

1

PROJECT BACKGROUND and HISTORY

Start



Exhibit Area 1

Learn about the project's background, history and Purpose and Need. This Exhibit Area also includes an overview of the Project Development and Environment (PD&E) process and information regarding the project schedule and public involvement activities.

Exhibit Area 2

Learn about the Alternative Analysis process. This Exhibit Area also includes information on existing and proposed transit facilities as well as potential multi-modal improvement strategies being evaluated.

Exhibit Area 3

Learn about the Engineering Considerations. This Exhibit Area includes information on Corridors 1 and 2 including typical sections and potential interchange types to be evaluated.

Exhibit Area 4

Learn about the Environmental Evaluation. This Exhibit Area summarizes the environmental analysis conducted within the study area.

End



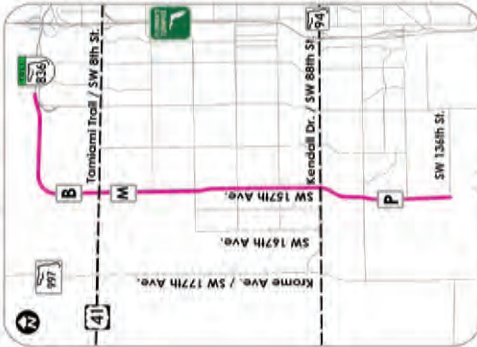
MDX SR 836/DOLPHIN EXPRESSWAY
SOUTHWEST EXTENSION

Project Development and Environment (PD&E) Study
Miami-Dade County, Florida

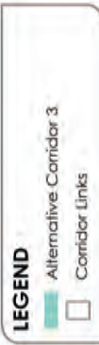
ALTERNATIVE CORRIDOR 1



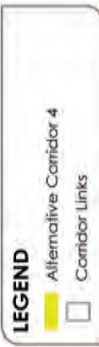
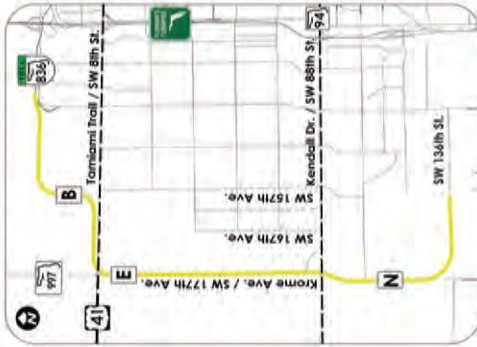
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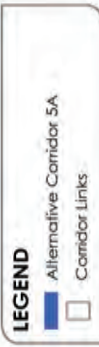
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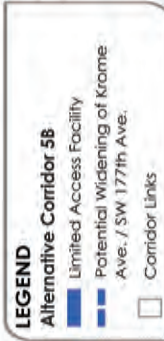
ALTERNATIVE CORRIDOR 4



ALTERNATIVE CORRIDOR 5A



ALTERNATIVE CORRIDOR 5B



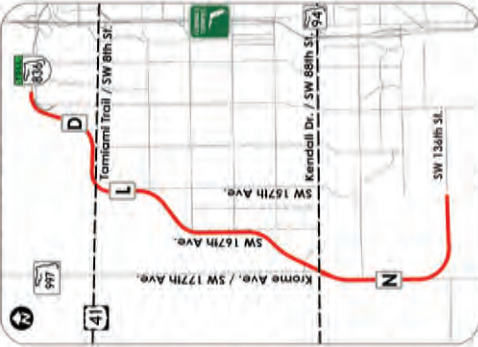
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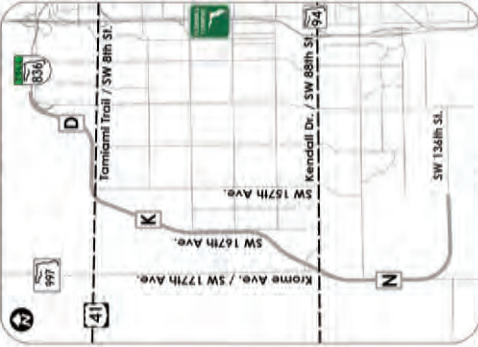
ALTERNATIVE CORRIDOR 7



ALTERNATIVE CORRIDOR 8



ALTERNATIVE CORRIDOR 9



ALTERNATIVE CORRIDOR	PURPOSE AND NEED			ENVIRONMENTAL CONSIDERATIONS			ENGINEERING CONSIDERATIONS			UNIQUE ISSUES
	High to Moderate Benefit:	Social and Economic	Cultural	Natural & Physical	Construction Cost	Right of Way Cost	User Benefits	Moderate Benefit:		
1	High to Moderate Benefit: Moderate improvement of mobility for people and goods and highest benefit to the remaining parameters.	Moderate Benefit: Moderate number of affected residential parcels and neighborhoods.	High Benefit: Involvement with moderate probability archaeological zones.	Moderate to Low Benefit: Greatest potential for impacts to wetlands in Segment II. Greatest potential impacts to farmlands. Potential for conflict with eastern Bird Drive Recharge Area CERP Project.	Moderate Benefit: Third highest construction cost.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High to Moderate Benefit: User Benefit Cost ratio equal to or above 1.0.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	Moderate Benefit: Moderate potential to induce development.	
2	High Benefit: Highest benefit on all Purpose and Need parameters.	Low Benefit: Greatest number of affected residential parcels and community facilities. Greatest potential to impact community cohesion.	High Benefit: Potential impact to 1 recorded archeological site and involvement with high probability archaeological zones.	Low Benefit: Lowest potential for impacts to natural features in Segment II. Greatest potential for impacts to farmlands. Least potential for noise impacts.	Moderate to Low Benefit: Second highest construction cost.	Moderate to Low Benefit: Highest ROW cost.	Low Benefit: User Benefit Cost ratio below 0.6.	Moderate to Low Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High Benefit: Highest potential to induce development.	
3	High to Moderate Benefit: Moderate improvement of mobility for people and goods and highest benefit to the remaining parameters.	High Benefit: Low number of affected residential parcels and neighborhoods. Low potential to impact community cohesion.	High Benefit: Involvement with moderate probability archaeological zones.	Moderate to Low Benefit: Greatest potential for impacts to wetlands in Segment II. Greatest potential impacts to farmlands. Potential for conflict with Bird Drive Recharge Area CERP Project.	Moderate Benefit: Third highest construction cost.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High to Moderate Benefit: User Benefit Cost ratio equal to or above 1.0.	Moderate to Low Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	Moderate to Low Benefit: High to moderate potential to induce development.	
4	Moderate Benefit: Moderate benefit to Support Economic Development. Improve Mobility for People and Goods and Enhance Multimodal Connectivity and highest benefit to the remaining parameters.	High Benefit: Low number of affected residential parcels and neighborhoods. Low potential to impact community cohesion.	Moderate to Low Benefit: Potential impact to 1 recorded archeological site and to the Lehigh Archeological Zone, which are directly adjacent to the corridor. Involvement with moderate and high probability archaeological zones.	Low Benefit: Greatest potential for impacts to farmlands. Potential for conflict with reformulated Bird Drive Recharge Area CERP project. Highest amount of railroad involvement (number of crossings). Greatest potential for wetland impacts in Segment II. Potential for moderate impacts to farmlands.	Low Benefit: Highest construction cost.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	Moderate Benefit: User Benefit Cost ratio between 0.70 to 0.99.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High potential to induce development.	
5A	Moderate Benefit: Moderate benefit to Support Economic Development. Improve Mobility for People and Goods and Enhance Multimodal Connectivity.	High Benefit: Low number of affected residential parcels and neighborhoods. Low potential to impact community cohesion.	Low Benefit: Potential impact to 2 recorded archeological sites and to the Lehigh Archeological Zone. Also potential involvement with the L and L Site and Archeological Zone, which are directly adjacent to the corridor. Involvement with moderate and high probability archaeological zones.	Moderate Benefit: Greatest potential for conflict with reformulated Bird Drive Recharge Area CERP project. Highest amount of railroad involvement (number of crossings). Greatest potential for wetland impacts in Segment II. Potential for moderate impacts to farmlands.	Low Benefit: Highest construction cost.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	Moderate Benefit: User Benefit Cost ratio between 0.70 to 0.99.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High potential to induce development.	
5B	Low Benefit: Minimal benefits to Support Economic Development and Improve Mobility for People and Goods and moderate benefits to the remaining parameters.	High Benefit: Low number of affected residential parcels and neighborhoods. Low potential to impact community cohesion.	Low Benefit: Potential impact to 2 recorded archeological sites and to the Lehigh Archeological Zone. Also potential impact to the L and L Site and Archeological Zone, which is directly adjacent to the corridor. Involvement with several areas of moderate and high probability archaeological zones.	Moderate Benefit: Assumes widening of Krone Avenue to 6 lanes is required. Greatest potential for conflict with reformulated Bird Drive Recharge Area CERP project. Greatest potential for wetland impacts in Segment II. Potential for moderate impacts to farmlands.	High Benefit: Lowest construction cost.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High Benefit: Highest User Benefit Cost Ratio.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High potential to induce development.	
6	High to Moderate Benefit: Moderate improvement of mobility for people and goods and highest benefit to the remaining parameters.	High to Moderate Benefit: Low to moderate number of affected residential parcels and neighborhoods. Low potential to impact community cohesion.	Moderate to Low Benefit: Potential impacts to 2 recorded archeological sites and to the Lehigh Archeological Zone. Involvement with moderate to high probability archaeological zones.	High to Moderate Benefit: Potential for conflict with eastern Bird Drive Recharge Area CERP project. Moderate impacts to wetlands in Segment II. Greatest potential for impacts to farmlands.	High to Moderate Benefit: Fourth highest construction cost.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High to Moderate Benefit: User Benefit Cost ratio equal to or above 1.0.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High to moderate potential to induce development.	
7	High Benefit: Highest benefit on all Purpose and Need parameters.	Low Benefit: Greatest number of affected residential parcels and community facilities. Greatest potential to impact community cohesion.	Low Benefit: Potential impacts to 3 recorded archeological sites and to the Lehigh Archeological Zone. Involvement with moderate and high probability archaeological zones.	High Benefit: Lowest potential for impacts to natural features in Segment II. Greatest potential for noise impacts. Least potential for impacts to farmlands.	Moderate to Low Benefit: Second highest construction cost.	Moderate to Low Benefit: Highest ROW cost.	Low Benefit: User Benefit ratio below 0.6.	Moderate to Low Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High Benefit: Lowest potential to induce development.	
8	High to Moderate Benefit: Moderate improvement of mobility for people and goods and highest benefit to the remaining parameters.	High to Moderate Benefit: High to Moderate number of affected residential parcels and neighborhoods.	Moderate to Low Benefit: Potential impacts to 2 recorded archeological sites and to the Lehigh Archeological Zone. Involvement with moderate and high probability archaeological zones.	High to Moderate Benefit: Potential for conflict with eastern Bird Drive Recharge Area CERP project. Moderate potential impacts to wetlands in Segment II. Greatest potential impacts to farmlands.	Moderate Benefit: Third highest construction cost.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	Moderate Benefit: User Benefit Cost ratio between 0.70 to 0.99.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	Moderate to low potential to induce development.	
9	High to Moderate Benefit: Moderate improvement of mobility for people and goods and highest benefit to the remaining parameters.	High to Moderate Benefit: Low number of affected residential parcels and affected neighborhoods. Potential impacts to a low to moderate number of non-residential parcels.	Moderate to Low Benefit: Potential impacts to 2 recorded archeological sites and to the Lehigh Archeological Zone. Involvement with moderate and high probability archaeological zones.	Moderate to Low Benefit: Potential for conflict with eastern Bird Drive Recharge Area CERP project. Moderate impacts to wetlands in Segment II. Greatest potential for impacts to farmlands.	Moderate Benefit: Third highest construction cost.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	High to Moderate Benefit: User Benefit Cost ratio equal to or above 1.0.	Moderate Benefit: Alternative Corridors 1, 3, 4, 5A, 6, 8, 9 have similar ROW cost.	Moderate potential to induce development.	

LEGEND: ■ HIGH (highest benefit) ■ HIGH TO MODERATE (moderate to high benefit) ■ MODERATE (moderate benefit) ■ MODERATE TO LOW (moderate to low benefit) ■ LOW (low benefit)

Study Note:

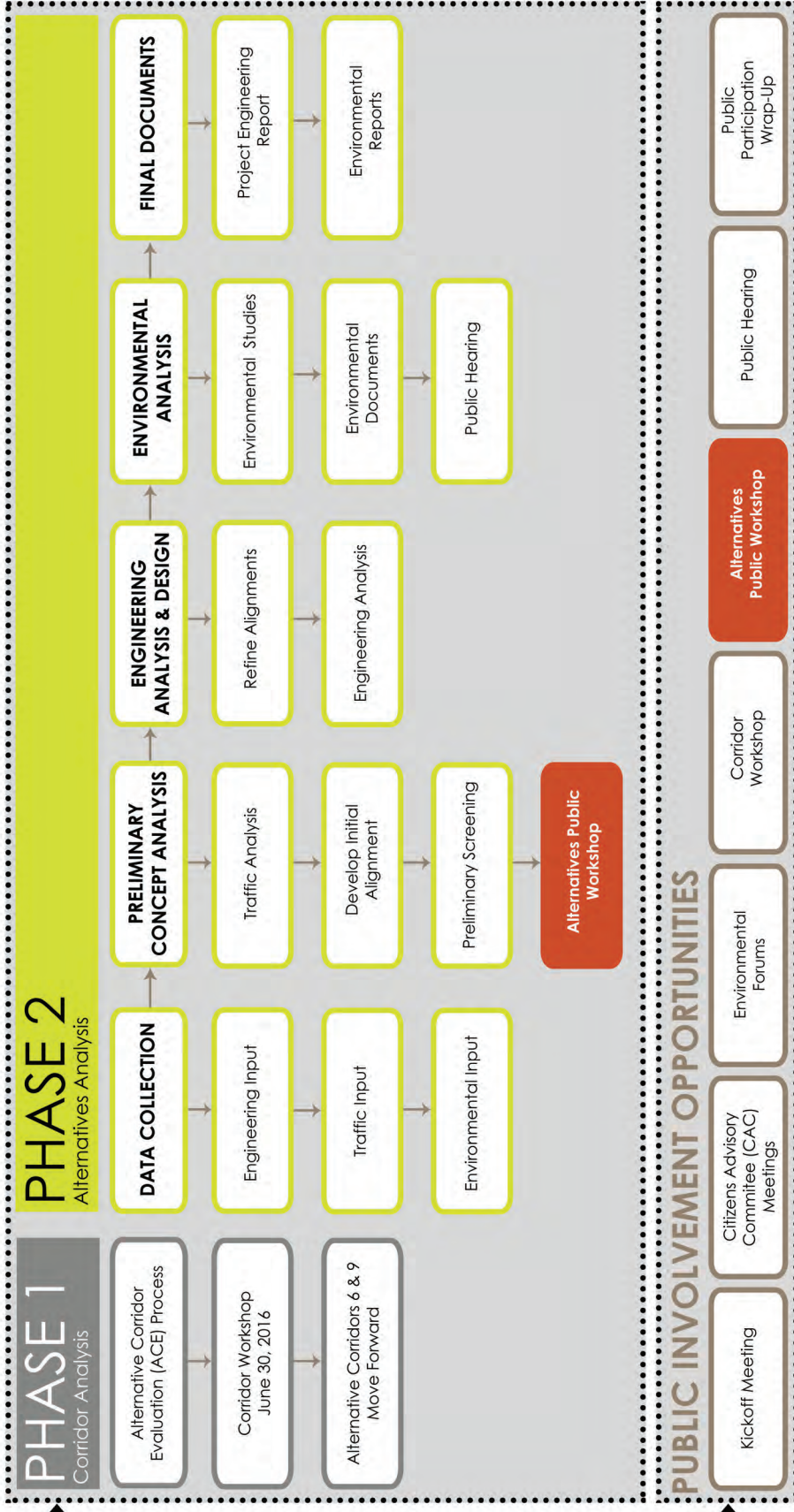
The ACE results presented here tonight are based on preliminary analysis conducted to allow a planning level comparison among Alternative Corridors. Phase 2 involves the detailed analysis of the recommended corridors.



BENEFIT ASSESSMENT BY ALTERNATIVE CORRIDORS

TRANSPORTATION PROCESS

- 1** PLANNING
- 2** PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
- 3** DESIGN
- 4** RIGHT OF WAY ACQUISITION
- 5** CONSTRUCTION
- 6** MAINTENANCE



836 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY PROCESS

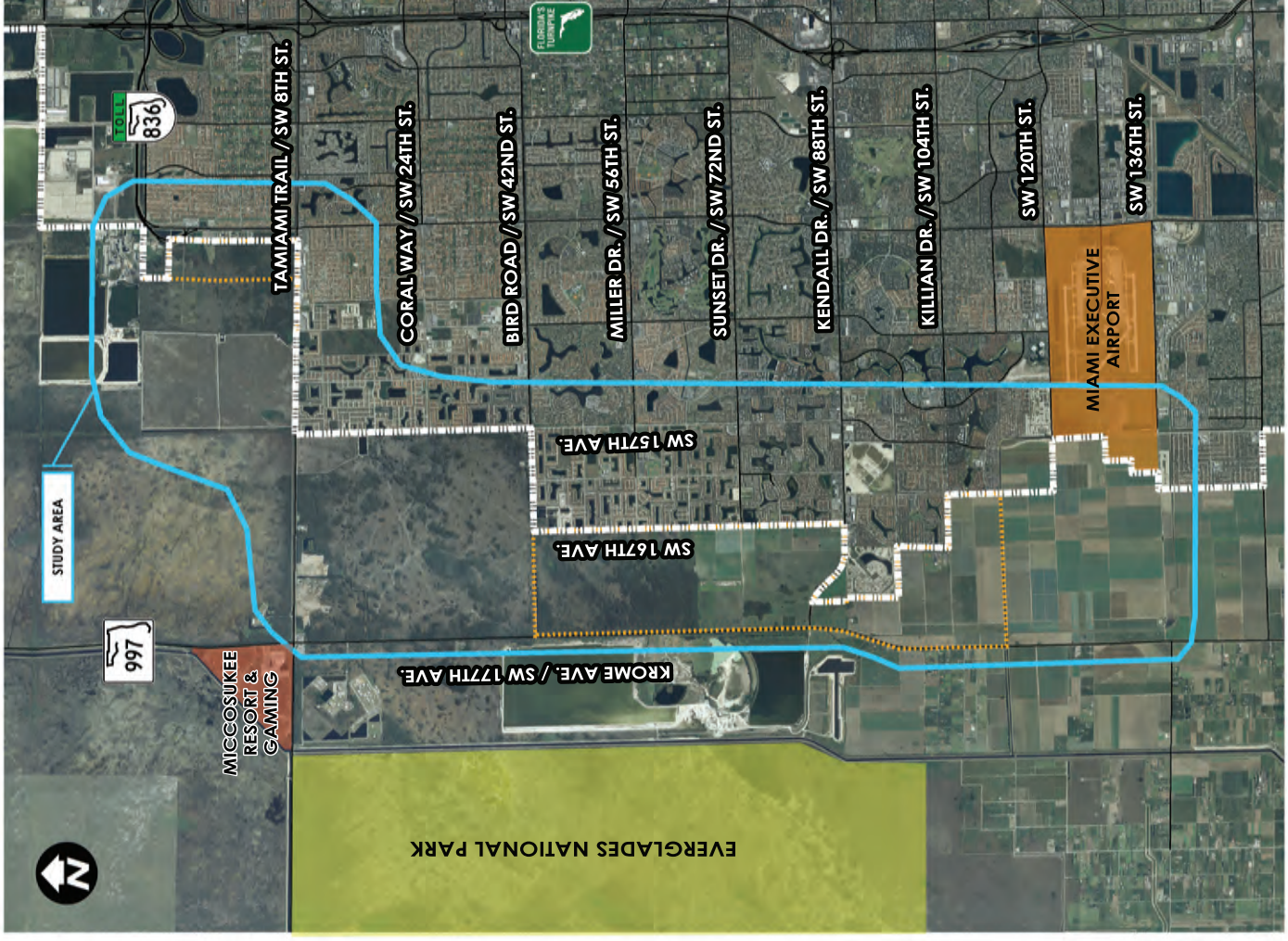


Study Area

- Unincorporated Miami-Dade County
- Study Area bound by:
 - NW 12th Street to the north
 - SW 136th Street to the south
 - SW 152nd Avenue to the east
 - SW 177th Avenue (Krome Ave.) to the west
- Everglades National Park
- Miami Executive Airport
- Fastest growing area in the County
- Limited options for north-south travel
- Limited access to expressways
- Congested roadway network
- Safety concerns

LEGEND

 2020 Urban Development Boundary
 2030 Urban Expansion Area



OUTREACH CONDUCTED

Federal Agencies

State Agencies

Local Agencies

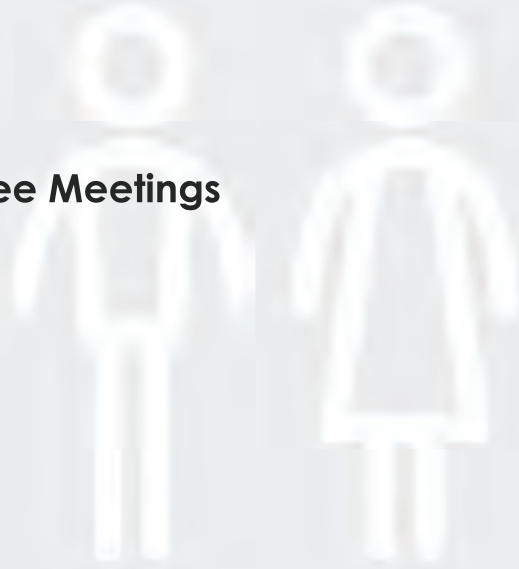
Citizens Advisory Committee Meetings

- November 2014
- November 2015
- October 2017

Environmental Forums

- February 2015
- March 2016

Other Stakeholders



AGENCY COORDINATION

U.S. Department of the Interior

U.S. Army Corps of Engineers

Florida Department of Environmental Protection

Florida Department of Transportation

South Florida Water Management District

Miami-Dade Water and Sewer Department

Miami-Dade Department of Transportation and Public Works

Miami-Dade County Department of Regulatory and Economic Resources

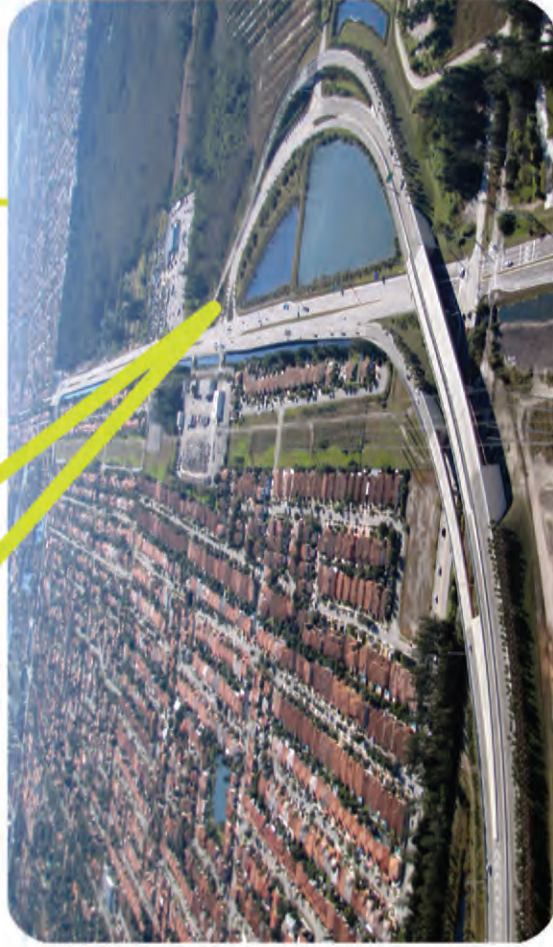
National Park Service

U.S. Fish and Wildlife Service

Florida Fish and Wildlife Conservation Commission

Agricultural Practices Advisory Board Meeting

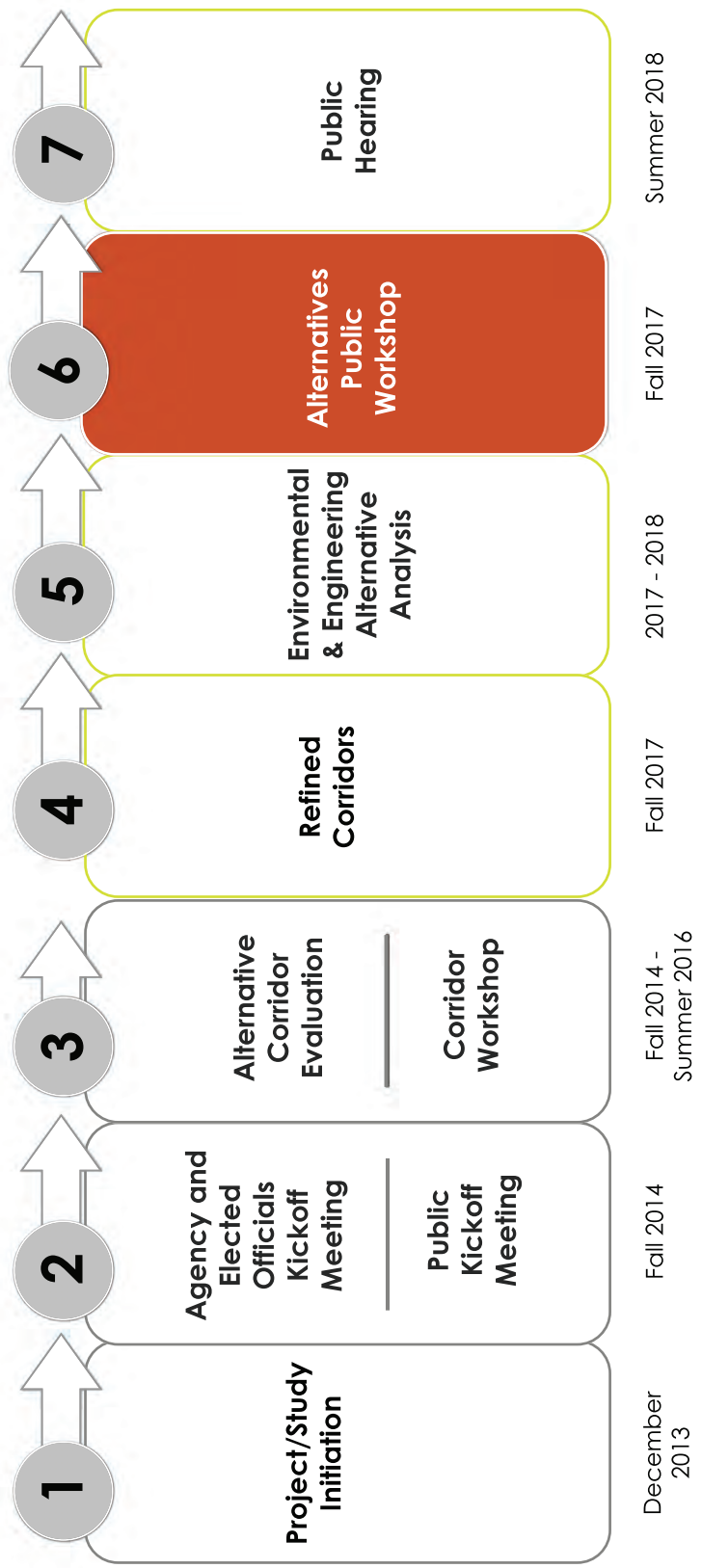
Current
Terminus of
SR 836 at
SW 137th
Avenue



View facing South

- Improve connectivity in the area
- Improve access to and from major employment, educational and commercial centers
- Provide north/south expressway access to serve existing and future travel demand
- Improve hurricane/emergency evacuation routes and travel times
- Evaluate multimodal transportation opportunities

PHASE 1: Corridor Analysis | **PHASE 2: Alternatives Analysis**



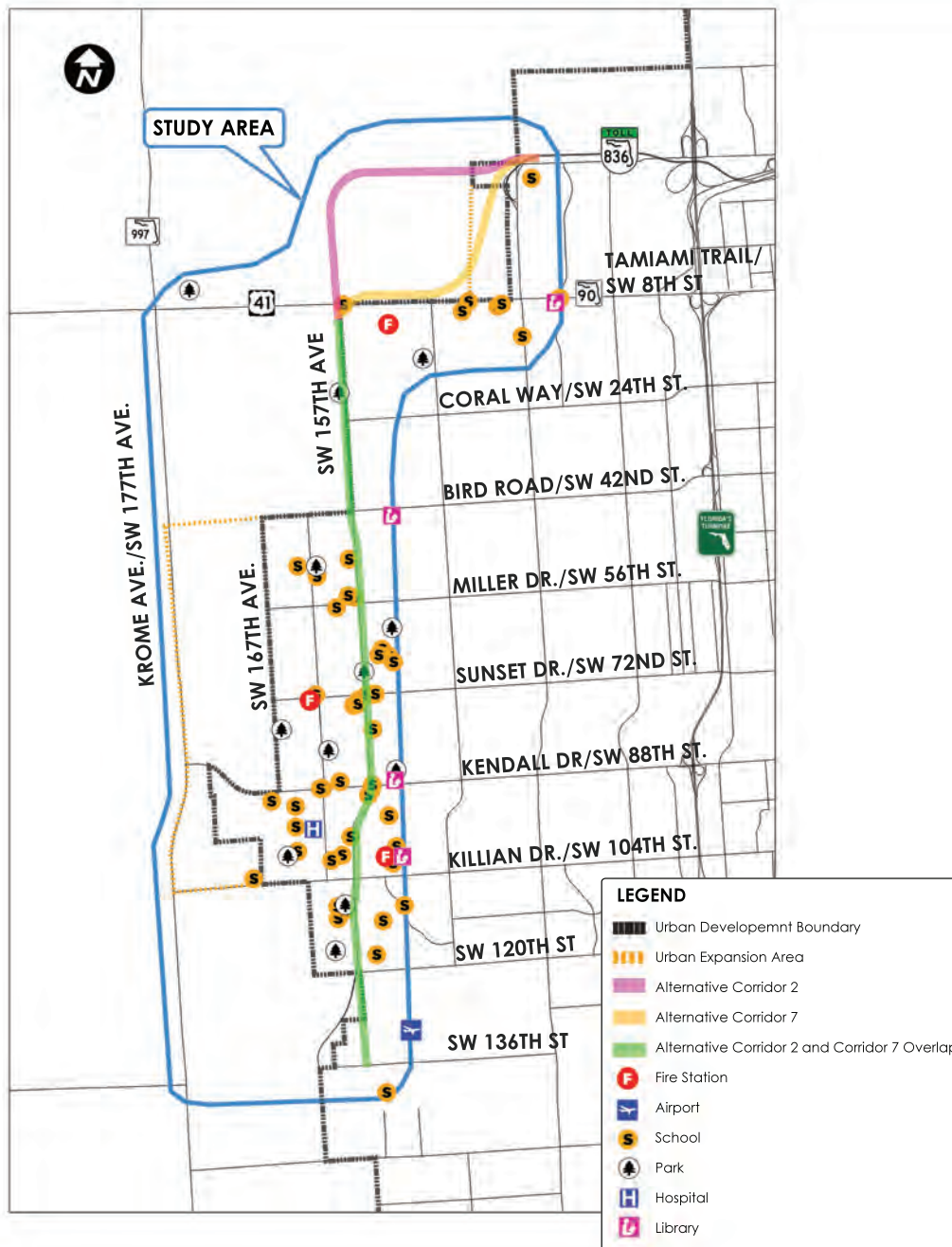
Public Involvement
 Citizens Advisory Committee Meetings
 Environmental Forums



ALTERNATIVE CORRIDOR SUMMARY EVALUATION

ALTERNATIVE CORRIDOR	Purpose and Need	Environmental Considerations	Engineering Considerations	Unique Issues	Total Score	FINAL RANKING (Higher Rank, Higher Benefit)	Recommended for Further Consideration
1	4	4	7	6	21	5	NO
2	9	2	2	9	22	7	NO
3	4	8	8	4	24	8	NO
4	2	5	4	1	12	1	NO
5a	2	6	3	3	14	2	NO
5b	1	6	10	1	18	3	NO
6	4	10	8	4	26	10	YES
7	9	1	1	10	21	5	NO
8	4	3	5	8	20	4	NO
9	4	9	6	6	25	9	YES

Alternative Corridor Evaluation (ACE) Study Note:
 The ACE results presented here tonight are based on preliminary analysis conducted to allow a planning level comparison among Alternative Corridors. Phase 2 involves the detailed analysis of the recommended corridors.



SUMMARY OF COMMUNITY IMPACTS

Corridor	Residential Parcels Affected (Number)	Parcels Affected (Number)	Property Owners (Number)	Relocations (Number)	Schools (Number)	Daycares (Number)	Neighborhoods (Number)	Parks (Acres)	Noise Sensitive Receptors (Number)
2	795	971	2146	2626	2	6	51	43	4408
7	827	1017	2155	2709	2	7	61	43	4540



COMMUNITY / CITIZENS ADVISORY COMMITTEE CONCERNS

- "This is the worst option."
- "Negatively impacts homes and communities."
- "Seems to impact a large population area. Shifts the traffic problems from Kendall to the community bordering this corridor."

836

ELIMINATED CORRIDORS AT SW 157 AVE

2

ALTERNATIVES ANALYSIS PROCESS

Start

Exhibit Area 1

Learn about the project's background, history and Purpose and Need. This Exhibit Area also includes an overview of the Project Development and Environment (PD&E) process and information regarding the project schedule and public involvement activities.

YOU ARE HERE

Exhibit Area 2

Learn about the Alternative Analysis process. This Exhibit Area also includes information on existing and proposed transit facilities as well as potential multi-modal improvement strategies being evaluated.

Exhibit Area 3

Learn about the Engineering Considerations. This Exhibit Area includes information on Corridors 1 and 2 including typical sections and potential interchange types to be evaluated.

Exhibit Area 4

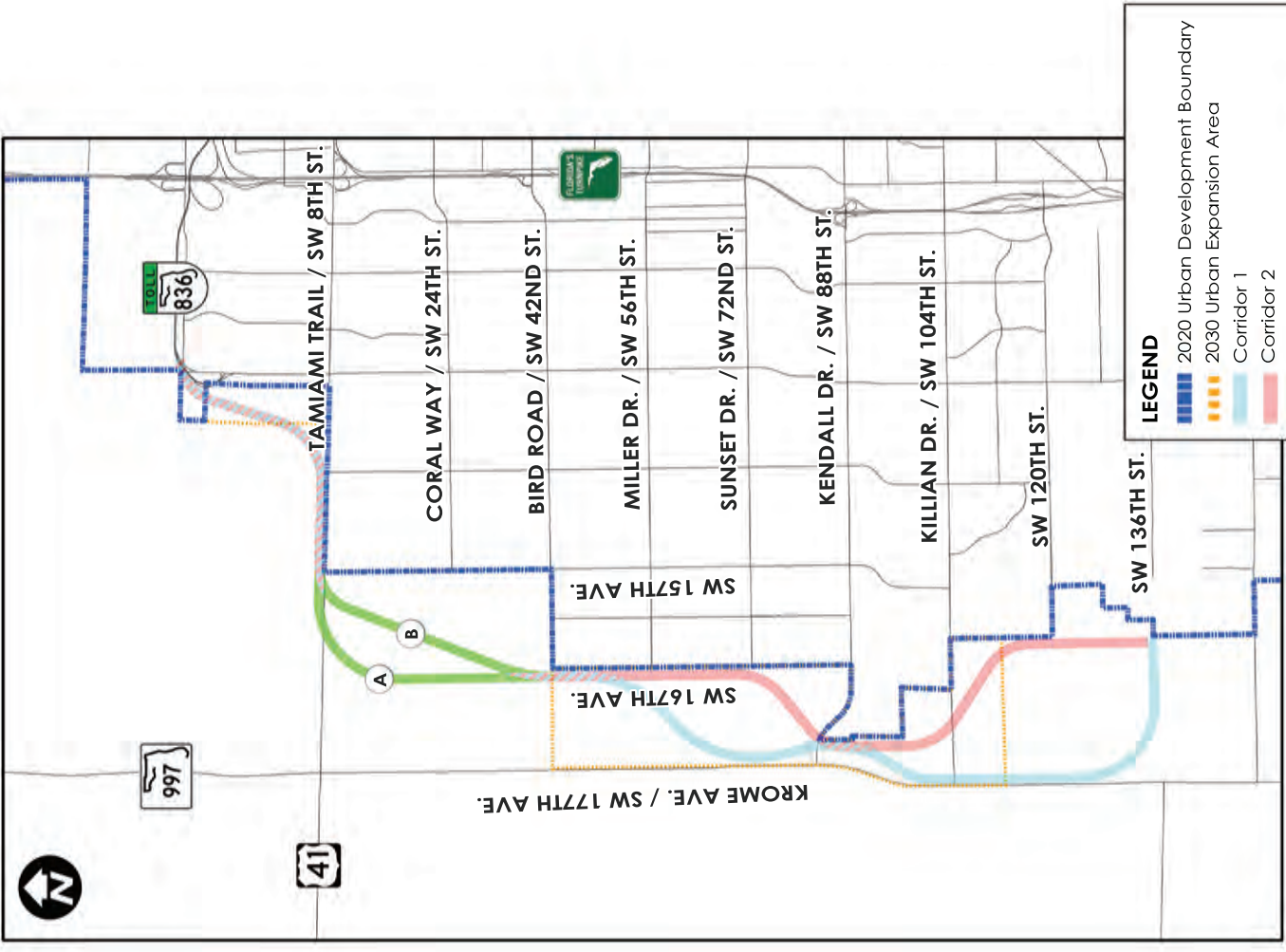
Learn about the Environmental Evaluation. This Exhibit Area summarizes the environmental analysis conducted within the study area.

End

836

MDX SR 836/DOLPHIN EXPRESSWAY
SOUTHWEST EXTENSION

Project Development and Environment (PD&E) Study
Miami-Dade County, Florida



LEGEND

- 2020 Urban Development Boundary
- 2030 Urban Expansion Area
- Corridor 1
- Corridor 2
- Alternate Corridor Segments
- Corridors 1 and 2 Overlap



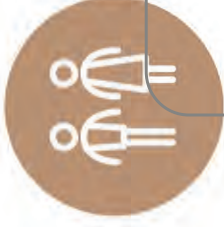
Engineering

- Purpose and Need
- Mobility and Traffic Operations
- Geometric Compliance to Design Criteria
- Accessibility
- Multimodal Accommodations
- Structures
- Drainage
- Right of Way Needs
- Utility Coordination
- Construction Costs
- Financial Feasibility



Environmental

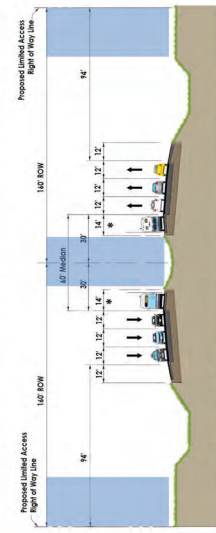
- **Socio-Cultural Environment**
- Land Use
- Social Considerations
- Community Services / Facilities
- Economic
- Relocation
- Archaeological and Historic
- **Natural Environment**
- Wetlands
- Water Quality
- Floodplains
- Wildlife and Habitat
- Farmlands
- Comprehensive Everglades Restoration
- **Physical Environment**
- Air
- Noise
- Contamination



Public Involvement

- **Stakeholder Input**
- Public
- Homeowners within study area
- Federal, State and Local Agencies
- Environmental Groups
- Others
- **Opportunities for Input**
- Kick off Meetings
- Corridor Workshop
- Alternatives Public Workshop
- Public Hearing
- Citizens Advisory Committee
- Environmental Forum
- Presentations / Meetings
 - As requested
 - Homeowner's Associations
 - Federal, State and Local Agencies
 - Industry

Sample Shared Use Paths



Walking Multi-Use Trail along SR 836 between NW 107th Avenue and NW 87th Avenue (View Facing South)

MDX will further evaluate in Phase II the potential to incorporate the following multimodal improvements:

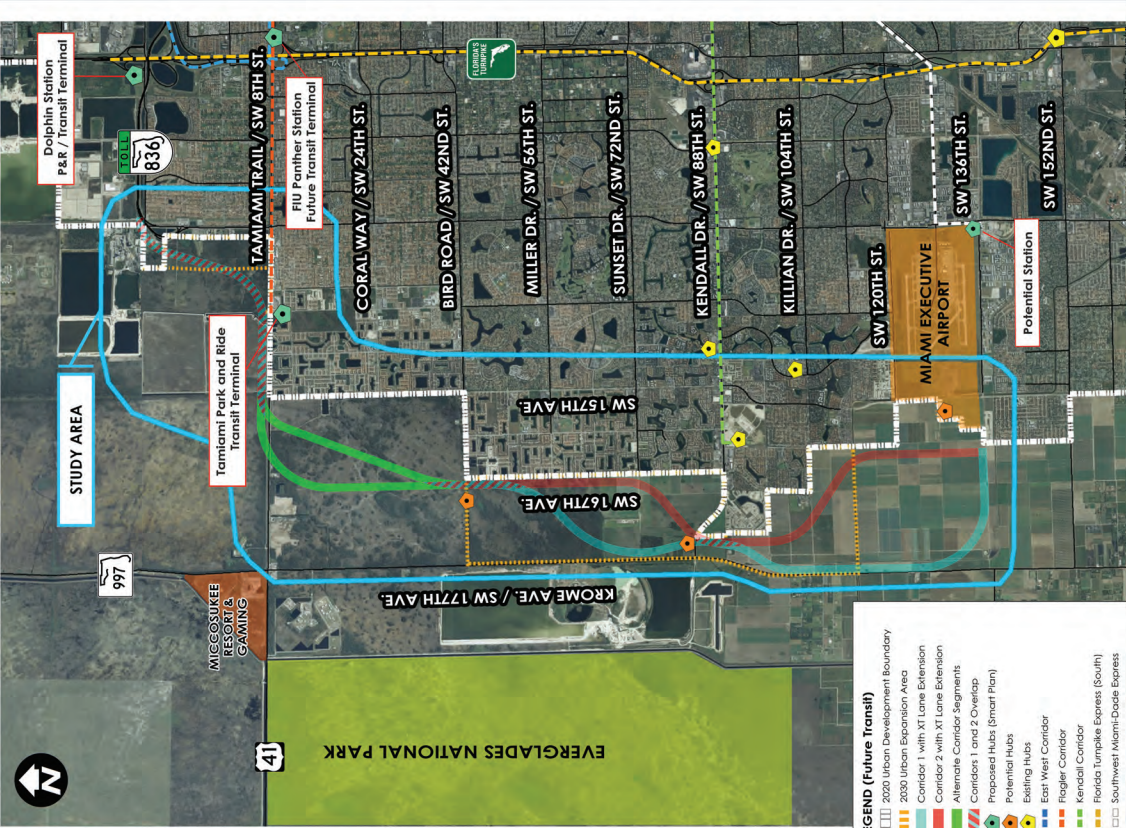
Facilitate future Express Transit service providing connectivity to the other express transit routes such as the SR 836 Express along SR 836 and similar services along SW 8th Street (Tamiami Trail) and Flagler Street.

Potential transit hubs can be strategically located near proposed interchanges to facilitate Express Transit service transfers.

The footprint for the SR 836/Dolphin Expressway Southwest Extension could incorporate a future Multi-Use Trail which may be used as a buffer between developed areas and the expressway. This could provide pedestrian and bicycle access to the park and ride facilities and help build Miami-Dade County's Greenway system supporting the County's policies to further enhance connections within the community while promoting multimodal travel.



Proposed Dolphin Station Park & Ride / Transit Terminal (View Facing North)



ENHANCED MULTIMODAL CONNECTIVITY





STUDY AREA

997

TOLL
836

MICCOSUKEE
RESORT &
GAMING

41

TAMIAMI TRAIL / SW 8TH ST.

A

B

SW 157TH AVE.

CORAL WAY / SW 24TH ST.



EVERGLADES NATIONAL PARK

KROME AVE. / SW 177TH AVE.

SW 167TH AVE.

BIRD ROAD / SW 42ND ST.

MILLER DR. / SW 56TH ST.

SUNSET DR. / SW 72ND ST.

West Kendall Transit Terminal

Kendall Dr. and SW 150 Ave. P&R

KENDALL DR. / SW 88TH ST.

Kendall Dr. and SW 127 Ave. P&R

Hammocks Town Center

KILLIAN DR. / SW 104TH ST.

SW 120TH ST.

MIAMI EXECUTIVE AIRPORT

SW 136TH ST.

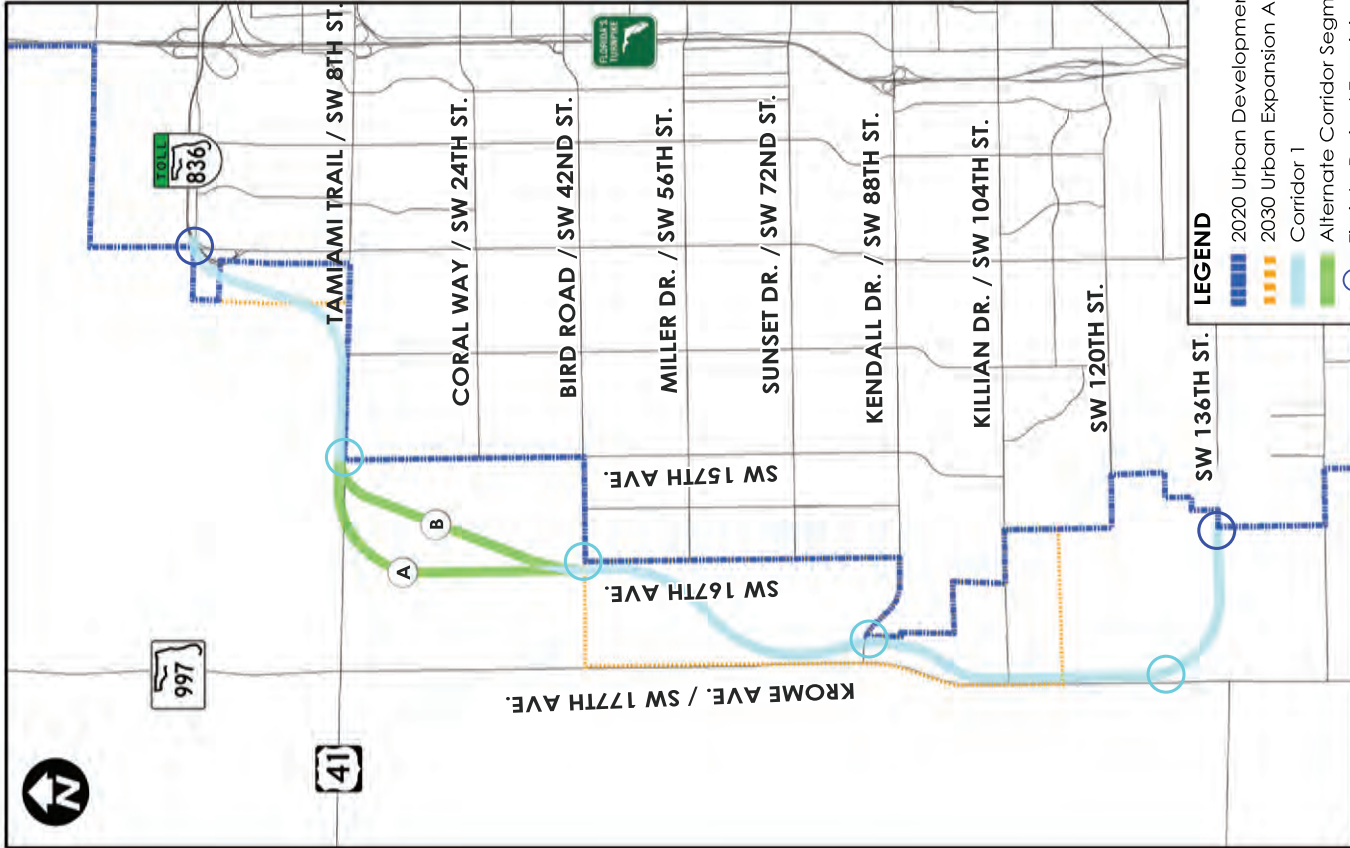
Coral Reef Dr./Florida's Turnpike P&R

LEGEND (MDT Existing Transit)

- 2020 Urban Development Boundary
- 2030 Urban Expansion Area
- Corridor 1
- Corridor 2
- Alternate Corridor Segments
- Corridors 1 and 2 Overlap
- Existing Hubs
- Route 288
- Route 272
- Route 252
- Route 204
- Route 137
- Route 136
- Route 104
- Route 88
- Route 72
- Route 56
- Route 51
- Route 40
- Route 24

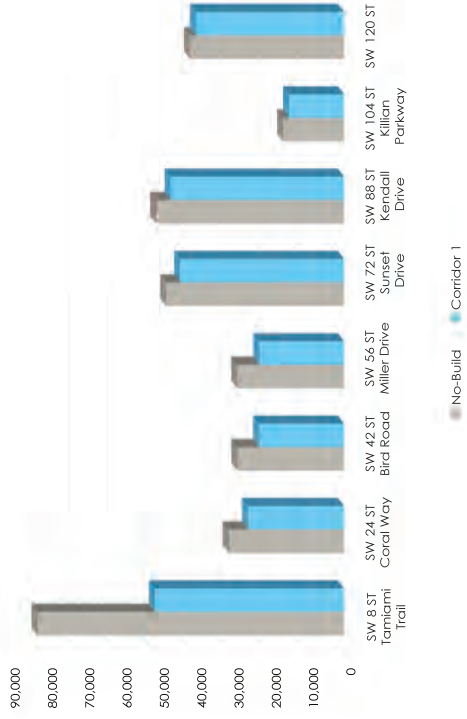


EXISTING TRANSIT



- LEGEND**
- 2020 Urban Development Boundary
 - 2030 Urban Expansion Area
 - Corridor 1
 - Alternate Corridor Segments
 - Tie into Project Termini
 - Potential Interchange

Arterial Total Daily Volume



SR 836 Total Daily Volume



Future Traffic Patterns

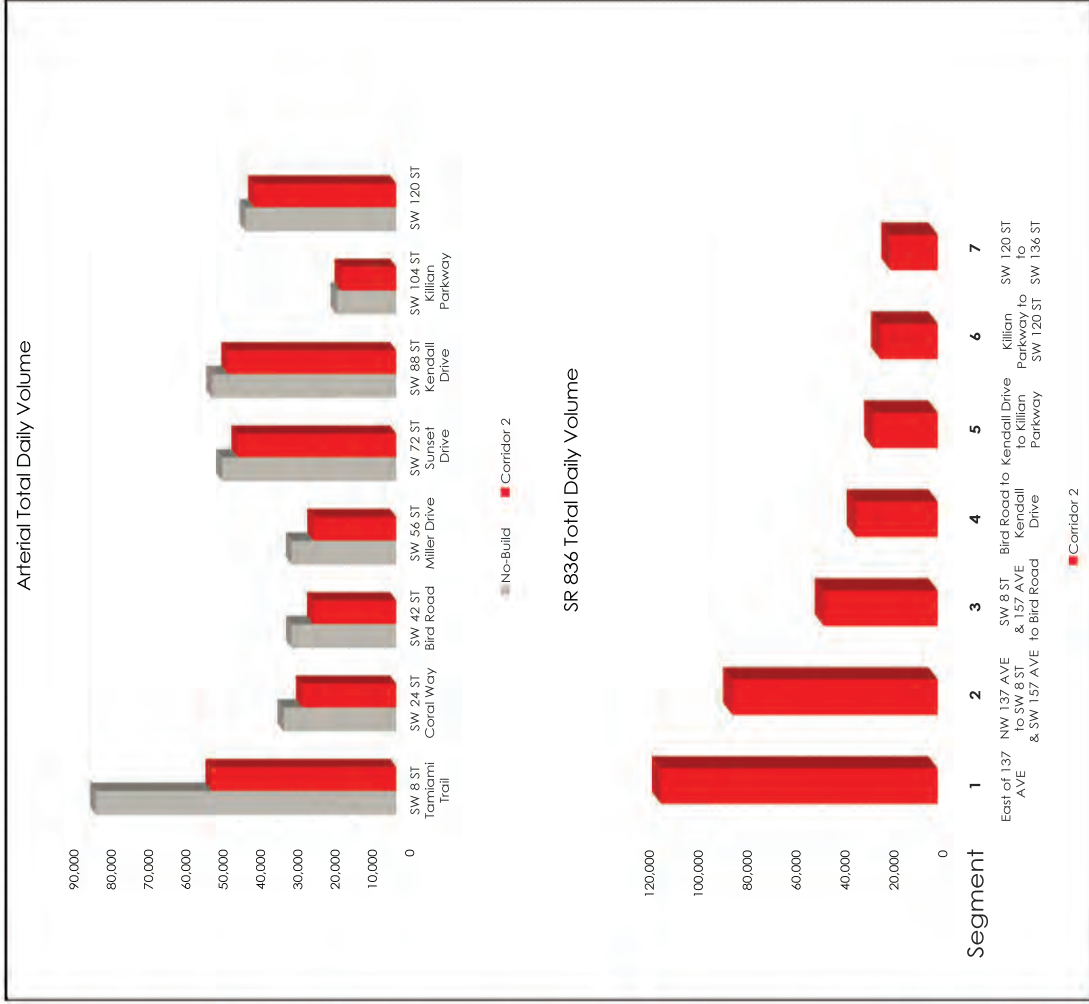
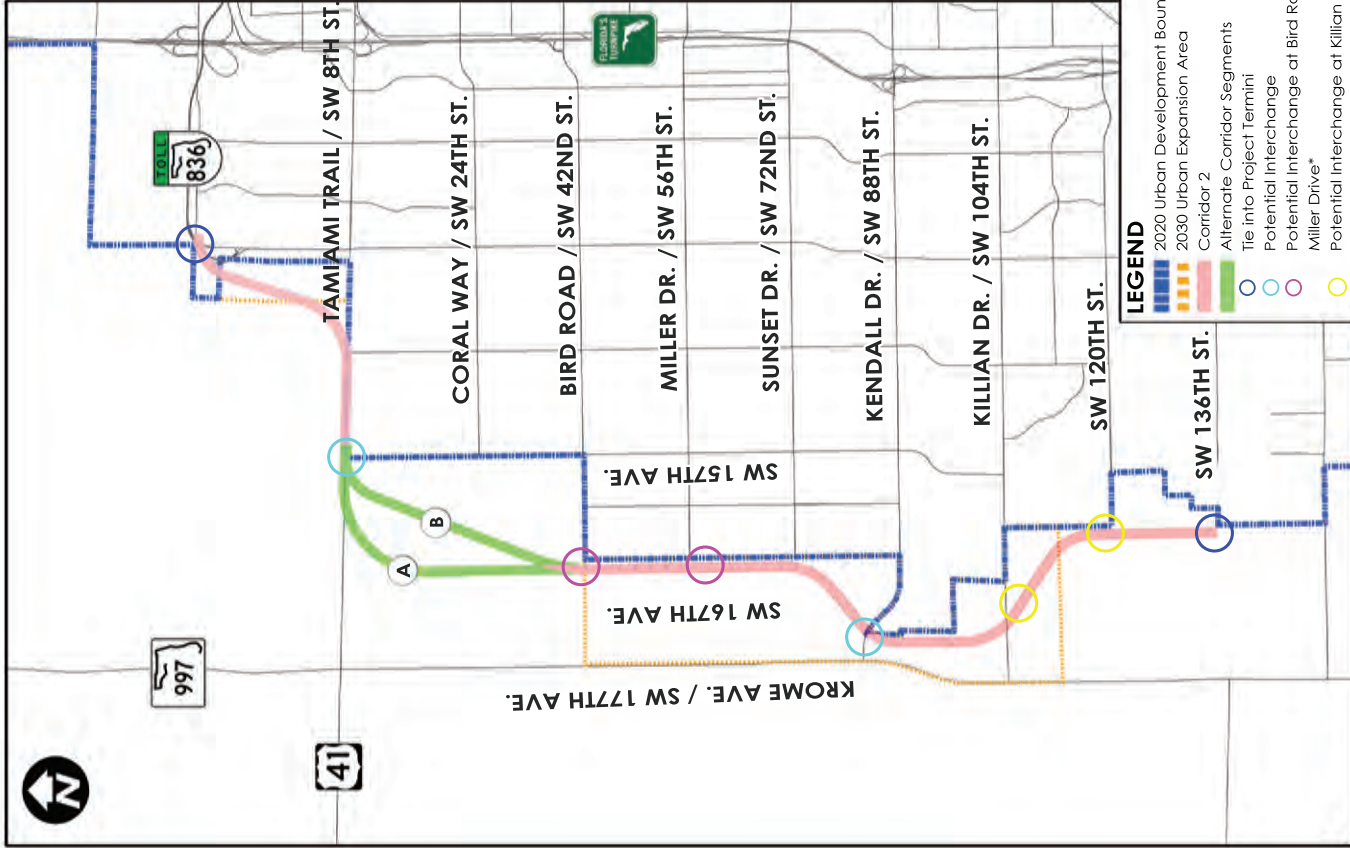
SR 836 Corridor 1 compared with No-Build conditions
 -Summed daily traffic for all arterial streets drops by **267 thousand vehicles**

-Just west of 137th Avenue, east/west daily traffic flows on arterials decrease by **62 thousand vehicles**

-AM peak directional flow reduced **from 62% to 51%** of total two-way traffic volume (more balanced)

-Study area vehicle hours traveled decrease by **3.5%**

-Peak period congested speeds increase approximately **5%** within our study area



Future Traffic Patterns

SR 836 Corridor 2 compared with No-Build conditions
 -Summed daily traffic for all arterial streets drops by **244 thousand vehicles**

- Just west of 137th Avenue, east/west daily traffic flows on arterials decrease by **64 thousand vehicles**
- AM peak directional flow reduced **from 62% to 51%** of total two-way traffic volume (more balanced)
- Study area vehicle hours traveled decrease by **3.5%**
- Peak period congested speeds increase approximately **6%** within our study area

3

ENGINEERING CONSIDERATIONS

Start

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YOU
ARE
HERE

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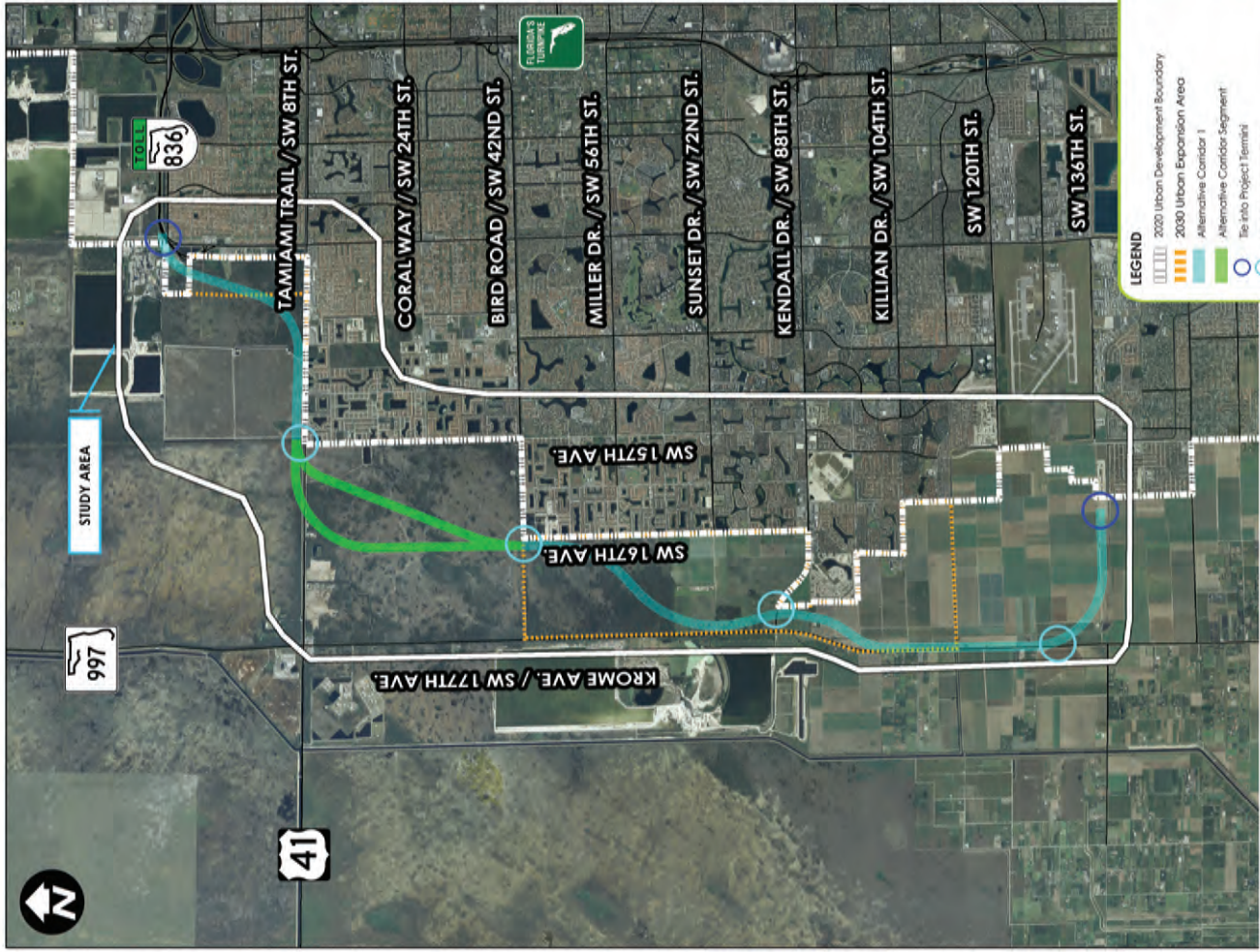
End

836

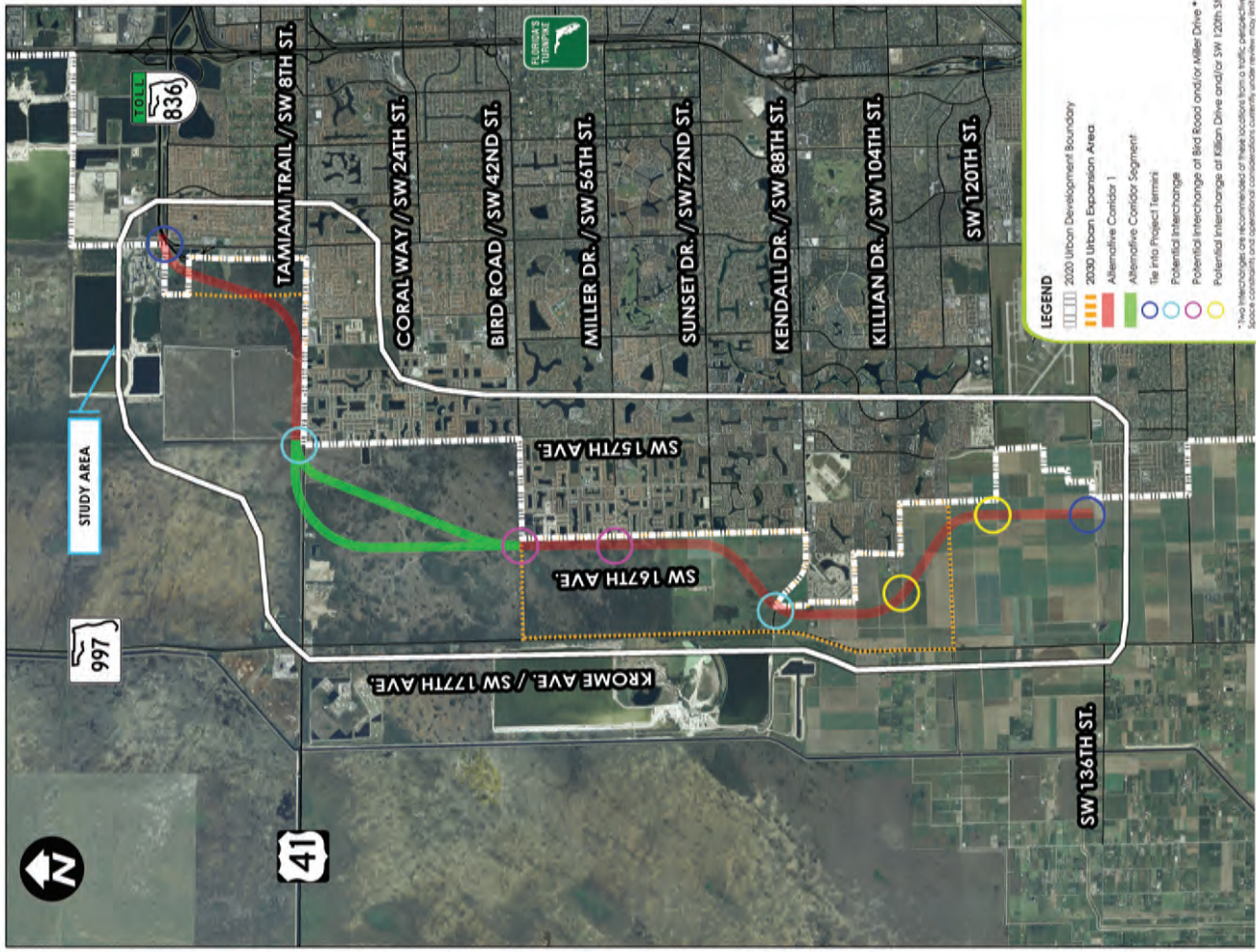
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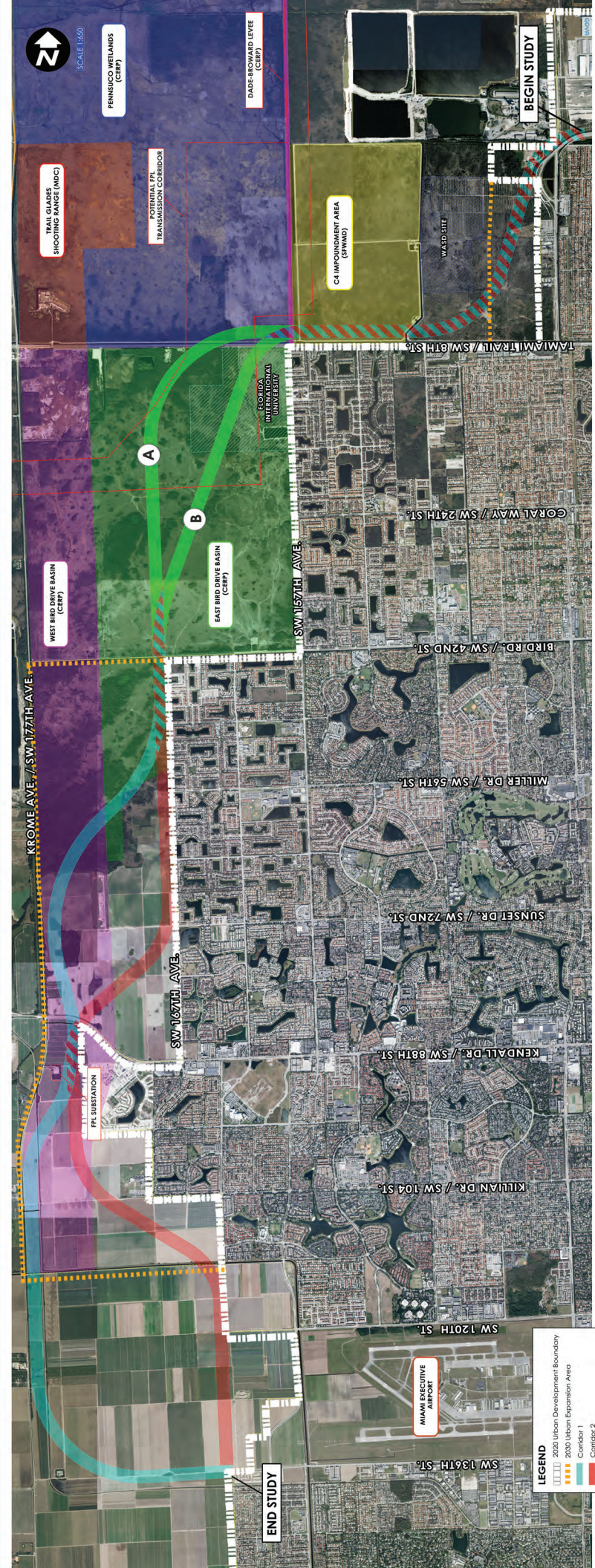
Project Development and Environment (PD&E) Study
Miami-Dade County, Florida

CORRIDOR 1



CORRIDOR 2



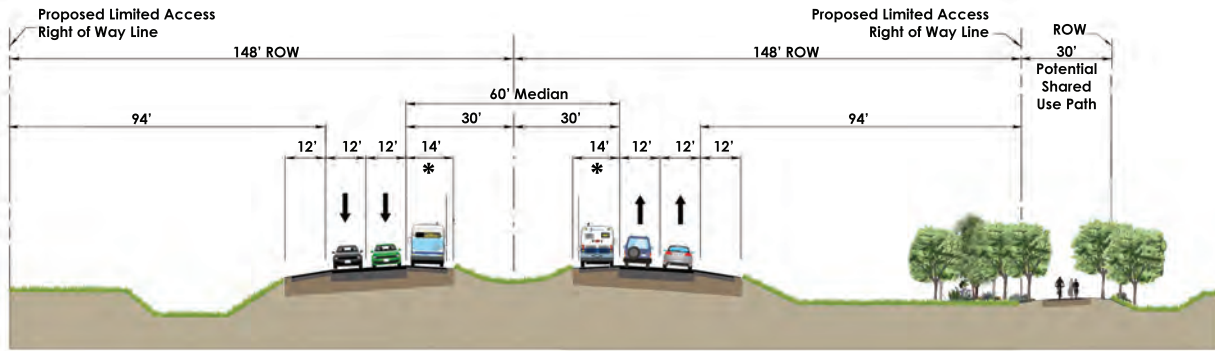


LEGEND

- ▬ 2020 Urban Development Boundary
- ▬ 2030 Urban Expansion Area
- ▬ Corridor 1
- ▬ Corridor 2
- ▬ Alternate Corridor Segments
- ▬ Corridors 1 and 2 Overlap

CORRIDORS 1 AND 2

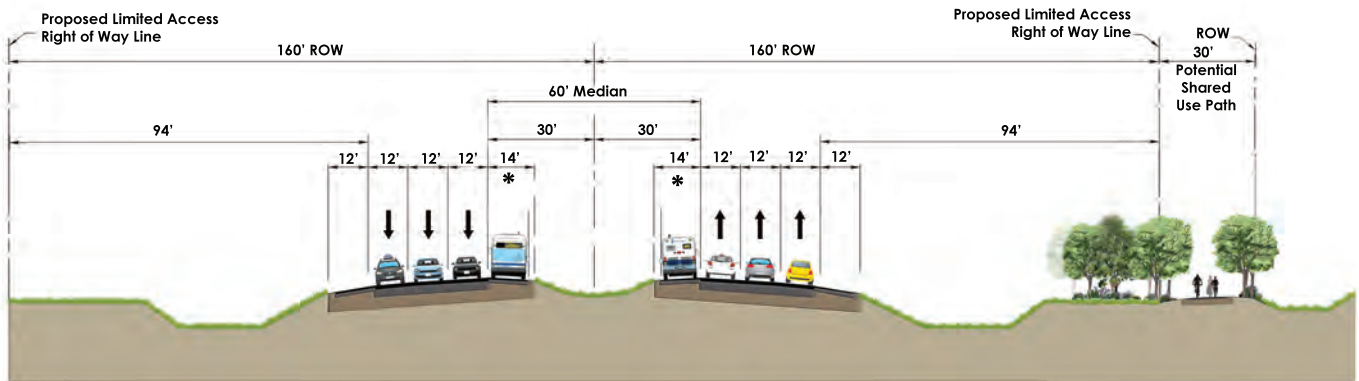
FOUR LANE TYPICAL SECTION



TYPICAL SECTION NOTES

*12-ft inside paved shoulder and peak hour express transit/technology lane

SIX LANE TYPICAL SECTION

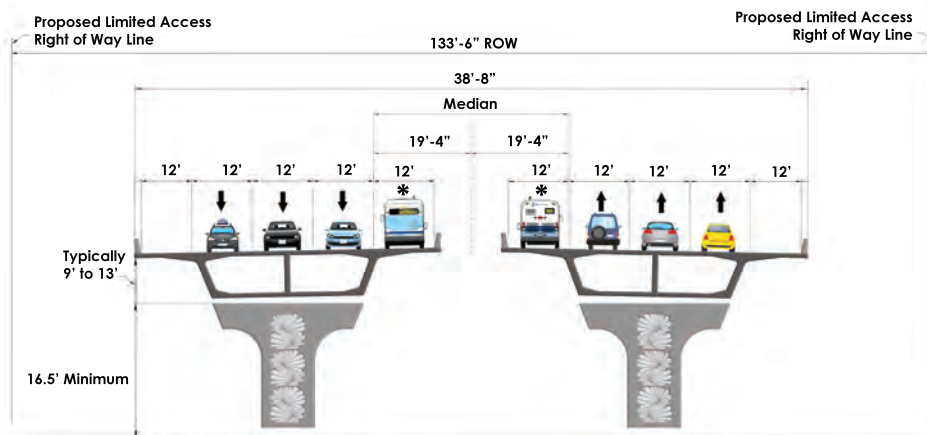


TYPICAL SECTION NOTES

*12-ft inside paved shoulder and peak hour express transit/technology lane

ELEVATED TYPICAL SECTION

Under consideration for use in sensitive areas as appropriate



TYPICAL SECTION NOTES

*12-ft inside paved shoulder and peak hour express transit/technology lane





DIAMOND INTERCHANGE WITH ACCESS TO AND FROM ONE SIDE OF SR 836



DIAMOND INTERCHANGE WITH ACCESS TO AND FROM BOTH SIDES OF SR 836



PARTIAL DIVERGING DIAMOND INTERCHANGE WITH ACCESS TO AND FROM ONE SIDE OF SR 836



DIVERGING DIAMOND INTERCHANGE WITH ACCESS TO AND FROM BOTH SIDES OF SR 836



TRUMPET INTERCHANGE WITH ACCESS TO AND FROM ONE SIDE OF SR 836



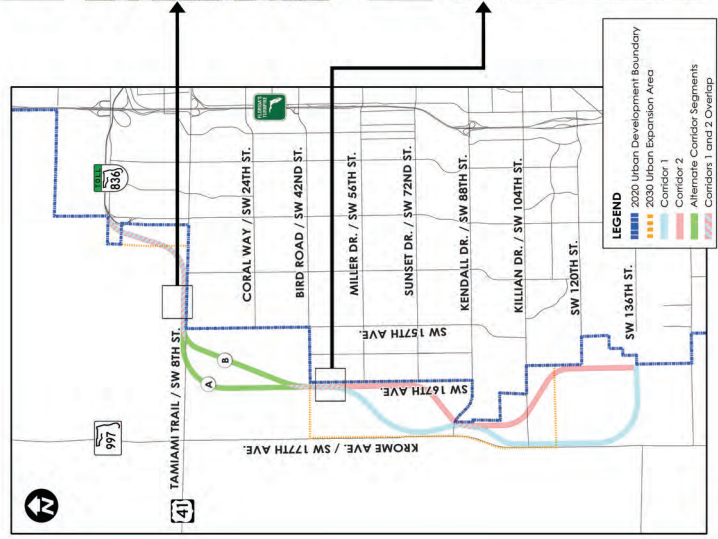
TWO LOOP PARTIAL CLOVERLEAF WITH ACCESS TO AND FROM BOTH SIDES OF SR 836

NOTE:

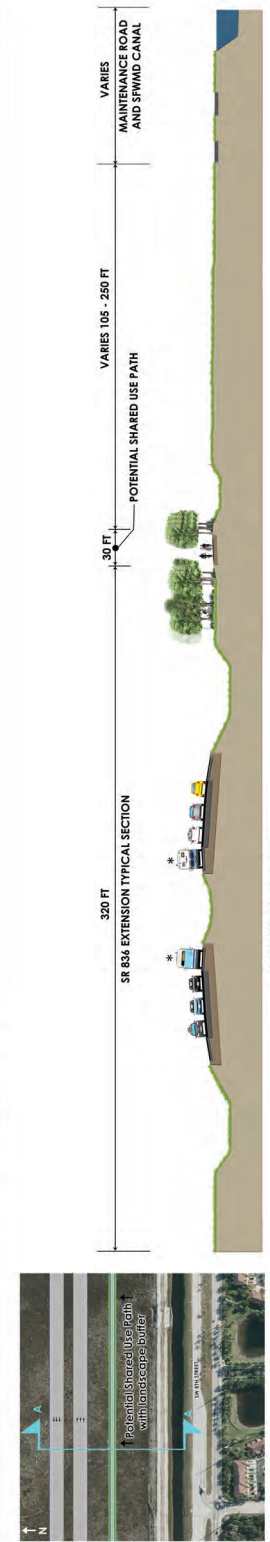
- Sample Interchanges Shown
- —> Indicates Interchange Movements



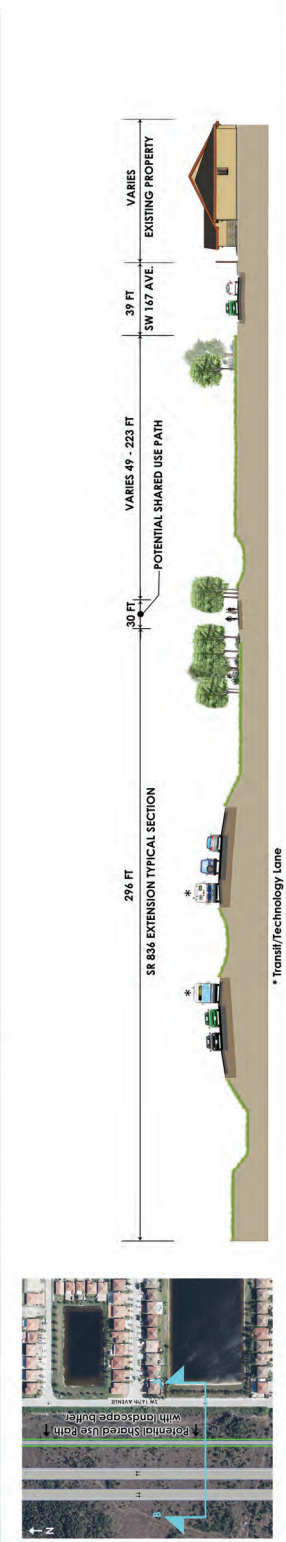
POTENTIAL INTERCHANGE TYPES



SECTION A-A: Six Lane Divided Typical Section



SECTION B-B: Four Lane Divided Typical Section



4

ENVIRONMENTAL CONSIDERATIONS

Start

Exhibit Area 1

Learn about the project's background, history and Purpose and Need. This Exhibit Area also includes an overview of the Project Development and Environment (PD&E) process and information regarding the project schedule and public involvement activities.

Exhibit Area 2

Learn about the Alternative Analysis process. This Exhibit Area also includes information on existing and proposed transit facilities as well as potential multi-modal improvement strategies being evaluated.

Exhibit Area 3

Learn about the Engineering Considerations. This Exhibit Area includes information on Corridors 1 and 2 including typical sections and potential interchange types to be evaluated.

YOU
ARE
HERE

Exhibit Area 4

Learn about the Environmental Evaluation. This Exhibit Area summarizes the environmental analysis conducted within the study area.

End

836

MDX SR 836/DOLPHIN EXPRESSWAY
SOUTHWEST EXTENSION

Project Development and Environment (PD&E) Study
Miami-Dade County, Florida



997

STUDY AREA

TOLL
836

41

11

5

4

3

2

1

TAMIAMI TRAIL / SW 8TH ST.

KROME AVE. / SW 177TH AVE.

7

6

CORAL WAY / SW 24TH ST.

SW 167TH AVE.

SW 157TH AVE.

BIRD ROAD / SW 42ND ST.

8

MILLER DR. / SW 56TH ST.

SUNSET DR. / SW 72ND ST.

KENDALL DR. / SW 88TH ST.

9

KILLIAN DR. / SW 104TH ST.

SW 120TH ST.

10

SW 136TH ST.



LEGEND

- 2020 Urban Development Boundary
- 2030 Urban Expansion Area
- Corridor 1
- Corridor 2
- Alternate Corridor Segments
- Corridors 1 and 2 Overlap
- 1 Proposed MDC Waste Water Treatment Plant
- 2 C-4 Impoundment Area (SFWMD)
- 3 Dade-Broward Levee (CERP)
- 4 Pennsuco Wetlands (CERP)
- 5 Trail Glades Shooting Range (MDC)
- 6 West Bird Drive Basin (CERP)
- 7 East Bird Drive Basin
- 8 West Wellfield (MDC)
- 9 Baptist Hospital (West Kendall)
- 10 Miami Executive Airport (MDC)
- 11 Miccosukee Resort & Gaming



NATURAL and PHYSICAL FEATURES



STUDY AREA



Lehigh Archeological Zone



TAMIAMI TRAIL / SW 8TH ST.

KROME AVE. / SW 177TH AVE.

CORAL WAY / SW 24TH ST.

SW 157TH AVE.

BIRD ROAD / SW 42ND ST.

L and L Archeological Zone

SW 167TH AVE.

MILLER DR. / SW 56TH ST.



SUNSET DR. / SW 72ND ST.



KENDALL DR. / SW 88TH ST.

KILLIAN DR. / SW 104TH ST.

SW 120TH ST.

SW 136TH ST.

LEGEND

- 2020 Urban Development Boundary
- 2030 Urban Expansion Area
- Corridor 1
- Corridor 2
- Alternate Corridor Segments
- Corridors 1 and 2 Overlap
- Known Archeological Sites
- Farmlands of Unique Importance

Potential for Archeological Zones

- High
- Moderate



CULTURAL FEATURES