

SR 874/Don Shula Expressway Ramp Connector Project Development & Environment (PD&E) Study

**PUBLIC HEARING
December 8, 2011**

MDX Contract #: RFP-09-04
MDX Work Program #: 87410.011
ETDM #: 11501

This Public Hearing is being held in
accordance with:

Chapter 23 of United States Code 128.

Title 40 of the Code of Federal Regulations, Parts 1500 through 1508.

Title 23 of the Code of Federal Regulations, Part 771.

Title 50 of the Code of Federal Regulations, Part 402.

Federal Aid Highway Act of 1968, as amended.

Americans with Disabilities Act of 1990.

Title VI of the Civil Rights Act of 1964, as amended.

Presidential Executive Order 11990, "Protection of Wetlands." May 24, 1977.

Presidential Executive Order 11988, "Floodplain Management and Protection."



Title VI of the Civil Rights Act of 1964 is a national law that protects persons from discrimination based on their race, color, or national origin in programs and activities that receive Federal financial assistance.

If you feel that you have been discriminated against at this or any other Miami-Dade Expressway Authority event, please notify:

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El Título VI de la Ley de Derechos Civiles de 1964 es una ley que protege a las personas contra la discriminación basada en su raza, color o nacionalidad en programas y actividades que reciben ayuda financiera federal.

Si usted se ha sentido discriminado en este o algún otro evento de la Autoridad de Autopistas de Miami-Dade, puede notificar a:

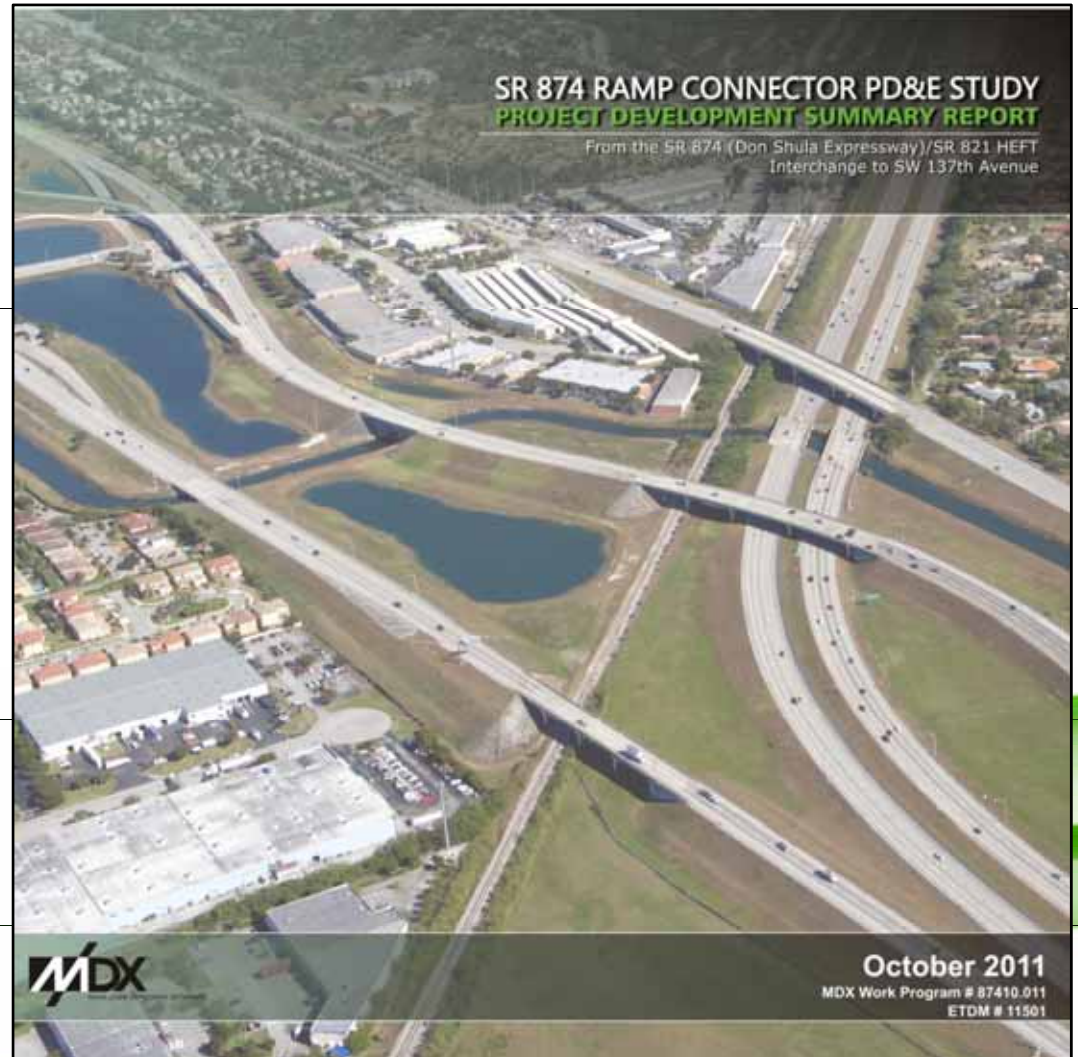
Autoridad de Autopistas de Miami-Dade
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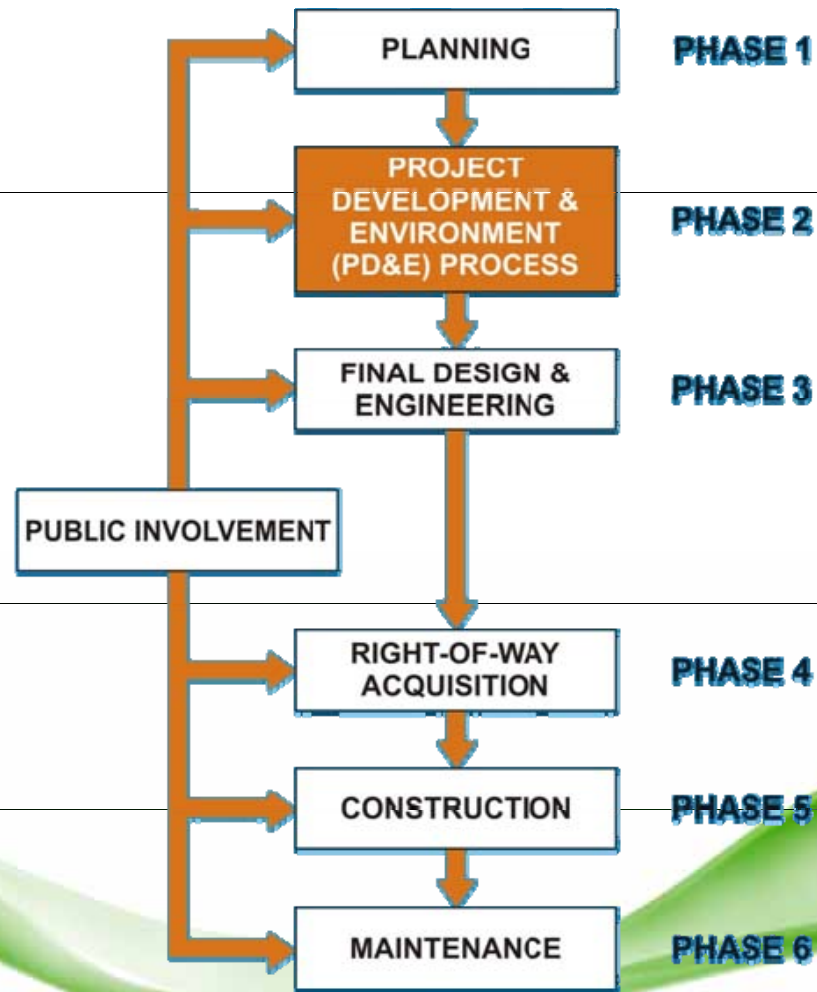


**MDX Work Program Project #:
87410.011**

**Efficient Transportation
Decision Making (ETDM) #:
11501**



Project Life Cycle

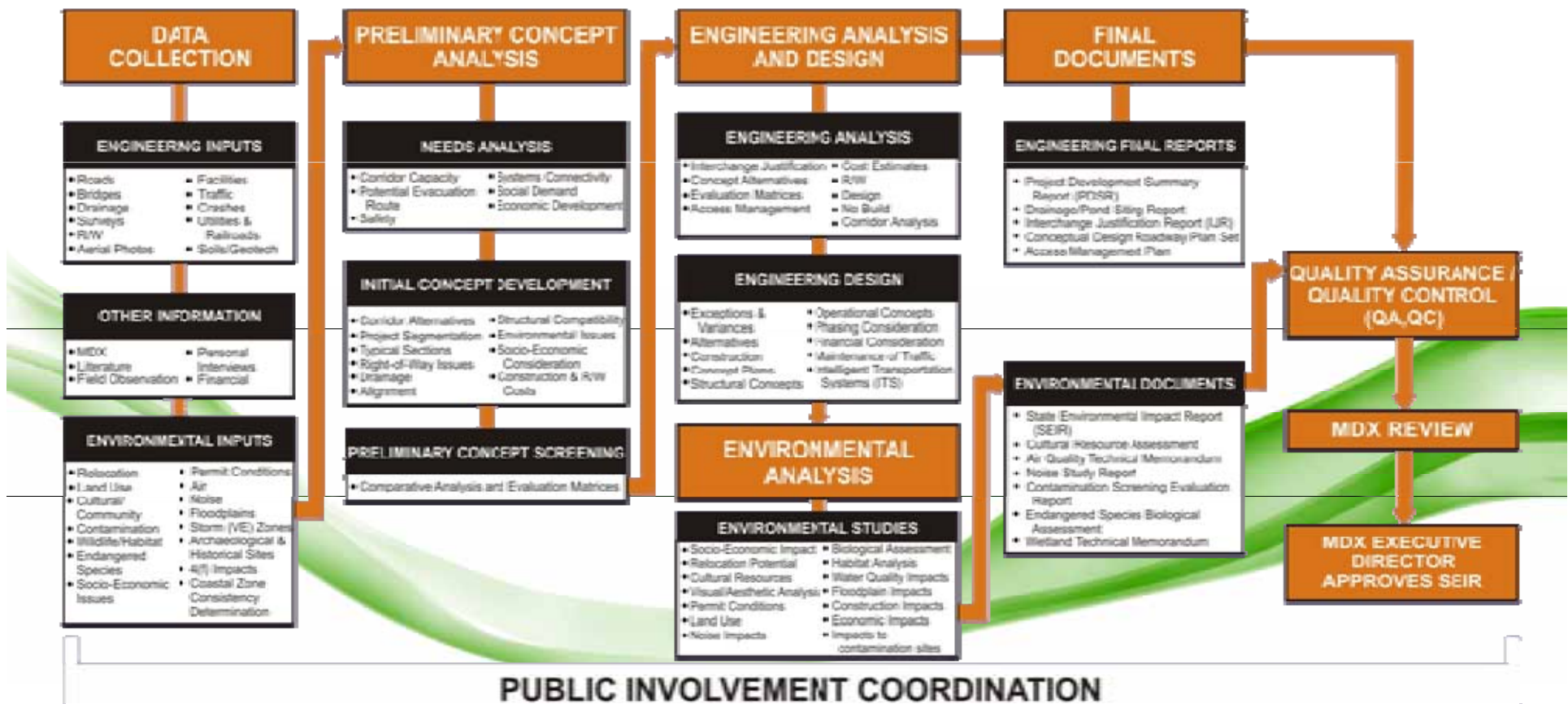


PD&E Process

PUBLIC PARTICIPATION

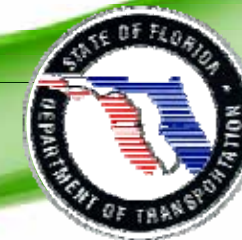


STUDY WORK TASKS



Coordination

- On-going/Planned Developments
- Miami-Dade County
- Florida Department of Transportation (FDOT)
- Florida Turnpike Enterprise (FTE)
- Miami Dade Public Works (MDPW)
- Miami Dade Transit (MDT)
- Florida Department of Environmental Protection (FDEP)
- South Florida Water Management District (SFWMD)
- Florida Power & Light (FPL)
- CSX Transportation (CSX)
- Federal Aviation Administration (FAA)



Project Description

- SR 874/ Don Shula Expressway
 - Urban Principal Arterial Expressway
 - Approximately 7.2 miles
 - Posted Speed Limit 55 mph
 - Hurricane Evacuation Route
 - Part of SIS/FIHS
- New on/off ramp from SR 874 to SW 128th St
- Roadway improvements along SW 128th St from SW 122nd Ave to SW 137th Ave



Purpose and Need

1. **Social Demand and Economic Development**
2. **System Connectivity**
3. **Capacity**
4. **Evacuation Route/
Emergency Services**



Purpose and Need

Social Demand and Economic Development

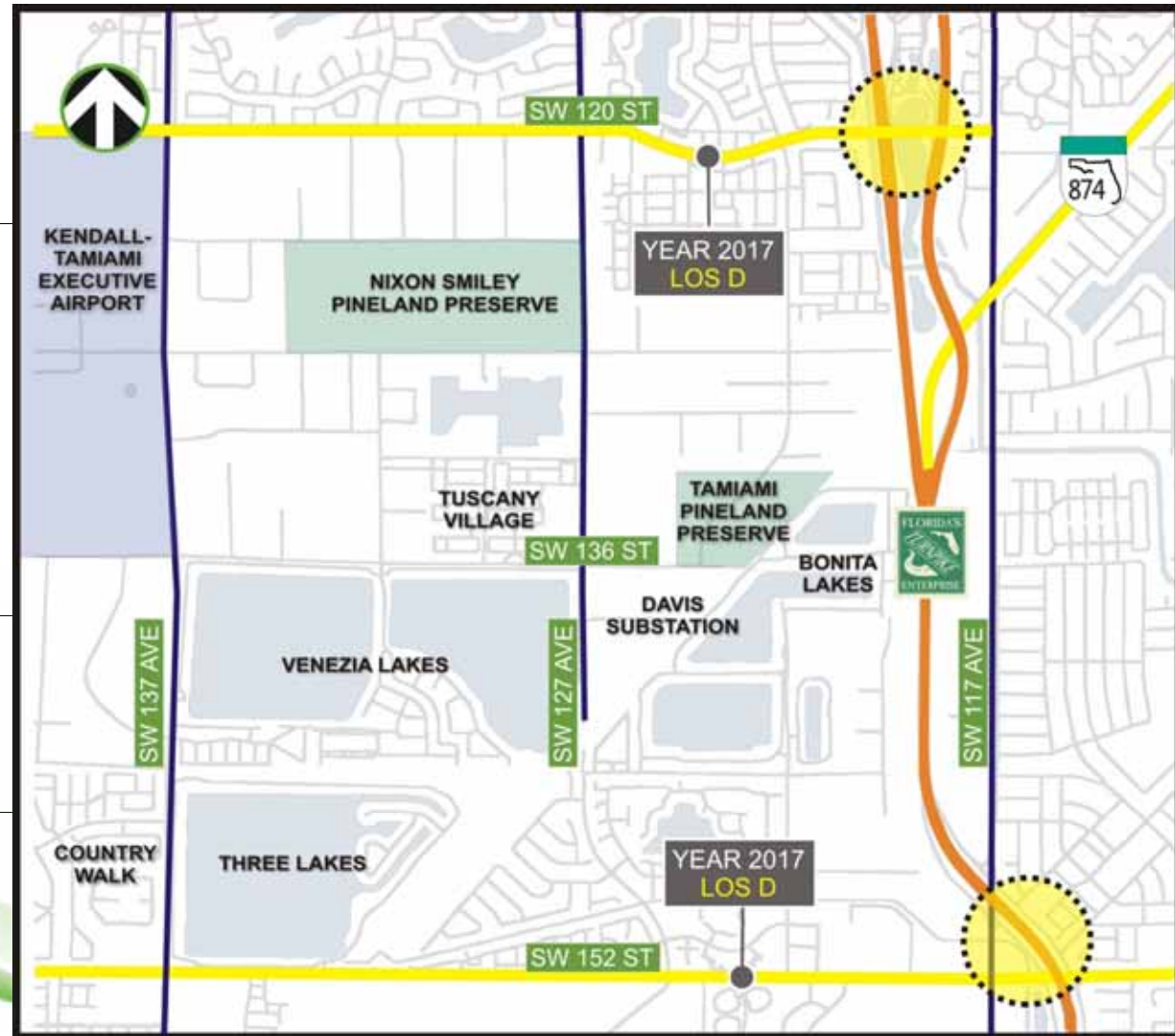
- West Kendall is one of the fastest growing communities in the state
- Anticipated growth by 2035:
 - **Population: 104%**
 - Jobs: 37%
- Future development in the project vicinity includes:
 - Kendall-Tamiami Executive Airport improvements
 - ZooMiami expansion
 - Schools
 - Housing developments
 - DRI's



Purpose and Need

Capacity

- Expressways and interchanges in the area are heavily congested
- The proposed ramps would provide an alternate travel route, relieving congestion



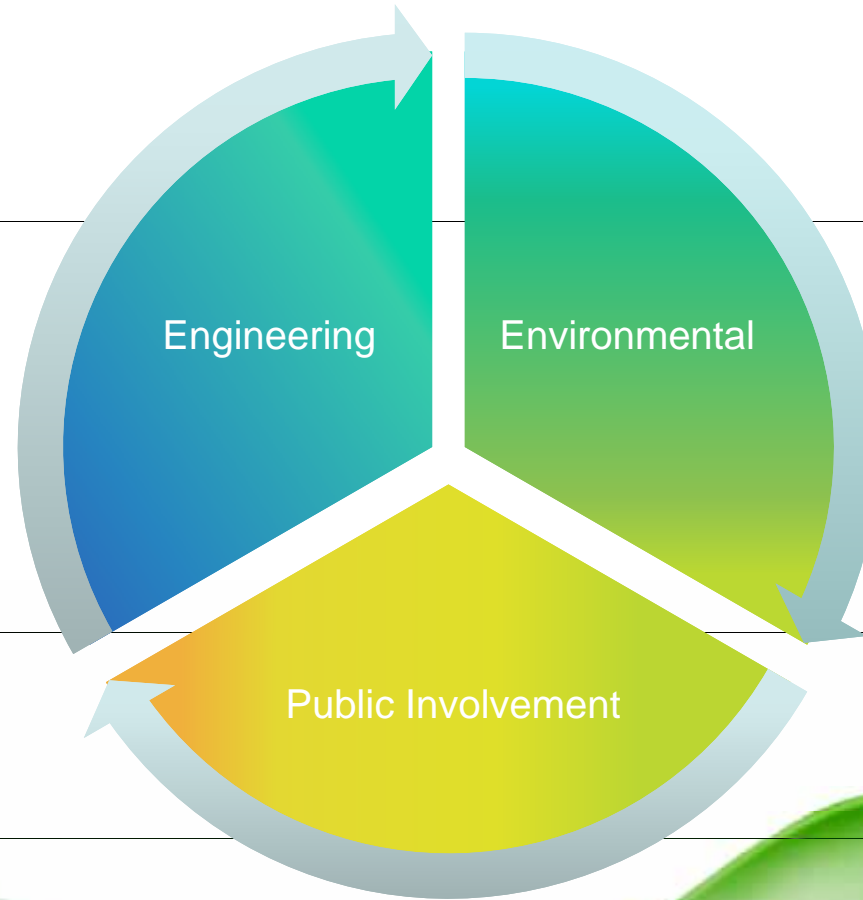
Purpose and Need

Evacuation Route/ Emergency services

- The lower southeast Florida region has been identified as one of the **most hurricane vulnerable areas in the United States**
- The SR 874/Don Shula Expressway facilitates access to other critical north-south facilities (i.e. SR 826/Palmetto Expressway, US-1, I-95)
- This project would provide an additional connection to the SR 874 facility and improve the mobility at the Turnpike interchanges **decreasing overall evacuation time**



Key Project Components



Public Involvement

Community Involvement

- **Coordinated with Key Stakeholders, businesses, etc.**
- **Public Meetings held:**
 - Agency/Elected Officials Kick-off Meeting
 - Public Kick-off Meeting
 - Public Alternatives Workshop
- **Ways of engaging the community:**
 - Fact sheets
 - Newsletters



Public Involvement

Stakeholder Meetings

- Have met with the following Owners/Agencies:
 - Bonita Lakes (HOA)
 - Venezia Lakes (HOA)
 - Eagle Lake Office Park
 - Wynn Building Corporation
 - J&B Importers
 - The Flyer
 - P.E.R.A. (Nixon Smiley & Tamiami Pineland Preserve)
 - Miami Dade County Public Works and Waste Management
 - Miami-Dade County Parks, Recreation and Open Spaces



Engineering Analysis

Project Constraints

- Tamiami and Nixon Smiley Pineland Preserves
- Multiple Residential neighborhoods
- Existing and proposed FP&L Transmission lines & Davis Substation
- CSX Railroad
- Proposed Turnpike improvements
- Kendall Tamiami Executive Airport – FAA compliance



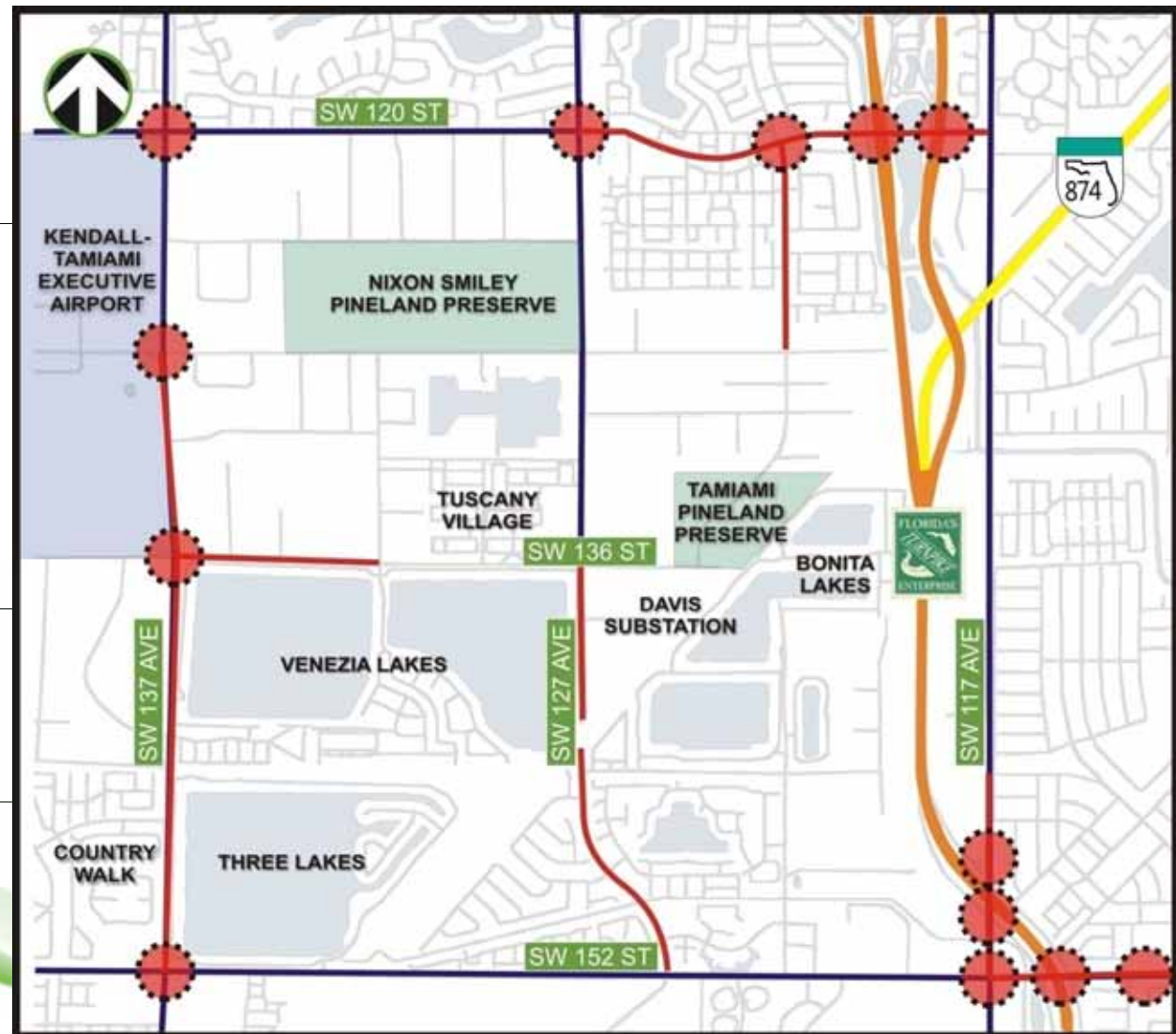
Engineering Analysis



Engineering Analysis

Traffic Analysis

- Traffic Analysis Years:
 - Opening: 2017
 - Interim: 2027
 - Design: 2037
- Determined traffic improvements/ impacts on local roads
- Preparation of an Interchange Justification Report (IJR)
- FDOT review (FIHS/ SIS facility)



Engineering Analysis

ALTERNATIVE CORRIDOR EVALUATION MATRIX															RANK	
PARAMETERS	ENGINEERING					SOCIO-ECONOMIC				ENVIRONMENTAL			COST			
	OPERATIONAL IMPLICATIONS	CONNECTIVITY TO SW 137 AVE	SAFETY	IMPACT ON PPL TRANSMISSION EXEMPT	IMPACT ON C&A NR	MAINTENANCE OF TRAFFIC	MINIMIZE LAND USE PLAN COMPATIBILITY	MINIMIZE ADVERSE BUSINESS IMPACTS	MINIMIZE ADVERSE COMMUNITY IMPACTS	MINIMIZE CONTROVERSY POTENTIAL	MINIMIZE CONTAMINATION IMPACTS	MINIMIZE ADVERSE WILDLIFE/HABITAT IMPACTS	MINIMIZE NOISE IMPACTS	MINIMIZE CONSTRUCTION COST		MINIMIZE B/VV COST
CORRIDOR A (Along SW 128th Street from HEFT to SW 137th Avenue)	Provide generally favorable operational performance.	Good alignment for both right-of-way and utility easements.	Additional left turning movements required at SW 127 Ave. and a roundabout.	No impact on PPL transmission easement.	Minimal impact.	Minimal impact associated with widening of SW 128 St.	Minimally impacted with SW 127 Ave.	Minimal impact.	No existing impacts associated with SW 127 Ave.	Strong opposition associated from SW 127 Ave.	Minimal impact associated with widening of SW 127 Ave.	Close proximity to the Bonita Lakes & a forest corridor.	Minimal impact associated with widening of SW 127 Ave.	Minimal impact.	Minimal impact.	1 (87.2)
CORRIDOR B (Along SW 132 St from HEFT to SW 136 St) (Along SW 132 Ave from SW 132 St to SW 136 St) (Along SW 136 St from SW 132 Ave to SW 137 Ave)	Provide generally favorable operational performance. However, increased travel time associated with SW 132 Ave.	Minimally impact corridor alignment of SW 132 Ave.	Utility corridor with SW 132 Ave. and SW 136 St.	Minimal impact on PPL transmission easement.	Minimal impact.	Minimal impact associated with widening of SW 132 Ave.	Minimal impact associated with widening of SW 132 Ave.	Significant number of potential business impacts to SW 132 Ave.	Minimal impact to Tuscany Village and Tuscany Lakes.	Strong opposition associated from SW 132 Ave. and SW 136 St.	Minimal impact associated with widening of SW 132 Ave.	No impact anticipated.	Minimal impact associated with widening of SW 132 Ave.	High.	High.	6 (81.2)
CORRIDOR C (Along SW 136 St from HEFT to SW 137 Ave)	Provide generally favorable operational performance. However, increased travel time associated with SW 136 St.	Good alignment with SW 136 St.	Left turning of SW 136 St.	Minimal impact on PPL transmission easement.	Minimal impact.	Minimal impact associated with widening of SW 136 St.	Minimal impact associated with widening of SW 136 St.	Significant number of potential business impacts to SW 136 St.	Minimal impact to Tuscany Village and Tuscany Lakes.	Strong opposition associated from SW 136 St.	Minimal impact associated with widening of SW 136 St.	Minimal impact to the Tuscany Village and Tuscany Lakes.	Minimal impact associated with widening of SW 136 St.	High.	High.	2 (88.2)
CORRIDOR D (Along SW 127 Ave from HEFT to SW 137 Ave) (Along SW 127 Ave from SW 128 St to SW 136 St) (Along SW 136 St from SW 127 Ave to SW 137 Ave)	Provide generally favorable operational performance. However, increased travel time associated with SW 127 Ave.	Minimal impact to SW 127 Ave.	Additional left turning movements required at SW 127 Ave. and a roundabout.	Minimal impact on PPL transmission easement.	Minimal impact.	Minimal impact associated with widening of SW 127 Ave.	Minimal impact associated with widening of SW 127 Ave.	Significant number of potential business impacts to SW 127 Ave.	Minimal impact to Tuscany Village and Tuscany Lakes.	Strong opposition associated from SW 127 Ave.	Minimal impact associated with widening of SW 127 Ave.	Minimal impact to the Tuscany Village and Tuscany Lakes.	Minimal impact associated with widening of SW 127 Ave.	High.	High.	4 (86.4)
CORRIDOR E (Along SW 127 Ave from HEFT to SW 137 Ave) (Along SW 127 Ave from SW 132 St to SW 136 St) (Along SW 136 St from SW 127 Ave to SW 137 Ave)	Provide generally favorable operational performance. However, increased travel time associated with SW 127 Ave.	Minimal impact to SW 127 Ave.	Additional left turning movements required at SW 127 Ave. and a roundabout.	Minimal impact on PPL transmission easement.	Minimal impact.	Minimal impact associated with widening of SW 127 Ave.	Minimal impact associated with widening of SW 127 Ave.	Significant number of potential business impacts to SW 127 Ave.	Minimal impact to Tuscany Village and Tuscany Lakes.	Strong opposition associated from SW 127 Ave.	Minimal impact associated with widening of SW 127 Ave.	Minimal impact to the Tuscany Village and Tuscany Lakes.	Minimal impact associated with widening of SW 127 Ave.	High.	High.	5 (84.2)
CORRIDOR F (Exit along SW 128th Street and entrance along SW 136th Street)	Provide generally favorable operational performance.	Good alignment with SW 128 St.	Additional left turning movements required at SW 127 Ave. and a roundabout.	Minimal impact on PPL transmission easement.	Minimal impact.	Minimal impact associated with widening of SW 128 St.	Minimal impact associated with widening of SW 128 St.	Significant number of potential business impacts to SW 128 St.	Minimal impact to Tuscany Village and Tuscany Lakes.	Strong opposition associated from SW 128 St.	Minimal impact associated with widening of SW 128 St.	Minimal impact to the Tuscany Village and Tuscany Lakes.	Minimal impact associated with widening of SW 128 St.	High.	High.	3 (89.2)

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Engineering Analysis

Alternative Corridor A (SW 128th Street)

- Provides new on/off ramps from SR 874 to SW 128th Street
- New ramps come down to ground level just east of SW122nd Avenue
- Requires widening of SW 128th Street from 2 to 4 lanes
- Avoids impacts to Pineland preserves
- Minimizes right-of-way impacts



Engineering Analysis

Alternative Corridor C (SW 136th Street)

- Provides new ramps from SR 874 to SW 136th St
- New ramps come down to ground level just east of SW 127th Ave
- Direct impacts to Tamiami Pineland Preserve
- Direct impacts to CSX R/W and FP&L Transmission lines
- Significant public opposition from abutting residences



Engineering Analysis

Alternative Corridor F (SW 128th Street/SW 136th Street)

- Provides two one way ramps (entrance at SW 136th St, exit at SW 128th St)
- Direct impacts to Tamiami Pineland Preserve
- Direct impacts to CSX R/W and FP&L Transmission lines



Engineering Analysis

Preferred Alternative Corridor A (SW 128th Street) from SR 874 to SW 122nd Avenue

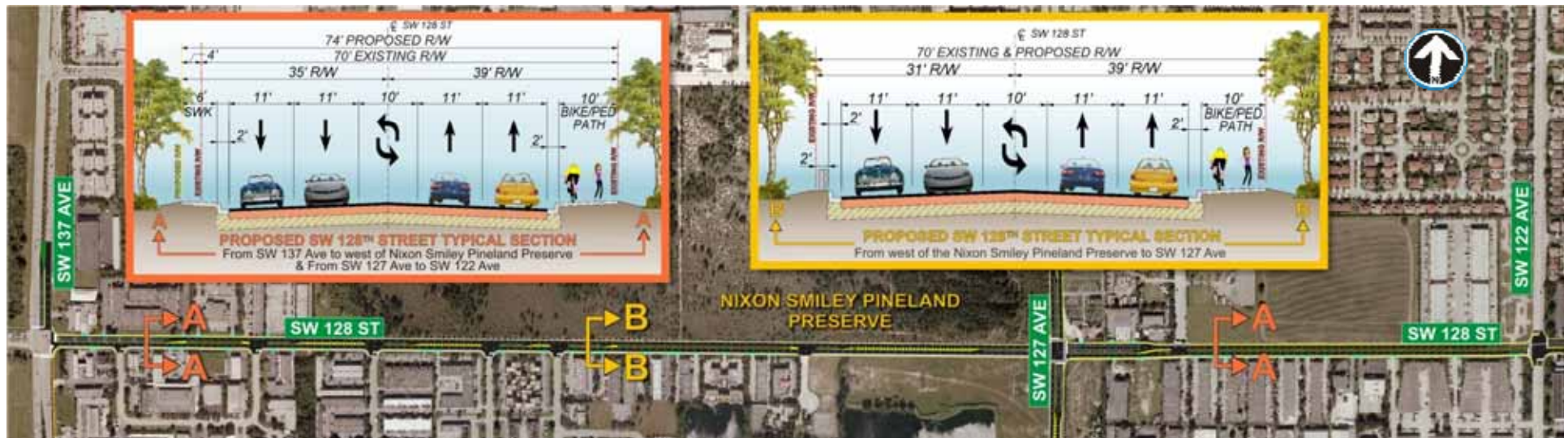
- Two 2-lane on/off ramps to SR 874 (Don Shula Expressway)
- New ramps come down to ground level just east of the SW 122nd Avenue.
- 12 foot frontage road east of SW 122nd Avenue will provide access to abutting businesses.



Engineering Analysis

Preferred Alternative Corridor A (SW 128th Street) from SW 122nd Avenue to SW 137th Avenue

- Widens SW 128th Street from two to four lanes from SW 122nd Avenue to SW 137th Avenue
- Provides 6 ft sidewalk on the north side and a 10 ft shared use path on the south side.
- Requires intersection improvements at the intersections of SW 128th Street with SW 122nd Avenue, SW 127th Avenue and SW 137th Avenue.



Engineering Analysis

Preferred Alternative Corridor A - Right of Way Impacts



LEGEND

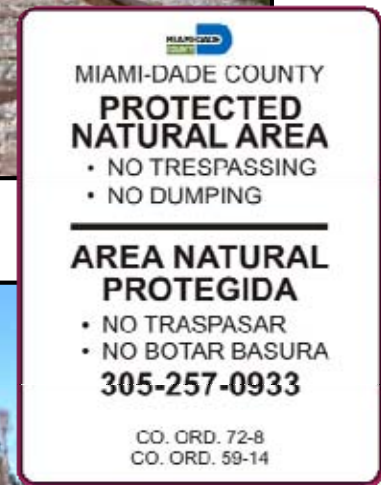
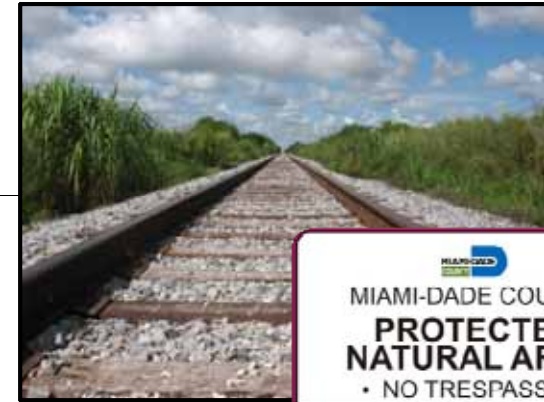
- R/W Impacts
- Existing R/W Line
- Proposed R/W Line
- Existing Parcel Boundary

NO.	PARCEL ADDRESS	LAND USE	RIGHT OF WAY IMPACTS
1		Vacant	3,456 SF
2	12795 SW 137 Avenue	Commercial	560 SF
3	13501 SW 128 Street	Commercial	2,028 SF
4	13475 SW 128 Street	Industrial	1,062 SF
5	13435 SW 128 Street	Commercial	531 SF
6	13375 SW 128 Street	Commercial	1,025 SF
7	FPL	Utility	50,812 SF
8	12539 SW 128 Street	Industrial	2,736 SF
9	12584 SW 128 Street	Industrial	1,470 SF
10	12515 SW 128 Street	Industrial	1,317 SF
11	12590 SW 128 Street	Vacant	1,470 SF
12	12534 SW 128 Street	Commercial	540 SF
13	12713 SW 125 Avenue	Vacant	723 SF
14	12713 SW 125 Avenue	Vacant	750 SF
15	11919 SW 130 Street	Vacant	26,995 SF
16	12255 SW 128 Street	Industrial	1,782 SF
17	11919 SW 130 Street	Vacant	1,360 SF
18	12725 SW 122 Avenue	Industrial	33,947 SF
19	11925 SW 128 Street	Industrial	11,552 SF
20	11905 SW 128 Street	Industrial	3,788 SF
TOTAL			147,964 SF

Environmental Analysis

Direct Effects

- Natural Issues
 - Threatened/ Endangered Species – Minimal Impacts
 - Wetlands – No involvement
 - Water Quality – Minimal Impacts
- Physical Issues
 - Noise – Minimal Impacts – **No noise walls required**
 - Contamination – Only low risk sites located in the area
 - Air Quality – No Impacts
- Socio-Economic / Cultural Issues
 - Historical – No involvement
 - Archaeological – No involvement
 - 4(f) Sites – No Impacts
 - Socio- Economic – Positive Impacts
 - Relocation - No impacts



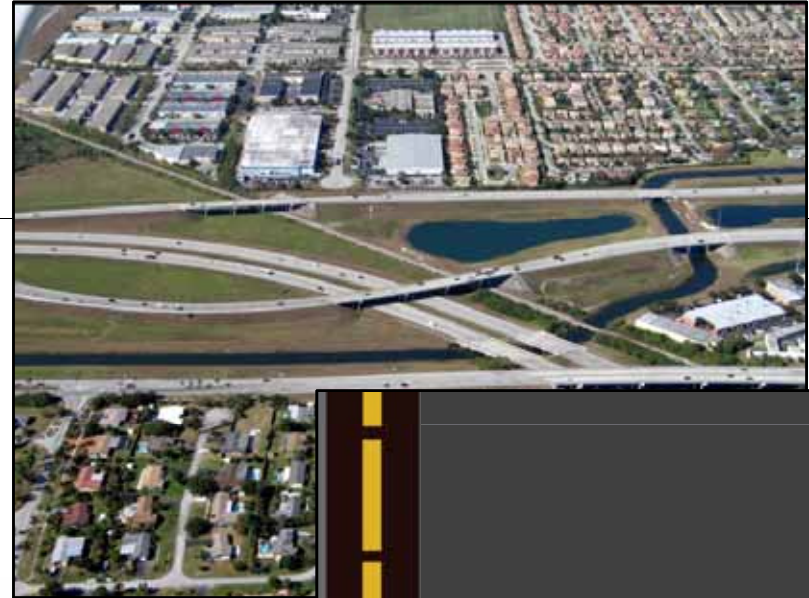
Indirect & Cumulative Effects

- May increase exposure to noise, litter and traffic for the Nixon Smiley Pineland Preserve

Environmental Analysis

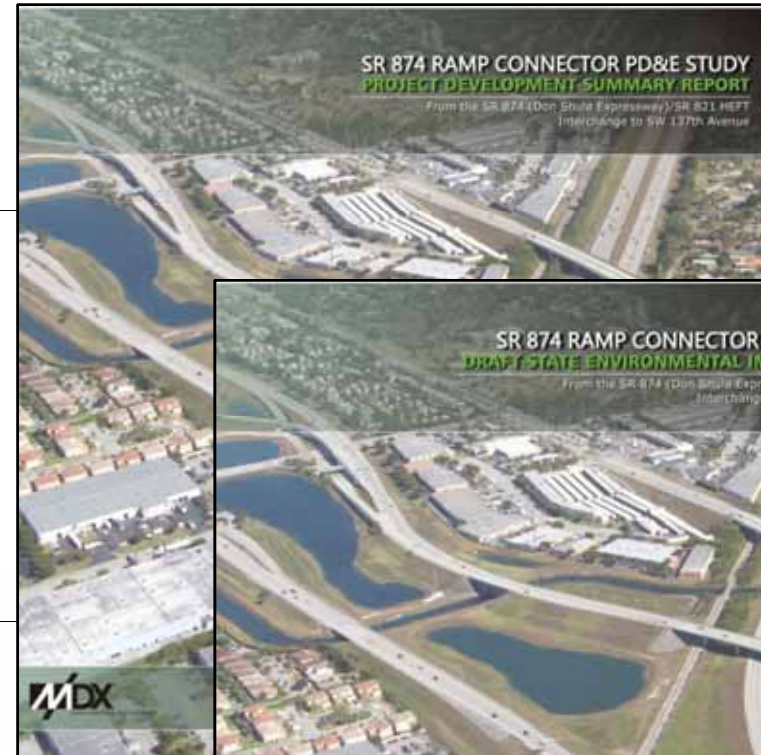
Socio-Economic Impacts

- SR 874 Ramp Connector to SW 128th Street Comparative Study
- Study evaluated 6 different expressway ramps within Miami-Dade and Broward County with similar conditions to the proposed project
- Inclusion of the ramp will have a beneficial impact due to increase accessibility to the expressway



Project Documents

- Draft Project Development Summary Report
- Draft State Environmental Impact Report
- Draft Endangered Species Biological Assessment
- Draft Contamination Evaluation Screening Report
- Draft Noise Study Report
- Draft Cultural Resource Assessment Survey
- Draft Interchange Justification Report
- Draft Wetland Technical Memorandum



Schedule & Cost

Schedule

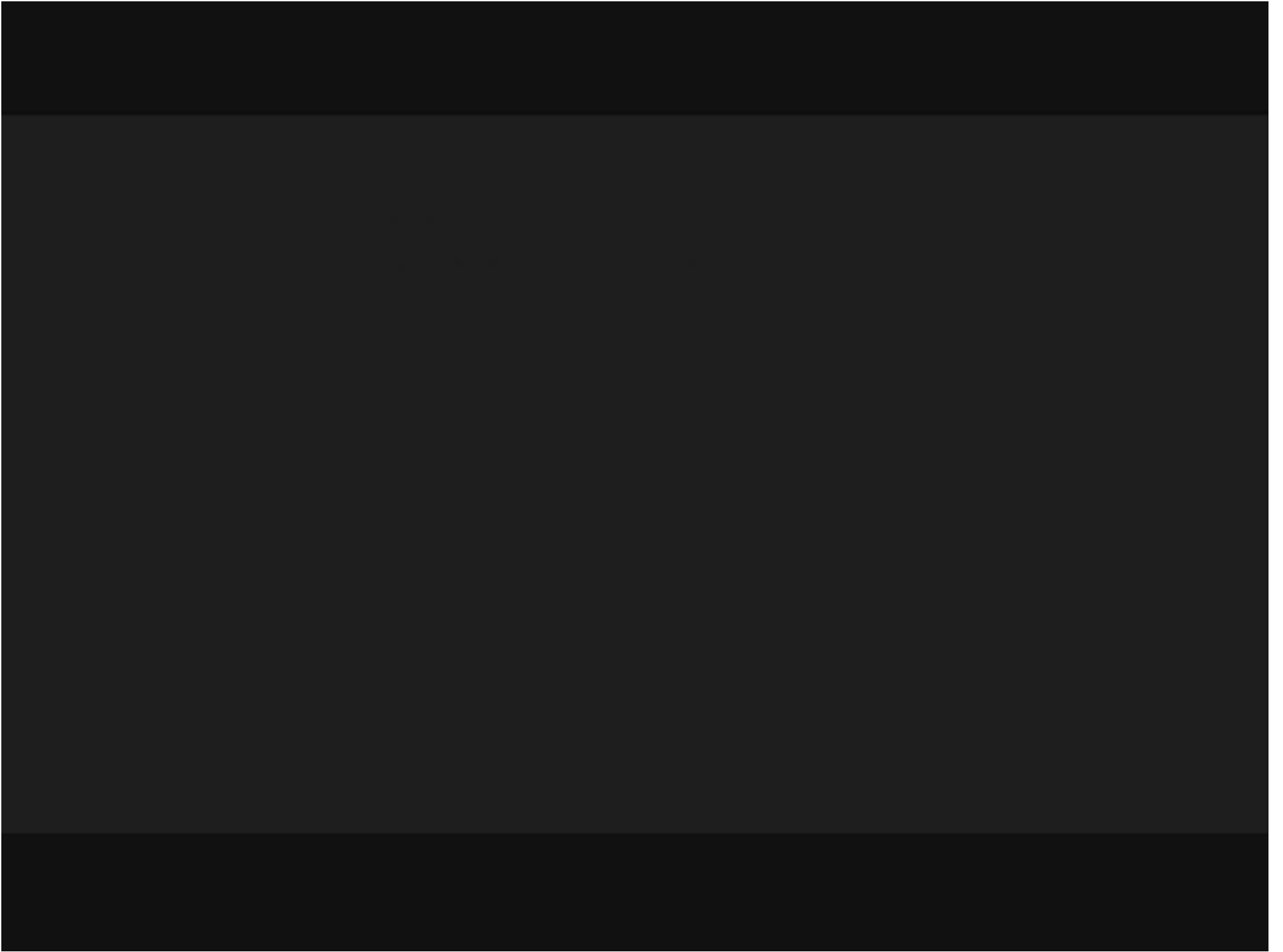


Next Steps

- Final Design: 2012-2013, Right-of-Way: 2013-2015, Construction: 2015-2017

Preliminary Construction Cost

- Approximate construction cost: \$108 Million



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Your **COMMENTS** and
CONCERNS
are solicited tonight!

