

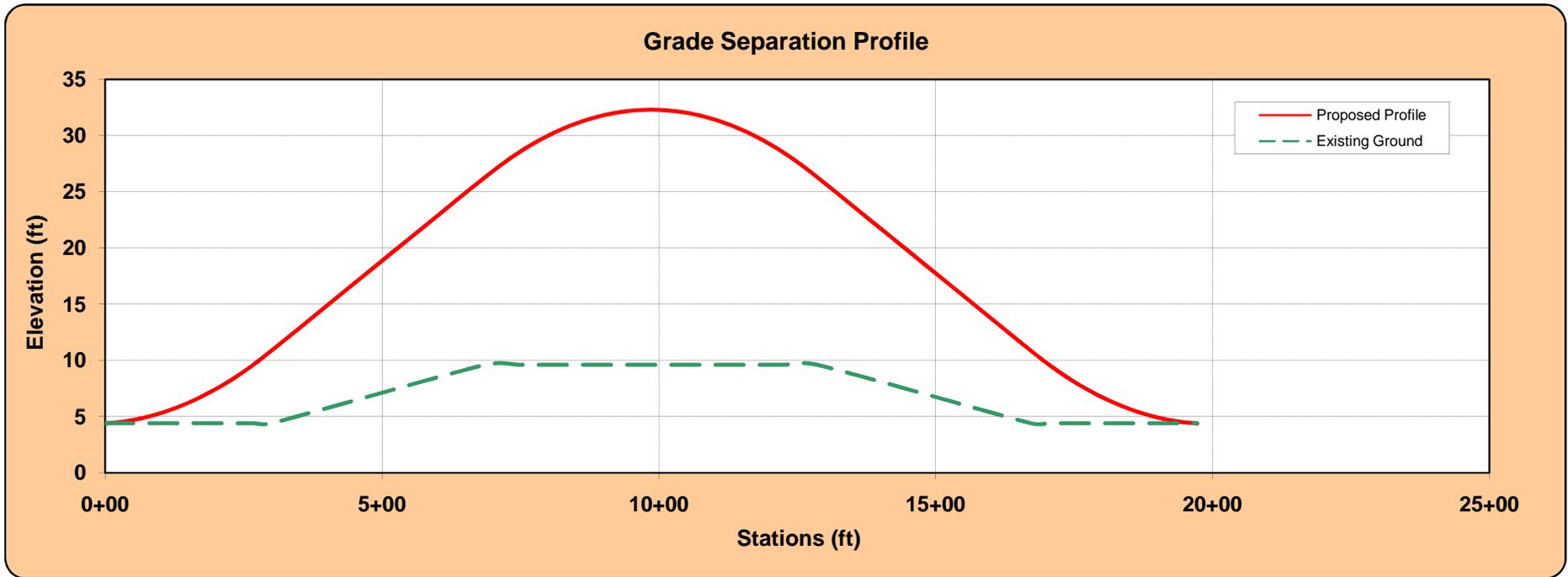
APPENDIX B

Preliminary Vertical Alignment Calculations

GRADE SEPARATION ANALYSIS

Input		
Design Speed	=	40 mph
Grade Separation Required	=	16.5 ft
Structure Depth	=	6.2 ft
Clearance Span	=	300 ft
Exist. Grnd. Elev (Cross Rd.)	=	9.6 ft
Exist. Grnd. Elev (Approach)	=	4.4 ft
Maximum Approach Grade	=	4 %
Maximum Departure Grade	=	-4 %

Calcs								
Approach Sag Curve			Crest Curve		Departure Sag Curve			
K	=		64	K	=	70	K	=
A	=	3.7 %	A	=	8 %	A	=	3.7 %
L	=	300 ft	L	=	600 ft	L	=	300 ft
R	=	0.000123	R	=	-0.000133	R	=	0.000123
PVI Elev	=	4.85 ft	PVI Elev	=	38.3 ft	PVI Elev	=	4.85 ft
PVC Elev	=	4.4 ft	PVC Elev	=	26.3 ft	PVC Elev	=	10.85 ft
PVT Elev	=	10.85 ft	PVT Elev	=	26.3 ft	PVT Elev	=	4.4 ft



Total Length Required = 2000 ft

APPENDIX C

Preliminary Horizontal Alignment Calculations



Calculated by: T.Ruiz, E.I

Date: 3/12/2008

Reviewed by: R.Carballo, P.E

Date: 3/14/2008

OBJECTIVE

Determine horizontal alignment required to join the West and East centerlines of Oakes Road in the Town of Davie. Alignments are offset and separated by the Turnpike. A bridge will span the complete Turnpike Right-of-way. The alignment must be straight for the bridge segment, including approach slabs.

DATA COLLECTION

Design Speed: **40 mph**

Offset: **41' (estimated)**

Turnpike R/W: **300'**

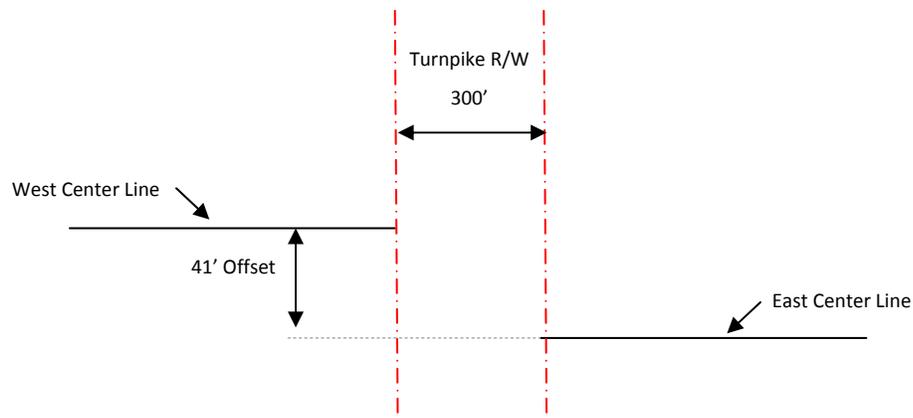
Bridge Approach Slabs: **40' each side (includes bridge abutment)**

Super Elevation: **None**

Crown: **2% Cross Sectional Slope**

Minimum Radius of Curve (Figure 3-2, 2007 Florida Green Book): **1500'**

EXISTING CONDITION SKETCH



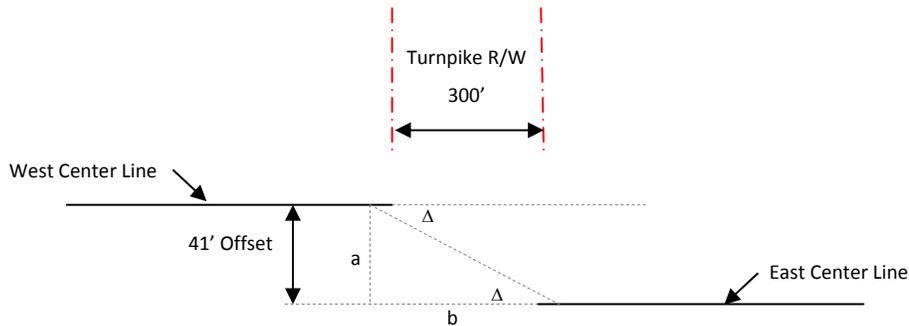


METHODOLOGY

The horizontal curve is determined using geometric properties of an arc. Two iterations of the curve length formula ($L=R\Delta$) are used. Where L is the length of the curve, R is the radius of the curve and Δ is the deflection angle between tangents. The first iteration uses the deflection (Δ) created by joining the two centerlines and spanning a distance equal to the sum of the Turnpike's R/W and the approach slab. The value obtained is used to estimate the curve length. This length is then added to the bridge and approach spans to calculate a new deflection (Δ), which is used to determine the second and final curve length. A note is made that this is a preliminary evaluation using a simple horizontal curve to connect these two offset centerlines.

CALCULATIONS

FIRST ITERATION ($L=R\Delta$)



$b = \text{Approach} + \text{Bridge} + \text{Approach} = 40 + 300 + 40 = 380'$

$a = \text{Offset} = 41'$

$\Delta = \tan^{-1}(a/b) = \tan^{-1}(41/380) = 6.15^\circ$

$R = (\text{Figure 3-2, Florida Green Book}) = 1500'$

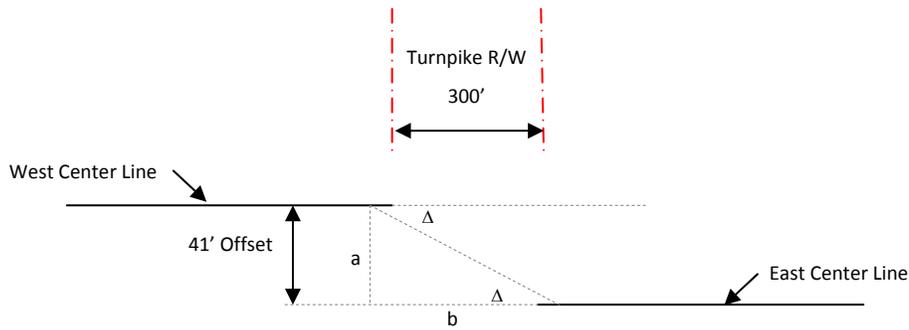
$L_{\text{appx}} = R\Delta = 1500 * 6.15 * \pi / 180 = 161.01'$





CALCULATIONS

SECOND ITERATION (L=RΔ)



$$b = \text{Approach} + \text{Bridge} + L_{\text{appx}} + \text{Approach} = 40 + 300 + 161.01 + 40 = \mathbf{541.01'}$$

$$a = \text{Offset} = \mathbf{41'}$$

$$\Delta = \tan^{-1}(a/b) = \tan^{-1}(41/541.01) = \mathbf{4.33^\circ}$$

$$R = (\text{Figure 3-2, Florida Green Book}) = \mathbf{1500'}$$

$$L = R\Delta = 1500 * 4.33 * \pi / 180 = \mathbf{113.36'}$$

$$T = \text{Tangent Length} = R * \tan(\Delta/2) = 1500 * \tan(4.33/2) = \mathbf{56.71'}$$

$$\text{Straight Segment of Alignment} = b - 2T = 541.01 - 2 * 56.71 = 427.59' \approx \mathbf{428'}$$

$$\text{Length of Bridge in TPK R/W} = b / \cos\Delta = 300 / \cos 4.33 = 300.85' \approx \mathbf{301'}$$

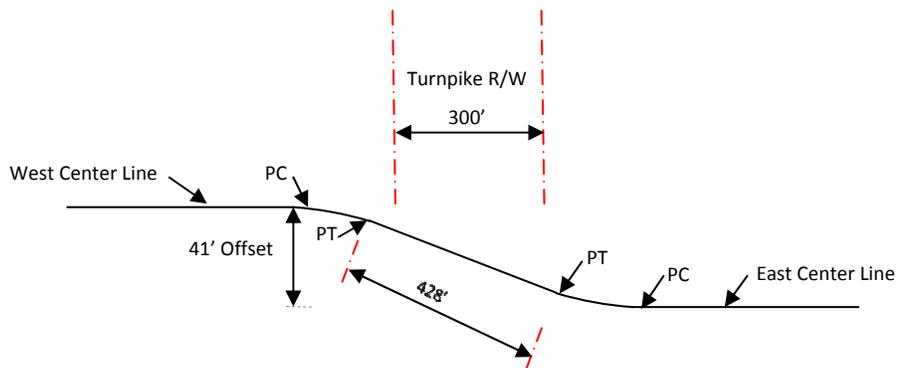
$$\text{Straight Segment Before and After Bridge} \approx (428 - 301) / 2 = 63.5 \approx \mathbf{64'}$$





CONCLUSION

This Preliminary Horizontal Alignment Analysis demonstrates that it is possible to connect the West and East centerlines of the roadway using criteria from the FDOT Green Book and a simple horizontal curve to match alignments. The straight segment of roadway, between Points of Tangent (PT) of both curves, is approximately 428'. It allows for a bridge length of 301' to span the Turnpike Right-of-Way, at a 4.3° skew, and provides 64' for the approach slabs.



APPENDIX D

Cost Estimate Supporting Data



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Basis of Estimates & Pay Item Information	Long Range Estimates (LRE)	Training	Estimates Bulletins	Additional Links
State Specifications and Estimates Office Estimates Section Generic Cost Per Mile Models Statewide Average Unit Prices* for Jan 2006- December 2006				
<p>Disclaimer: These models are generic in nature, and not based on actual construction projects. They are for reference purposes only, and are not intended to predict future costs</p>				
Models		Cost Per Mile		
Select Cost Per Mile total links below for model details.				
Rural Projects:				
New Construction, Undivided, 2 Lane Rural Road with 5' Shoulders				<u>\$2,654,542.74</u>
New Construction, Undivided, 3 Lane Rural Road with 5' Shoulders, Center Turn Lane				<u>\$3,167,118.23</u>
New Construction, Undivided, 4 Lane Rural Road with 5' Paved Shoulders				<u>\$3,787,003.51</u>
New Construction, Undivided, 5 Lane Rural Road with 5' Shoulders, Center Turn Lane				<u>\$4,448,480.50</u>
New Construction, Divided, 4 Lane Rural Road with 5' Paved Shoulders				<u>\$5,207,096.43</u>
New Construction, Divided, 6 Lane Rural Road with 5' Paved Shoulders				<u>\$6,309,652.11</u>
New Construction, Extra Cost for Single Additional Lane on Rural Arterial				<u>\$680,686.01</u>
New Construction, Divided, Rural 4 Lane Interstate				<u>\$6,418,054.58</u>
New Construction, Divided, Rural 6 Lane Interstate				<u>\$7,454,270.12</u>
New Construction, Extra Cost for Single Additional Lane on Rural Interstate				<u>\$791,387.554</u>
Mill and Resurface, 2 Lane Rural Road with 5' Paved Shoulders				<u>\$469,756.98</u>
Mill and Resurface, 3 Lane Rural Road with 5' paved shoulders, Center Turn Lane				<u>\$653,688.54</u>
Mill and Resurface, 4 Lane Rural Road with 5' paved shoulders				<u>\$1,108,485.00</u>
Mill and Resurface, 5 Lane Rural Road with 5' paved shoulders, Center Turn Lane,				<u>\$1,276,326.96</u>
Mill & Resurface, 4 Lane Rural Arterial				<u>\$1,057,831.89</u>
Mill & Resurface, 6 Lane Rural Arterial				<u>\$1,576,290.33</u>
Mill & Resurface 1 Additional Lane on Rural Arterial				<u>\$226,943.92</u>
Mill & Resurface, 4 Lane Rural Interstate				<u>\$1,325,960.32</u>
Mill & Resurface, 6 Lane Rural Interstate with 10' Paved Shoulders				<u>\$1,896,995.24</u>
Mill & Resurface 1 Additional Lane on Rural Interstate				<u>\$263,786.49</u>
Widen 4 Lane Interstate to 6 Lanes (in Median); Mill & Resurface Existing				<u>\$3,657,261.09</u>
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill & Resurface Existing				<u>\$4,239,936.89</u>
Widen Existing 2 Lane Arterial to 4 Lanes, Divided				<u>\$3,332,158.50</u>
Widen Existing 2 Lane Arterial to 4 Lanes, Undivided				<u>\$2,770,042.99</u>
Urban Projects:				
New Construction, Undivided, 2 Lane Urban Arterial				<u>\$5,596,854.36</u>
New Construction, Undivided, 3 Lane Urban Arterial				

PER FOOT

	with Center Turn Lane & 4' Bike Lanes	\$6,143,701.01	
	New Construction, Undivided, 4 Lane Urban Arterial	\$6,589,051.18	
	New Construction, Undivided, 5 Lane Urban Arterial with Center Turn Lane	\$7,457,922.99	
*1	New Construction, Divided, 4 Lane Urban Road with 5' Sidewalk	\$8,224,100.29	1557.59
	New Construction, Divided, 6 Lane Urban Road with 5' Sidewalk, 4' Bike Lanes	\$9,160,842.04	
	New Construction, Additional Lane for Urban Arterial	\$649,328.75	
	New Construction, Divided, Urban 4 Lane Interstate	\$11,275,045.18	
	New Construction, Divided, Urban 6 Lane Interstate	\$12,600,385.78	
	New Construction, Additional Lane for Urban Interstate	\$753,132.17	
#3	Mill & Resurface 2 Lane Urban Road	\$454,275.13	86.04
	Mill & Resurface 3 Lane Urban Road with Center Turn Lane	\$622,349.75	
	Mill & Resurface 4 Lane Undivided Urban Road	\$908,262.41	
	Mill & Resurface 5 Lane Urban Road with Center Turn Lane	\$1,089,384.12	
	Mill & Resurface, Divided, 4 Lane Urban Roadway	\$914,169.10	
	Mill & Resurface, Divided, 6 Lane Urban Arterial	\$1,422,695.82	
	Mill & Resurface Additional Lane	\$179,365.54	
	Mill & Resurface 4 Lane Urban Interstate with 10' Inside & Outside Shoulders	\$1,362,411.98	
	Mill & Resurface 6 Lane Urban Interstate with 10' Inside & Outside Shoulders	\$1,867,297.81	
	Widen Existing 6 Lane Urban Interstate with 22' Closed Median to 8 Lanes	\$10,680,491.87	
*2	Widen Existing 2 Lane Urban Arterial to 4 Lane Divided with 22' Median	\$5,764,939.00	1091.84
	Widen Existing 2 Lanes to 4 Lane Undivided Arterial	\$4,884,679.61	
	Widen Existing 3 Lanes to 5 Lane Undivided Arterial with Center Turn Lane	\$5,059,142.43	

* Unit prices are based on an algorithm unique to LRE. .

Updated 03/16/2007

Return to State [Estimates Section Home page](#)

For comments or Suggestions regarding this page, contact

Melissa.Hollis@dot.state.fl.us

* NOTES

* 1: ITEM 1 WILL BE INCREASED BY 150/LF TO ACCOUNT FOR 4' BIKE LANES ON BOTH SIDES. COST USED WILL BE $1558 + 150 = \$1708/LF$

* 2: ITEM 2 WILL BE INCREASED BY 450/LF TO ACCOUNT FOR 4' BIKE LANES AND SIDEWALK (5') ON BOTH SIDES. COST USED WILL BE $1092 + 450 = \$1542/LF$

* 3: ITEM 3 WILL BE INCREASED BY 450/LF TO ACCOUNT FOR 4' BIKE LANES AND SIDEWALK (5') ON BOTH SIDES. COST USED WILL BE $86 + 450 = \$536/LF$

Bridge Cost Per Square Foot

Revised August 2007

	Cost Per Foot	Square
New Construction		
Low Level	\$110	
Mid Level	\$130	
High Level	\$155	
Overpass (Over Roadway)	\$140	
Bascule	\$1,725	
Pedestrian Overpass	\$400	
Widening		
Low Level	\$160	
Mid Level	\$195	
High Level	\$220	
Overpass (Over Roadway)	\$170	
Bridge Removal		
Concrete Bridge	\$50	

*1

Note:

1. Figures are for 2007 construction costs per square foot of deck area.
2. All figures exclude costs for right-of-way, bridge approaches, and approach slabs.
3. Figures account for recent increases in concrete and steel, and the effects of labor and material shortages in the construction industry.
4. The costs developed for this report are not site-specific and should be used for preliminary estimating purposes only.

* NOTES

*1: ITEM 1 WILL BE INCREASED BY \$20/SF TO ACCOUNT FOR APPROACHES
 THAT WILL CONSIST OF MSE. COST USED WILL BE 140+20 = \$160/LF

SOURCE: <http://www.dot.state.fl.us/Planning/Policy/costs-costs-D7.pdf>

8/14/2007

*For metal railing, add \$38 per linear foot.

8.) Expansion joints; cost per linear foot.

Strip seal	\$150
Finger joint <6"	\$850
Finger joint >6"	\$1500
Modular 6"	\$500
Modular 8"	\$700
Modular 12"	\$900

C. Retaining Walls.

1.) MSE Walls; Cost per square foot

Permanent	\$34
Temporary	\$16

D. Noise Wall; Cost per square foot. \$35

E. Detour Bridge; Cost per square foot \$55*(01/08)¹⁷¹

*Using FDOT supplied components. The cost is for the bridge proper and does not include approach work, surfacing, or guardrail.

9.2.3 Design Aid for Determination of Reinforcing Steel

In the absence of better information, use the following quantities of reinforcing steel per cubic yard of concrete.

Pile abutments	135
Pile Bents	145
Single Column Piers; Tall (>25 ft)	210
Single Column Piers; Short (<25 ft)	150
Multiple Column Piers; Tall (>25 ft)	215
Multiple Column Piers; Short (<25 ft)	195
Bascule Piers	110
Deck Slabs; Standard	205
Deck Slabs; Isotropic	125
Concrete Box Girders; Pier Segment	225
Concrete Box Girders; Typical Segment	165
Cast-in-Place Flat Slabs (30 ft span x 15" deep)	220

Step Two:

After developing the total cost estimate utilizing the unit cost, modify the cost to account for site condition variables. If appropriate, the cost will be modified by the following variables:

1. For rural construction decrease construction cost by 6 percent.
2. For urban construction (Broward, Miami-Dade, Duval, Hillsborough, Orange, Palm Beach and Pinellas counties), increase construction cost by 6 percent.
3. For construction over water increase construction cost by 3 percent.

¹⁷¹ 2008 Jan - Changed from \$30 to \$55.

APPENDIX E

Meeting Notes

DATE: April 15th, 2008

TO: Marcie Nolan, A.I.C.P. – Town of Davie Deputy Planning & Zoning Manager

FROM: Robert Carballo, P.E. – C3TS Project Manager

PROJECT: **Planning Level Analysis (PLA) Technical Memorandum for Oakes Road from Davie Boulevard to SR 7, Corridor Crossing of Florida’s Turnpike.**
Task 1: Data Collection, Preliminary Review and Establishment of Course of Action
C3TS Project No.: 00424-002-001-04

COPY TO: All Attendees, Project File

SUBJECT: **PROGRESS MEETING HELD ON MARCH 19th, 2008 WITH THE TOWN OF DAVIE**

A Progress Meeting with the Town of Davie (TOD) and the C3TS Study Team was held on March 19th 2008. It took place in the Town of Davie Planning and Zoning building located on 6591 Orange Drive, Davie, Florida. The purpose of this meeting was to discuss the progress made on the project. The following individuals were present at this meeting:

Name	Firm/Title	E-mail	Tel. No.	Fax No.
Marcie Nolan, A.I.C.P.	TOD, Planning	Marcie_nolan@davie-fl.gov	954-797-1074	954-797-1086
Ingrid Allen	TOD, Planning	Ingrid_Allen@davie-fl.gov	954-797-1071	954-797-1086
David Quigley	TOD, Planning	david_quigley@davie-fl.gov	954-797-1075	954-797-1086
Le Nguyen, P.E.	TOD, Engineering	Le_Nguyen@davie-fl.gov	954-797-1193	954-797-1086
Michael Mungal, E.I.	TOD, Engineering	Michael_Mungal @davie-fl.gov	954-797-1075	954-797-1117
Robert T. Carballo, P.E.	C3TS, Project Manager	carballo@c3ts.com	305-445-2900	305-445-3366
Tomas Ruiz, E.I.	C3TS , Drainage Designer	truiz@c3ts.com	305-445-2900	305-445-3366

The following is our interpretation of the discussions and issues reflected during the meeting. If a response indicating otherwise is not received within ten (10) days from the issuance of these meeting notes, we will assume them to be correct. The following items were mentioned:

1. Mr. Carballo began the meeting by giving a brief overview of the project. He explained that C3TS is preparing a Feasibility Study for Oakes Road from Davie Road to State Road 7. The study is identified as Task 1 and consists of data collection, preliminary review, and an establishment of course of action.
2. Mr. Carballo stated that the study team was finalizing the data collection and preliminary review phases of the project. A review of the Town’s Comprehensive Plan will be performed. He referenced the Typical Section Package and 36’ x 72’ Base Map prepared for the project corridor as he explained the various challenges of the



project such as; insufficient existing Right-of-Way (R/W), proximity of Florida Power and Light (FPL) overhead transmission lines, presence of Florida Gas Transmission Valve Pit and Turnpike within roadway footprint, proximity of gas substation along Oakes Road, existence of regional drainage components from Tindall Hammock Irrigation & Soil District (THISCD) and components from Central Broward Drainage District (CBDD) within Oakes Road R/W. A note was made that R/W lines in presentation materials are based on information provided by the Town and not on a survey performed specifically for this study.

3. Mr. Carballo explained that the study team needs traffic data from the Development of Regional Impact (DRI) study currently being prepared for the Town. Initial contact with the traffic consultant, Carter Burges, indicated that the traffic study was on hold. As such, the study team referenced the Regional Activity Center (RAC) master plan, in lieu of actual traffic numbers, as justification of a four-lane configuration for Oakes Road.
4. Ms. Nolan replied that she would contact Carter Burges and obtain traffic information for Oakes road. She also asked what the capacity difference was between a two-lane and four-lane configuration.
5. Mr. Carballo stated that he would provide Ms. Nolan with the capacities for two-lane and four-lane roadways. He cautioned that the traffic numbers required for this study should be based on Oakes Road extending from Davie Road to State Road 7 and not on its existing configuration, which does not cross the Turnpike.
6. Mr. Carballo stated that preliminary calculations indicated the proposed bridge crossing over the Turnpike could be built at a skew, to align the east and west centerlines of Oakes Road, and have a steel "I" beam deck with a span of 314'. It would require 820' approaches and a pier in the Turnpike median to achieve the 16.5' clearance required by the Turnpike. The approaches could be constructed from Mechanically Stabilized Earth (MSE), to minimize R/W acquisition. He added that the study team obtained existing elevations for the Turnpike, from FDOT plans, but they have not been able to locate plans for Oakes Road. He asked if the Town had elevations for Oakes road.
7. Mr. Nguyen stated that the plans, for recent construction along Oakes Road, would be made available to the study team.
8. Mr. Mungal asked if noise walls would be required as part of the proposed improvements to Oakes Road.
9. Mr. Carballo replied that a noise analysis was not within the scope of the current study. Future studies would have to determine if noise walls are needed.
10. Ms. Nolan said that there may be an existing study, prepared by a developer, for the area. She will try to obtain it for the study team.
11. Mr. Quigley asked if future studies, such as a PD&E, would look at alternate routes to connect State Road 7 to Davie Road.
12. Mr. Carballo answered that the amount and type of alternatives evaluated during a PD&E are largely dependent on the funding source for the study. Typically, developers require fewer alternatives while public sources require more alternatives. In general, FDOT tries to keep PD&E studies at the Categorical Level unless significant impacts occur from the proposed development.



13. Mr. Nguyen asked if a construction cost estimate would be provided during this study.
14. Mr. Carballo replied that a preliminary cost estimate would be provided during this phase of the study. It will include construction and engineering related costs.
15. Mr. Carballo described the approach used to determine the approximate R/W required for the proposed improvements. He asked if the study team should include the cost of R/W acquisition or if owners were willing to donate the required property.
16. Ms. Nolan stated that it was her understanding that the Town will require property owners to donate required R/W as parcels are redeveloped.
17. Mr. Nguyen asked if there would be operational issues from the proximity of the signalized Broward Community College (BCC) entrance to the proposed signalized intersection of Oakes Road and Davie Road.
18. Mr. Carballo said that the evaluation of the two signalized intersections were not part of the scope for this study. He added that future studies would need to look at this issue as well as access management along the study corridor.
19. Mr. Carballo asked if it would be possible for the study team to meet with the Regional Activity Center (RAC) steering committee to discuss proposed improvements to the study corridor.
20. Ms. Allen said she would let the study team know the date of the next RAC steering committee meeting.
21. Mr. Carballo stated that this study will be completed sometime in April. He asked when it would be most convenient to present the study's findings to the Town Council.
22. Ms. Nolan replied that she thought the presentation to the Town Council should be sometime in November, but that she would let Mr. Carballo know once a date was determined.
23. Mr. Carballo asked if there were any other questions. He thanked everyone for their participation and concluded the meeting.

ACTION ITEMS

1. Mr. Carballo to prepare and distribute meeting notes to all attendees. (COMPLETE)
2. Study Team to provide Ms. Nolan with capacity of two-lane and four-lane roadway.
3. Ms. Nolan to provide Study Team with traffic information for study corridor.
4. Mr. Nguyen to Provide Study Team with as-builts for Oakes Road. (COMPLETE)
5. If possible, Ms. Nolan to Provide Study Team with previous study for the area.
6. Ms. Allen to provide the Study Team with the next meeting date for the RAC steering committee.
7. Ms. Nolan to let Mr. Carballo know when the Study Team can present findings of this report to the Town Council.

DATE: July 17, 2008

TO: Robert Carballo

FROM: Godfrey Lamptey, P.E. – C3TS

PROJECT: Oakes Road from Davie Boulevard to State Road 7
Crossing of Florida's Turnpike
RFP Contract No.: B-05-41
Town of Davie Engineering Service Contract
C3TS Project No. 00424-002-001-04
Task 1

COPY TO: Jorge Corzo, Tom Ruiz, Silvia Beltre

SUBJECT: **PRESENTATION TO THE RAC STEERING COMMITTEE HELD ON JULY 16, 2008**

The Oakes Road Feasibility Study was presented on Wednesday, July 16, 2008 to the Regional Activity Center Steering Committee (RAC). The following is our interpretation of the discussions and issues reflected during the meeting and will serve as documentation to the file. Official meeting minutes will be prepared by the RAC. The following items were mentioned:

1. Pete Witschen, Chairman of the RAC began the meeting by introducing everyone in attendance and asked Marcie Nolan, acting Development Services Director to provide the group with some information on the consultant presenting.
2. Mr. Godfrey Lamptey began the presentation by providing general background information on the Oaks Road Connector Feasibility Study.
3. Mr. Lamptey referred to the package he provided which include proposed typical that shows bike lanes as well as sidewalks. He also stated the Florida Green Book was used as a standard and the design speed is 40 mph and posted speed is 30 mph.
4. Mr. Lamptey stated a single span bridge is proposed, however, there are issues within the corridor. The Village would need to acquire 47 mobile park homes, a cellular tower and a gas substation, FPL has transmission lines, would have to minimize impact to Florida Gas valve pit which is in direct of foot print. There are potential impacts to water and sewer to the Village of Davie and Fern Crest Village.
5. Mr. Lamptey stated the preliminary projection cost is \$40.8 million and due to the cost of the project it is anticipated that the Village would need federal, local or private funds and would need to do a Project Development and Environmental Study (PD&E). Mr. Lamptey went on to explain the process of the PD&E study.
6. Mr. Lamptey also stated if the proposed bridge goes across the Turnpike, they would need approval from the Turnpike and Broward County would need to include in the Long Range Transportation Plan (LRTP).



7. The following are comments from committee members:

Committee Chair, Pete Witschen asked what is the next process to go to Council. Marcie Nolan replied they are looking at August/September however; the MPO would not put it on the agenda until a study was done. Committee member Austin Forman commented that the idea of receiving funds from the federal government should be removed from the concept because there would be a challenge in tying in federal funds to 95 etc. Mr. Forman made several suggestions;

- The committee should look at the bill which provides impact fee that can be used for transportation within the RAC. He stated this Bill does not exist in the rest of Broward County or the State. Only in Davie.
- The program by FDOT that allow a city to to borrow money and then repay.
- Some sort of toll should be charged to cross the bridge to help with some of the cost.
- Connector – 61st Avenue should tie in -----

Committee member Jack Loos stated stop lights and dead-end should be placed on some streets to keep traffic where it belongs and these things should be added to the presentation when being presented to the MPO. He also stated that there should be an additional North / South connector.

Mr. Loos also stated that there should be an additional three lanes for access under I-595. (Davie Road (west side) has potential for doing something) and a 441 connection.

Mr. Forman commented about drainage. He stated there is a need for storm water when created and asked how the consultant proposed collecting the water.

Mr. Lamptey responded trenches and pumping stations.

Mr. Forman stated that there are problems with those and the cost is too much.

Mr. Jorge Corzo of C3TS stated there will be a combination system on it and it will be addressed in the design phase. He also mentioned water retention areas and working with utility plant to bring it in and out will be looked at that time.

Mr. Wil Allen Redevelopment Administrator of the Town of Davie CRA (Community Redevelopment Agency) asked if the existing right of way was being followed.

Mr. Lamptey responded it does not meet access management and FDOT has already made their recommendations.



Mr. Pete Witschen asked Marcy Nolan if there were plans to present to the CRA and would they be showing the congestion problems on Davie Road, University Drive.

Ms. Nolan responded improvements are planned along Davie road and this information is already in the local road master plan. She also stated the local road impact fee fund need to be revised and come up with a better plan.

Ms. Nolan stated the top propriety projects are Davie Road, Nova Drive and College Avenue. Nova Southeastern University has agreed to help support some of these projects.

Meeting continued on with other agenda items.

