL WIDENING = HIGHER TRAVEL TIME IMPROVEMENT

Peak Period	Travel Direction	Travel Time Improvement (%)	
		<i>Full Widening</i>	<i>Flamingo Int. Widening</i>
Morning (6 am to 9 am)	Eastbound	17%	2%
	Westbound	41%	16%
Afternoon (4 pm to 7 pm)	Eastbound	58%	47%
	Westbound	38%	18%

Based on US Department of Transportation, travel time improvement for Full Widening results in additional savings of \$1.5 M/year.

CONSTRUCTION COST AND DURATION COMPARISON

Improvement Options	Construction Cost	Construction Duration
Full Widening	\$28M	20 months
Flamingo Road Intersection Widening	\$22M	16 months

PROJECT WILL PROCEED WITH FULL EXPANSION

Key to Project Success

Public Concerns Raised Must Be Addressed

TWO ALTERNATIVES HAVE BEEN DEVELOPED TO ADDRESS CONCERNS

Alternative 1 (Maintain Existing Median Width)

- ▶ Eastbound edge of pavement moves 7 feet south
- ▶ Retain median width and mature landscaping

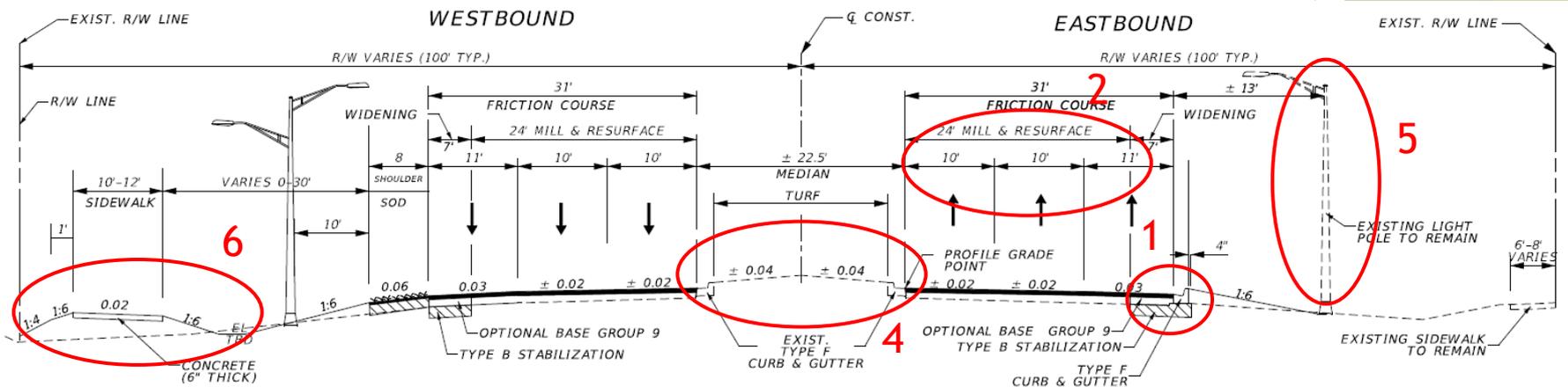
Alternative 2 (Reduce Existing Median Width)

- ▶ Eastbound edge of pavement remains at same location
- ▶ Reduce median width by 7 feet with a significant impact to mature landscaping



ALT. 1 – MAINTAIN EXIST. MEDIAN

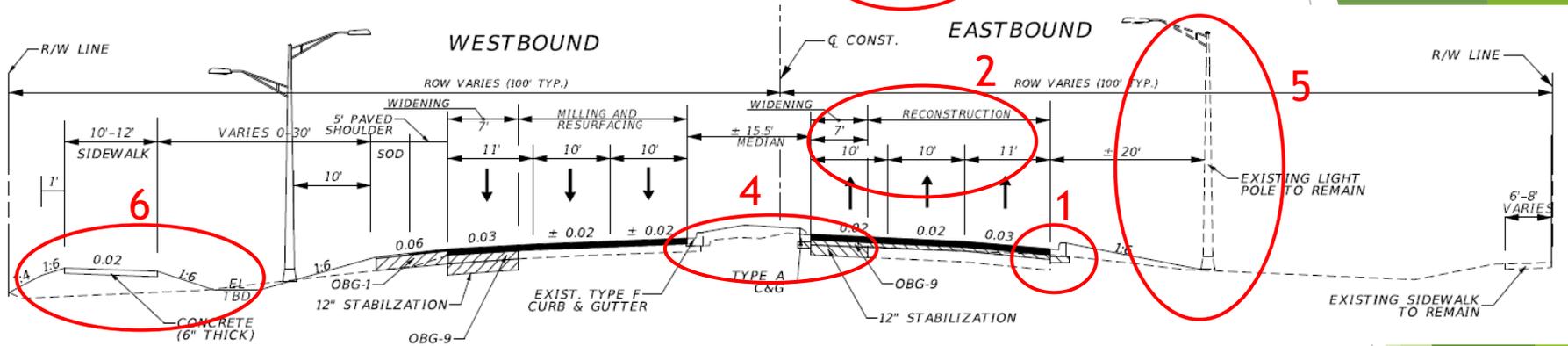
PROPOSED TYPICAL SECTION OUTSIDE WIDENING - 35 MPH ³



1. Move south side road limit by 7 ft, install curb and gutter
2. Reduce lane widths
3. Reduce speed limit from 45 mph to 35 mph
4. Maintain median width - no impact on trees and landscaping
5. Keeps existing lighting as is
6. Install sidewalk/multi-use path on the north side of roadway

ALT. 2 – REDUCE EXISTING MEDIAN

PROPOSED TYPICAL SECTION SPEED LIMIT - 35 MPH 3



1. Maintain existing south side road limit as is, install curb and gutter
2. Reduce lane widths
3. Reduce speed limit from 45 mph to 35 mph
4. Reduce median width - impact on trees and landscaping
5. Keeps existing lighting as is
6. Install sidewalk/multi-use path on the north side of roadway

NOISE STUDY RESULTS

BOTH ALTERNATIVES = SAME AS EXISTING

First Row of Residences Noise Level Ranges (decibels)

Existing Conditions	58.0 to 65.1		Average 60.9
Alt. 1 - Maintain Exist. Median*	58.1 to 65.0		Average 60.8 - 0.1**
Alt. 2 - Reduce Exist. Median*	57.7 to 64.2		Average 60.2 - 0.7**

*Lower speed limit reduces noise levels

**Less than 3 decibels is barely detectable by the human ear

CONSTRUCTION COST AND DURATION

- Construction Cost
 - Alternative 1 - Maintain Median - \$28M
 - Alternative 2 - Reduce Median - \$30M

- Project Duration
 - Design - 8 Months (same for both alternatives)
 - Construction procurement - 6 months
 - Construction
 - Alt. 1 - 20 Months
 - Alt. 2 - 22 Months

Pedestrian Connection is Required Per Broward County Ordinance

**6. Sidewalk/Multi-use path on north side
not needed.**

Pedestrian Connection is Required Per Broward County Ordinance

Shared Use Path - Per BC Ordinance 5-192 and to increase continuity from Greenway along Flamingo

Trafficways. A minimum five (5) foot wide sidewalk shall be constructed on both sides of all trafficways, except expressways and limited access highways. If conditions warrant, sidewalk construction adjacent to trafficways may be waived, in whole or in part, by the Highway Construction and Engineering Division Director. A waiver may be granted **if all of the conditions below apply:**

- ▶ The surrounding neighborhood has a residential land use density of one (1) dwelling per unit per acre or lower.
- ▶ There are no existing or committed sidewalks on the adjacent property(ties) with which to connect.
- ▶ The development is not within one (1) mile of existing or planned public facilities, such as schools and parks, which generate significant pedestrian traffic.
- ▶ The construction would create a long-term isolated segment of sidewalk

ALTERNATIVE 1 IS RECOMMENDED

- ✓ Meets all project goals
- ✓ No additional road noise
- ✓ No additional lighting on south side
- ✓ Installs curb on south side to address vehicle departures and lowers travel speed to increase safety
- ✓ Requires widening for only an additional 7ft to south side road limit
- ✓ Preserves existing median trees and landscaping
- ✓ Lower cost
- ✓ Shorter construction duration

End of Presentation

Discussion Tables - Question and Answer

Table 1 - General Roadway and Drainage

Table 2 - Traffic Analysis and Signalization

Table 3 - Noise

Table 4 - Lighting and Landscaping

Table 5 - Maintenance of Traffic