

6.0 CORRIDOR ISSUES REQUIRING FURTHER STUDY

There are several issues within the study corridor that need to be resolved before improvements to Oakes Road can occur. Resolution of these issues is outside the scope of this study. The following subsections summarize issues within the corridor that warrant further study.

6.1 Right-of-Way

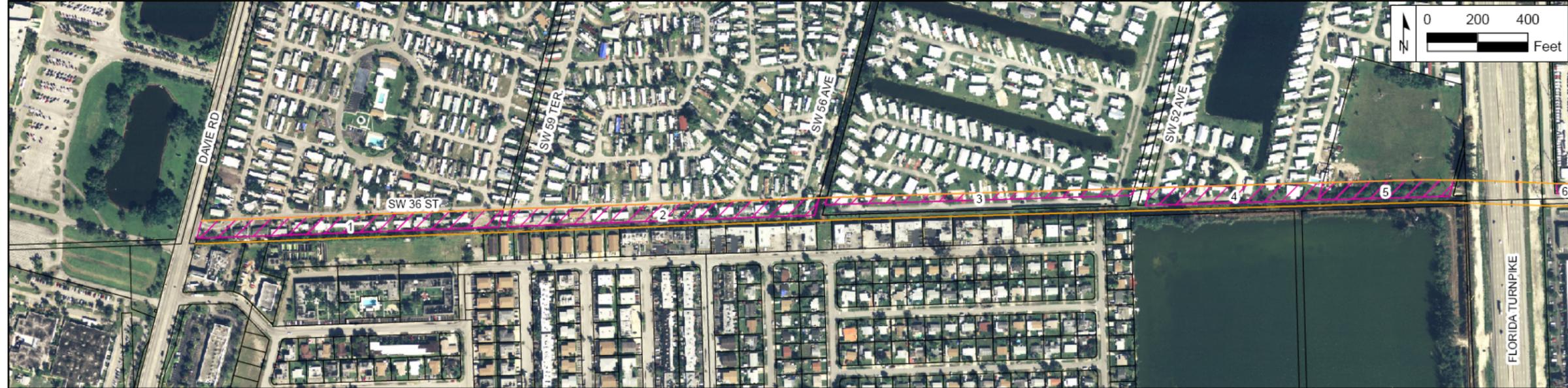
The existing Right-of-Way (R/W), within the study corridor, varies from 20-ft in the West to 75-ft in the East. Proposed improvements will require a minimum R/W width of 90-ft along the mainline. As such, R/W acquisition will be required along the study corridor. Additional R/W may also be required to provide bus pull-out bays and to provide the appropriate transition at intersections and the Turnpike crossing.

Parcel information, obtained from the Town, was overlaid with a preliminary roadway alignment, prepared by the study team. This information was used to prepare a preliminary R/W evaluation for the study corridor. The evaluation indicates that an estimated 9.0 acres of R/W will be required to accommodate proposed improvements within the corridor. Estimated Impacts include 47 Mobile Homes, 2 Antenna Towers, 2 Buildings, and a Gas Substation, as shown in Figure 6-1.

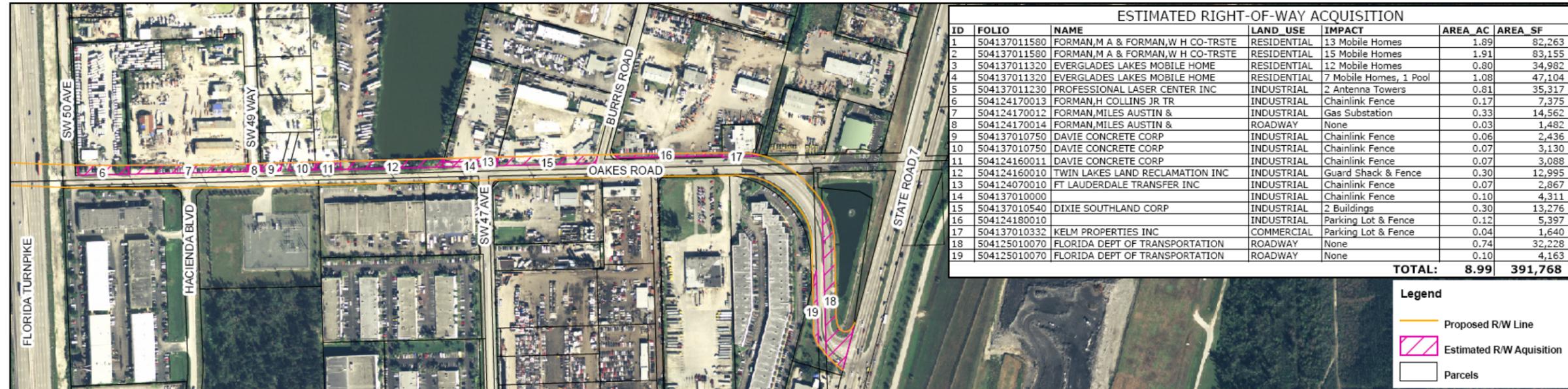
Further studies are required to provide a more refined alignment that will yield more accurate R/W requirements. Should this project proceed to the PD&E phase, a detailed analysis of the alignment and R/W needs will be required.



OAKES ROAD; Segment 1; West of Turnpike



OAKES ROAD; Segment 2; East of Turnpike



NOTE: Right-of-way lines are estimated based on parcel information provided by the Town of Davie.

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PRELIMINARY RIGHT-OF-WAY ANALYSIS (4-LANE ROADWAY)
OAKES ROAD BRIDGE EXTENSION; From Davie Road to State Road 7
 Town of Davie; RFP Contract No.: B-05-41

SHEET 1 OF 1

Figure 6-1; Preliminary Right-of-Way Analysis



6.2 Environmental

A preliminary desktop environmental analysis was performed for the study corridor. Geographical Information System (GIS) data was collected from the Town of Davie, Florida Department of Environmental Protection (FDEP), and U.S. Fish and Wildlife Service (USFWS). Datasets obtained include parcel information, superfund sites, brown-fields, petroleum contamination sites, and wetland sites. These datasets were overlaid with a preliminary roadway alignment, prepared by the study team, as shown in Figure 6-2. Results of the preliminary evaluation are summarized below.

- Superfund Sites
 - Superfund sites are not located within the study corridor. The nearest superfund site to the study corridor is located approximately 1/3 of a mile north of the study corridor, adjacent to the I-595 / Turnpike Interchange. It is identified as FLD984184127, Florida Petroleum Processors. Impacts to the study corridor, from superfund sites are not anticipated.
- Brownfield Sites
 - Brownfield sites are not located within the study corridor. The nearest brownfield site, located in Dania Beach, is approximately 1.8 miles east of the study corridor. It is identified as BF060301000, Dania Motocross Brownfield Area. Impacts to the study corridor, from brownfield sites, are not anticipated.
- Petroleum Contaminated Sites
 - There are three petroleum contaminated sites adjacent to the study corridor. They are identified as sites 8734868, 9300963, 8502160, located at 3575 SW 49th Way, 3650 SW 47th Avenue, and 4400 SW 36th Street, respectively. Further evaluation during subsequent studies is required to determine impacts from these sites.
- Wetland Sites
 - Lacustrine and palustrine wetlands are located near the study corridor. The proposed alignment for Oakes Road will encroach into a lake that is considered to be a lacustrine wetland by the USFWS. It is identified as folio 504124160010. Further analysis will be required to determine the potential for wetland encroachment and possible mitigation alternatives. A note is made that other areas within the study corridor, such as the drainage swales and canals in the western segment, may be claimed as wetlands by permitting agencies.



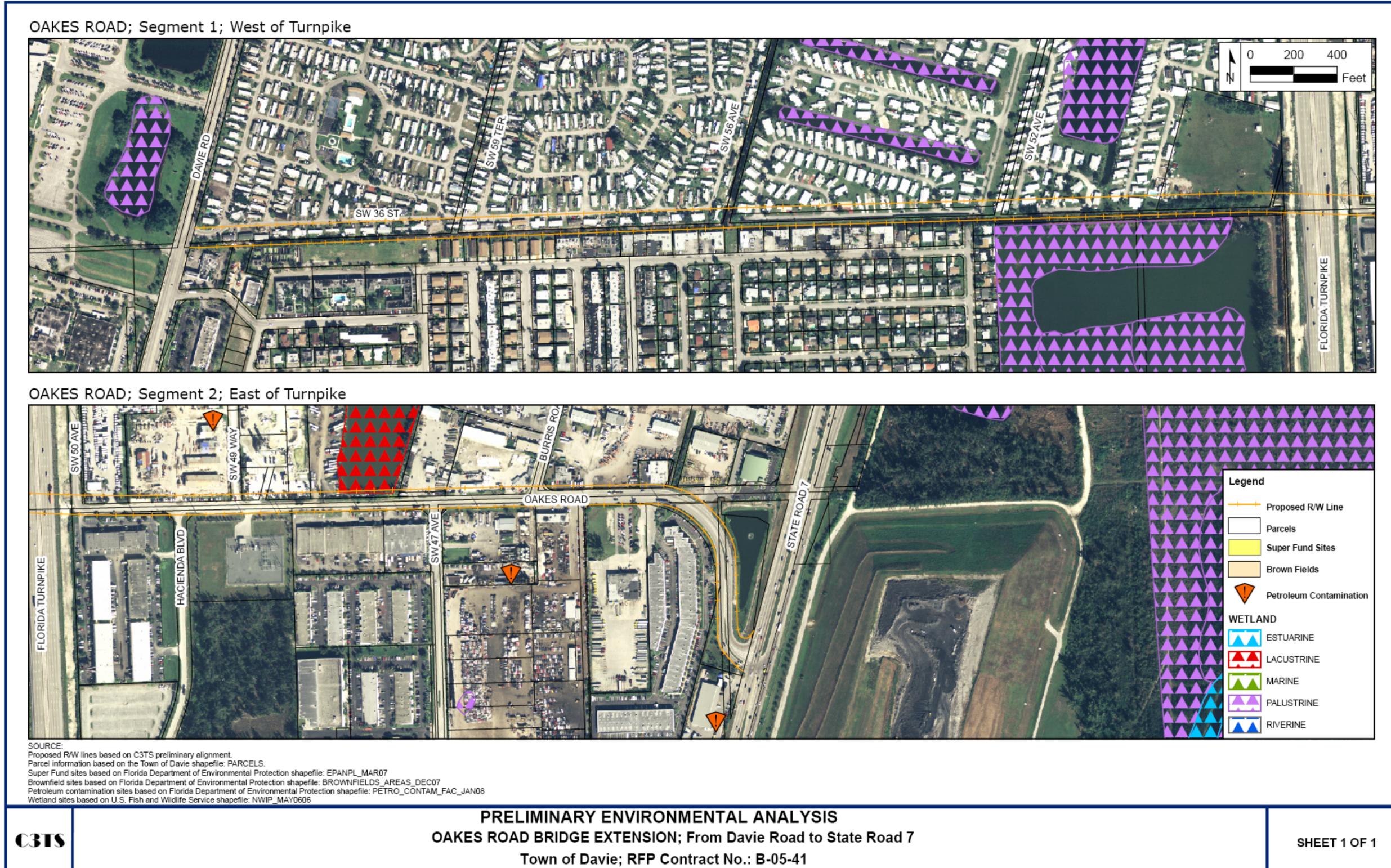


Figure 6-2; Preliminary Environmental Analysis



6.3 Utilities

A brief evaluation was performed to identify Utility Agency Owners (UAO) that have assets within the study corridor. Further studies are required to identify all of the UAOs within the corridor and the extent of impacts to affected UAO's. Coordination between these UAOs must occur before proposed improvements can be constructed. A summary of the UAOs, identified by this study is shown below.

- Florida Power and Light (FPL)
 - Overhead Transmission poles (230 kV) are located along the southern edge of the Oakes Road developed segment. In addition, overhead Transmission poles are also within the vicinity of the proposed crossing of the Turnpike. (See Figures 2-8 & 2-10)

- Florida Gas Transmission / Peoples Gas
 - A Florida Gas Transmission valve pit lies within the footprint of the proposed bridge that will cross the Turnpike. See Figure 2-9. This valve pit will need to be relocated since it contains blow-off valves.
 - A Peoples Gas substation is located on the east side of the Turnpike adjacent to the study corridor, where R/W acquisition is anticipated. See Figure 2-11. It is unknown at this time whether this substation is within an easement.

- Ferncrest / Town of Davie Water Utility
 - Preliminary research of the Town's water and sewer atlas indicates that Oakes Road divides the two service areas of Ferncrest Water Utility and Town of Davie Water Utility. Fire hydrants and water meter boxes belonging to these utilities, that are located on the north side of Oakes Road, will have to be relocated.



6.4 Drainage

Tindall Hammock Irrigation & Soil Conservation District (THISCD) and Central Broward Drainage District (CBDD) have components of their regional stormwater management system within the proposed Oakes Road alignment (See Figures 2-4 through 2-7). Further studies are required to determine if these facilities should be relocated or the Oakes Road alignment adjusted to avoid conflicts. Figure 6-3, shown below, illustrates the service areas of THISCD and CBDD. The construction of the proposed corridor will need to evaluate various drainage systems including exfiltration trenches and isolated ponds.

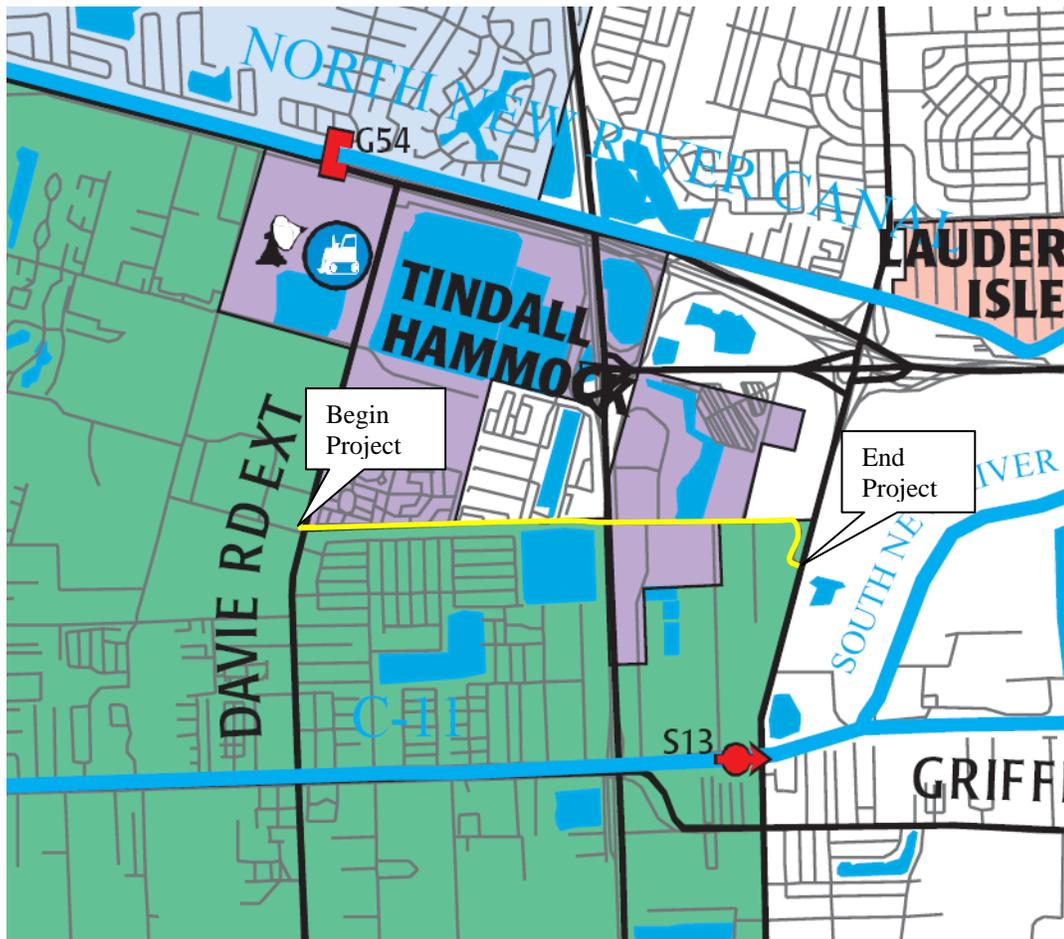


Figure 6-3; Special Drainage Districts: THISCD Area in Purple, CBDD Area in Green



6.5 Traffic

A preliminary review of traffic information available near the study corridor was conducted. The study corridor is bordered by Traffic Analysis Zones (TAZ) identified by Broward County's transportation model as 549, 550, 551, 553, 567, and 652, as shown in Figure 6-4. Broward County's model provides traffic counts and predicted volumes for major roads near the study corridor, but does not provide values for Oakes Road.

As mentioned earlier, the undeveloped segment of Oakes Road falls within the Town of Davie Regional Activity Center (RAC). The Master Plan for the RAC does not provide traffic information specific to Oakes Road, but it does provide an analysis of traffic conditions within the RAC. According to the Master Plan, roadways within the RAC are currently operating at unacceptable levels of service and will prevent additional development. An increase of 35% in trip generation is expected to occur from development within the RAC. One of the roadway improvements recommended by the master plan is the extension of Oakes Road to provide an east-west connector roadway linking the RAC to State Road 7. The typical section shown for the extension is a four-lane roadway with 16-ft planted median, 4-ft bike lanes, and 10-ft sidewalks. In the master plan, Oakes Road is envisioned as a multi-modal street capable of serving pedestrians, bicycles, and transit.

Typically, a traffic study is used to determine the amount of lanes that should be provided by a roadway to maintain an acceptable level of service. A traffic study is not included in the scope of work for this study. It is recommended that future studies include a traffic study component to model the Oakes Road connection. For the purposes of this study, the typical section consisted of a four-lane roadway, as recommended by the RAC master plan.

6.6 Access Management

A key goal of access management is to maintain the functional integrity of the roadway system. This is accomplished by limiting the amount of connection points to the roadway. It is important to balance adjacent land use with access



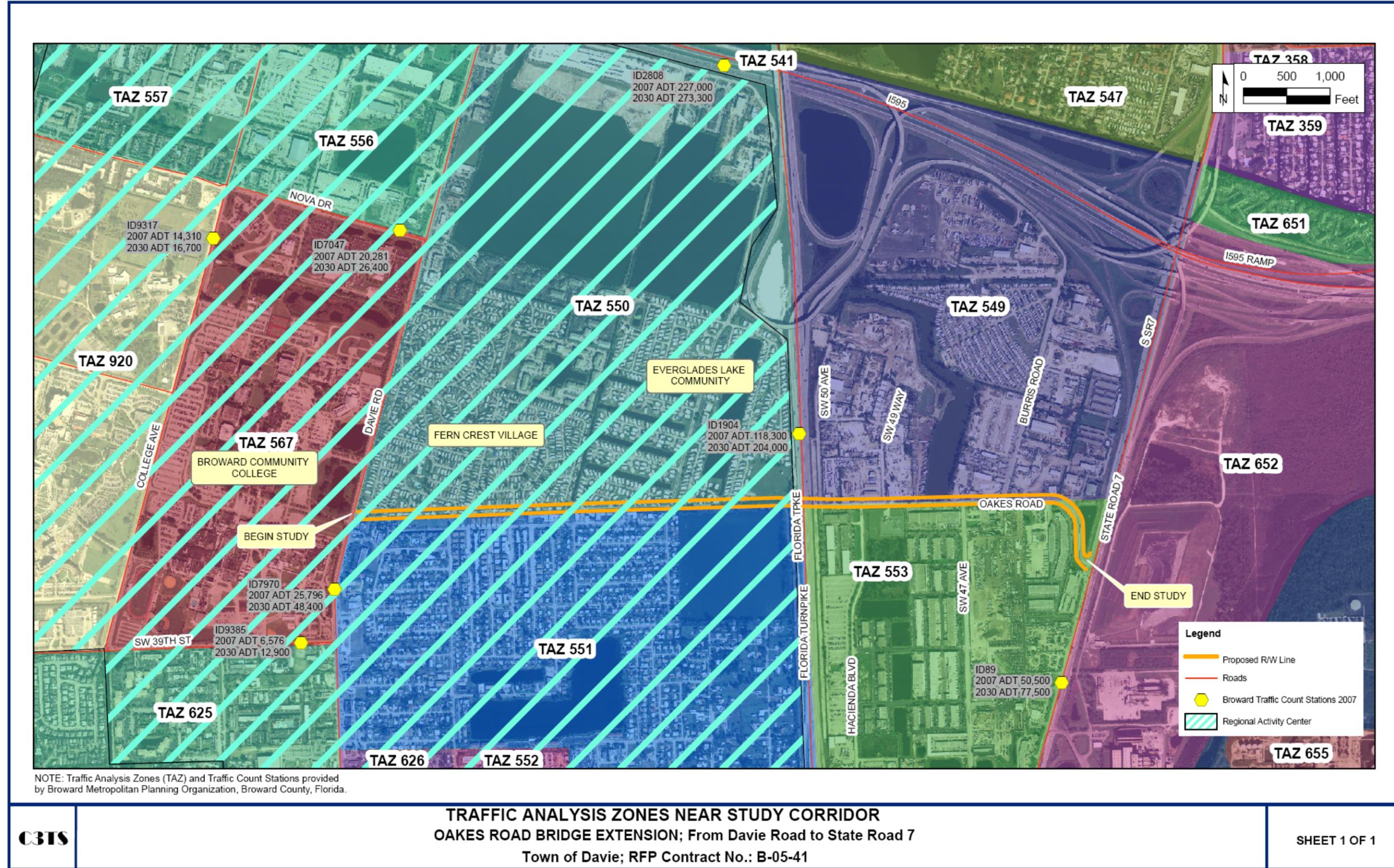


Figure 6-4; Traffic Analysis Zones Near Study Corridor



to the roadway. There are several locations along the corridor that will require further analysis to determine if and how they should be connected to the proposed roadway. They are summarized below.

- Hacienda Boulevard
 - This local road currently runs north to south and connects to Oakes Road just east of the Turnpike (See Figure 2-1). The bridge that is proposed to span the Turnpike will touchdown near the SW 49th Way intersection. This would prevent Hacienda Boulevard from making an at grade connection with Oakes Road. Further analysis is required to determine if Hacienda Boulevard should be elevated or rerouted to connect with Oakes Road as this intersection may pose a sight distance issue.
- SW 49th Way
 - This local road currently runs north to south and connects to Oakes Road approximately 760-ft east of the Turnpike (See Figure 2-1). Preliminary calculations indicate that the proposed Oakes Road bridge will need an approach 845-ft long to provide the required 16.5-ft clearance over the Turnpike. The bridge approach, on the eastern side, would obstruct SW 49th Ave since it would touch-down approximately 90-ft east of the intersection. A more refined analysis of the crossing should be performed in subsequent studies to determine the impact of the bridge approaches on SW 49th Way.
- Parcels 6 & 7 (See Figure 6-1)
 - These parcels currently have access to Oakes Road. The proposed bridge approach, on the eastern side, will block their access to Oakes Road. Their entrance will need to be reconfigured to use either SW 50th Avenue or SW 49th Way.
- Fern Crest Village & Everglades Lake Community
 - Construction of Oakes Road will encroach on the internal roads of these communities (See Figure 2-1). A new frontage road may be required to maintain the internal circulation of these communities. Appropriate connection points to Oakes Road will have to be determined in future studies.
- Proposed Oakes Road intersection of Davie Road, and Broward Community College (BCC) entrance.
 - The connection of Oaks Road to Davie Road will have to be signalized. Currently, there is an existing intersection on Davie Road, approximately 1000-ft north of the proposed intersection (See Figure 2-1). It serves as the main entrance for BCC. The spacing between these intersections will have to be evaluated further.

