



WELCOME

Presentation begins at 6:30 p.m.

mdxway.com



Tere Garcia:

Good evening. The Miami-Dade Expressway Authority would like to welcome you to the public hearing for the SR 836 Southwest Extension known also as the Kendall Parkway Project Development & Environment Study.

Buenas noches y bienvenidos a esta vista o audiencia pública. Si hay alguna persona en el público que necesite traducción al español, Por favor levante la mano para proveerles la traducción o para ayudarlos al final de la presentación.

Today's Meeting

- ✓ Open House
- ✓ Presentation
- ✓ Receive Comments from Residents and Stakeholders



SR 836/Dolphin Expressway Southwest Extension PD&E



Tere Garcia:

Covers the points of the public hearing including the presentation, the testimony, the time allotted to each speaker and if there are any questions they will be answered in writing if they are stated on the record. If not they can stay after the public hearing to ask on a one to one basis with the technical team as well as if you have questions on land acquisition.

Open House

Presentation

Receive Comments from Residents and Stakeholders

Now to start the formal part of the presentation I am going to leave you with Mayra Diaz, MDX Planning Manager.



MDX SR 836/DOLPHIN EXPRESSWAY
SOUTHWEST EXTENSION
Project Development and Environment
PD&E Study
Miami-Dade County, Florida
Public Hearing

December 13, 2018
ETDM NUMBER: 11482
MDX WORK PROGRAM NO.: 83618

mdxway.com



Mayra Diaz

Good evening, ladies and gentlemen. My name is Mayra Diaz. I am the Miami Dade Expressway Authority, or MDX, planning manager for this SR 836 Southwest Extension known also as the Kendall Parkway Project Development & Environment Study.

At this time, we would like to recognize any state, county or city officials who may be present tonight. (We will give you a list and at the end ask if there is anyone else you missed)

MDX has been conducting a study to evaluate the feasibility of a southwest extension of the Dolphin Expressway as a new north south segment that would start at the Dolphin current terminus at NW 137th Avenue to SW 136 Street close to SW 157th Avenue.

Here with me tonight are:

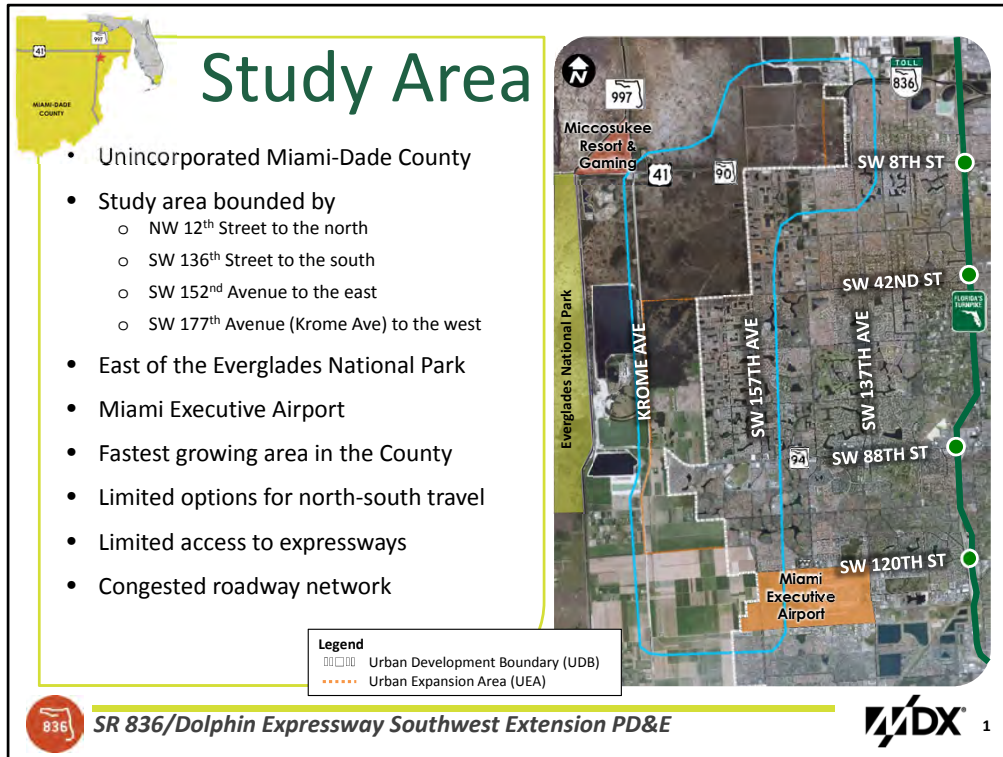
Ms. Silvia Beltre, Consultant Project Manager with Stantec
And other representatives of MDX and the consultant project team.

This project is part of a more comprehensive vision of improved mobility for Miami-Dade County and the Kendall area. MDX on-going projects, along with the Kendall Parkway, are aimed to enhance an integrated transportation network. MDX projects include: the complete reconstruction of the Dolphin Expressway; the widening of the existing SR 836

extension from the Turnpike to 137th avenue; the construction of new ramp connections between SR 836 and the Turnpike in the Dolphin area; the new ramps from SR 874 (Don Shula Expressway) to SW 128th street; and the operation of an MDX Express bus service between the recently built Dolphin Park and Ride and Downtown Miami.

For more information visit MDX work program at www.mdxway.com or communicate with MDX representatives here tonight.

We will now begin with the presentation. As Tere said, at the end of the presentation we will be calling the speakers to the microphones for your testimony. It is important to put your comments on the record so if you have a question please state it for the record, and we will respond in writing or stay after the public hearing has been closed and we can answer on a one on one basis.



Silvia Beltre

The proposed study area is located within unincorporated Miami-Dade County and is generally bounded by NW 12th Street to the north, SW 136th Street to the south, SW 152nd Avenue to the east, and SW 177th Avenue (Krome Avenue) to the west. The study area is located east of the Everglades National Park in one of the fastest growing areas in the County.

The extension of the SR 836/Dolphin Expressway is needed to address the existing and projected traffic congestion within the Urban Development Boundary. While the southwest area of Miami-Dade County is expected to grow in terms of population, the employment growth is predicted to be aggregately higher in the northwest and central areas of the County. These areas of growth indicate a need for additional mobility and connectivity options. The limited capacity of the existing expressway and arterial roadway network in the area to serve the existing needs and the needs of the traffic generated by this growth, does not support those options. The SR 836/Dolphin Expressway Southwest Extension project would help satisfy this need.

Public Hearing Purpose

Share information with the public about:

- the Project Development and Environment (PD&E) process
- the Recommended Alternative
- the proposed improvements;
- its conceptual design;
- alternatives under study; and
- the potential beneficial and adverse social, economic, and environmental impacts upon the community.

Serve as an official forum for the public to express their opinions and provide comments regarding the project



SR 836/Dolphin Expressway Southwest Extension PD&E



The purpose of this public hearing is to share information with the general public about the Project Development and Environment (or PD&E) study process, the Recommended Alternative, the proposed improvement; its conceptual design; all alternatives under study; and the potential beneficial and adverse social, economic, and environmental impacts upon the community.

The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and provide comments regarding the project.

Laws and Regulations

This Public Hearing is being held in accordance with:

- Chapter 23 of the 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"



SR 836/Dolphin Expressway Southwest Extension PD&E



With regards to this study and the rules and procedures governing the public hearing, although not required as this is not a federally funded project, the Miami-Dade Expressway Authority (MDX) has chosen to abide by the following regulations shown on this slide.

This Public Hearing was first advertised in November and again in December in the Miami Herald and El Nuevo Herald consistent with federal and state requirements. In addition, adjacent property owners, interested citizens, and elected and public officials as well as agencies were notified by letter of tonight's meeting. This meeting is being conducted consistent with the Americans with Disabilities Act of 1990.

Title VI

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.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either:

Tere Garcia, Public Information Officer

Phone: 786-277-9292

Email: tgarcia@mdxway.com

Mayra Diaz, Planning Manager

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Miami-Dade Expressway Authority

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SR 836/Dolphin Expressway Southwest Extension PD&E



4

Miami Dade Expressway Authority complies with various non-discriminatory laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express their concerns relative to Title VI may do so by contacting either:

Tere Garcia, Public Information Officer or Mayra Diaz, Planning Manager at the information shown on this slide

Study Objectives

The Miami-Dade Expressway Authority (MDX) follows the Project Development and Environment (PD&E) Study process developed by the Florida Department of Transportation to evaluate the social, environmental, economic, and engineering impacts associated with a proposed transportation improvement.

MDX also follows this process to support decisions concerning if, where, and what should be built to address the identified transportation needs.



SR 836/Dolphin Expressway Southwest Extension PD&E



The Miami-Dade Expressway Authority follows the Project Development and Environment or PD&E Study process developed by the Florida Department of Transportation to evaluate the social, environmental, economic, and engineering impacts associated with a proposed transportation improvement.

This process also supports decisions concerning if, where, and what should be built to address the identified transportation needs.

Purpose and Need

- Improve system connectivity
- Improve access to and from the area to major employment, educational and commercial centers
- Improve mobility for people and goods to serve existing and future travel demand
- Improve hurricane/emergency evacuation routes and travel times
- Evaluate multimodal transportation opportunities



SR 836/Dolphin Expressway Southwest Extension PD&E



The primary purpose of the SR 836/Dolphin Expressway Southwest Extension is to:

- Improve system connectivity
- Improve access to and from the area to major employment, education and commercial centers and
- Improve mobility for people and goods by providing north-south expressway access to serve existing and future travel demand

Secondary purposes include:

- Improving hurricane/emergency evacuation routes and travel times and
- Evaluating multimodal transportation opportunities to improve connectivity to the fast-growing southwest area of Miami-Dade County

Summary of Outreach Conducted

- **Federal Agencies**
- **State Agencies**
- **Local Agencies**
- **Miccosukee Tribe of Indians of Florida Annual Meeting**
- **Public Kickoff Meeting** (September 4, 2014)
- **Agency / Elected Officials Kickoff Meeting** (September 4, 2014)
- **Corridor Workshop** (June 30, 2016)
- **Public Information Workshop** (October 30, 2017)
- **Public Hearing** (December 13, 2018)
- **Citizens Advisory Committee Meetings**
 - ✓ November 2014
 - ✓ November 2015
 - ✓ October 2017
 - ✓ March 2018
- **Environmental Forums**
 - ✓ February 2015
 - ✓ March 2016
- **Other Stakeholders**



SR 836/Dolphin Expressway Southwest Extension PD&E



Throughout the study, MDX has conducted numerous outreach efforts to provide project stakeholders various opportunities for input. These approaches included the creation of a Citizens Advisory Committee and the establishment of an Environmental Forum which provided opportunities for both local residents and business owners and environmental groups to provide input throughout the process.

Agency Coordination

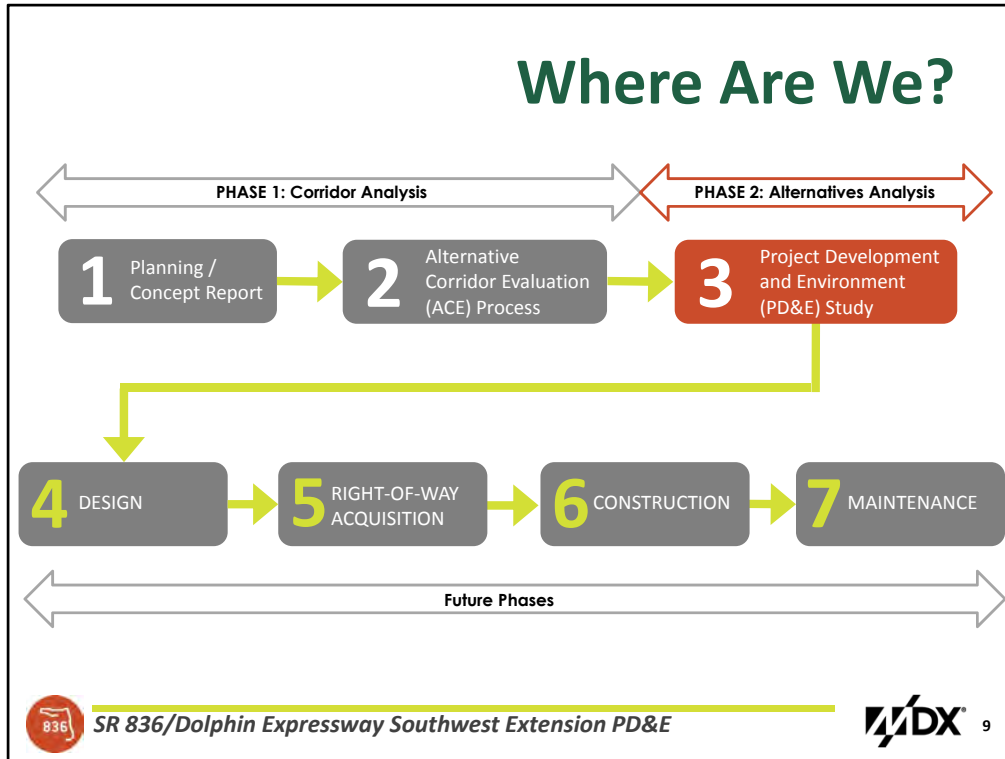
- U.S. Department of the Interior
- U.S. Army Corps of Engineers
- Florida Department of Environmental Protection
- Florida Department of Transportation
- South Florida Water Management District
- Miami-Dade Water and Sewer Department
- Miami-Dade Department of Transportation and Public Works
- Miami-Dade 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
- South Florida Regional Planning Council



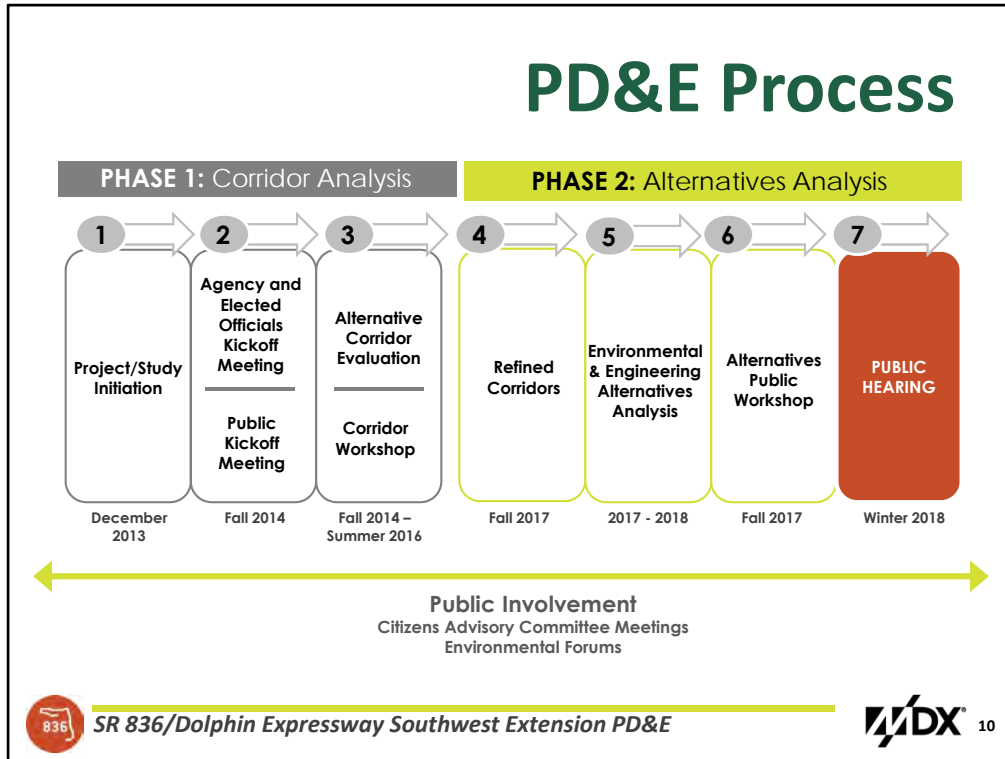
SR 836/Dolphin Expressway Southwest Extension PD&E



Equally as important was the need to coordinate with the various local, state and federal agencies throughout the study process.



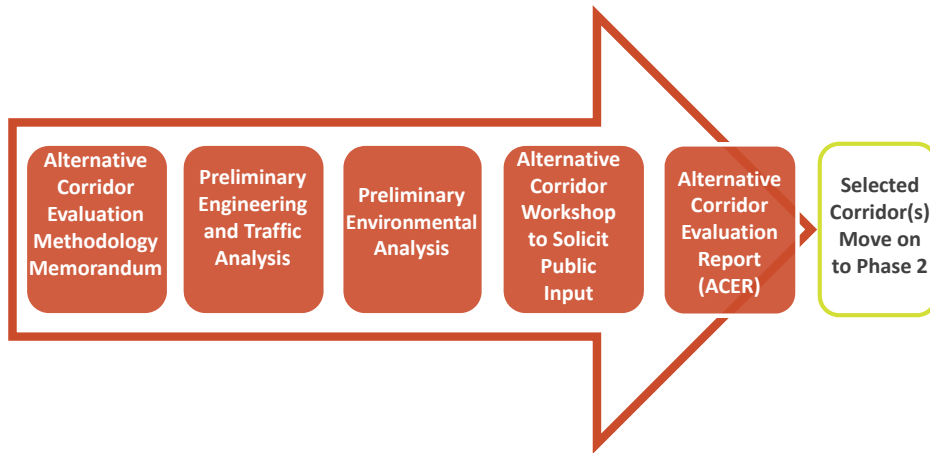
This graphic represents the project development and delivery process for transportation projects prepared by MDX. The process begins with planning studies and ends with a constructed project. The MDX project development process is a comprehensive process involving: Planning, Project Development & Environment, Design, Right of Way, and Construction phases. This study is in the Project Development and Environment (PD&E) Phase shown in dark orange. As part of this effort, MDX performs alternatives analysis, conducts environmental studies, and identifies a preferred alternative to move forward to the Design phase.



We are currently at the Public Hearing stage of the PD&E process. Before this hearing, the public was invited to attend the Public Kick-Off Meeting in September of 2014, a Corridor Workshop in June of 2016 and a Public Information Workshop in October of 2017. Comments from all public meetings were considered in the design of the alternatives on display today. The public hearing is an opportunity during the PD&E process for the public to provide comments about the study.

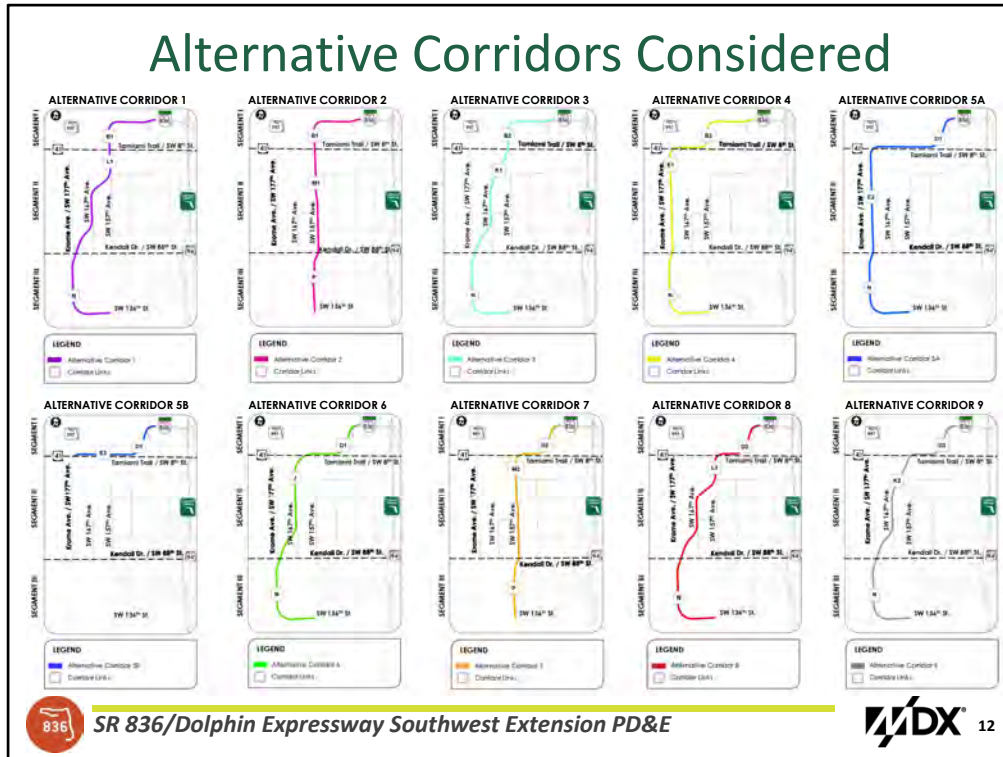
Phase 1: Corridor Analysis ACE Process

(Alternative Corridor Evaluation)

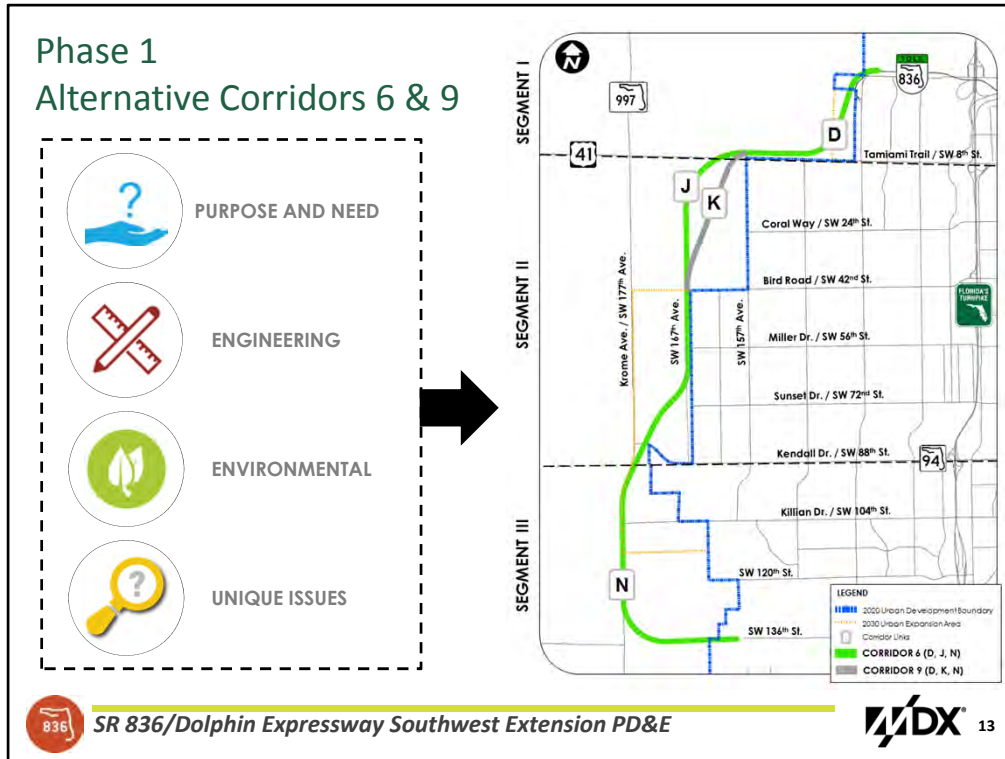


An Alternative Corridor Evaluation or ACE process was performed during Phase 1 of this PD&E Study. The ACE process is a consistent, coordinated, and documented method for corridor identification and evaluation. The purpose of the ACE Process is to document the analysis performed to identify recommended Alternative Corridors to carry forward into Phase 2 of the PD&E Study. Consequently, it also identifies eliminated Alternative Corridors not meeting the established ACE Methodology.

Alternative Corridors Considered



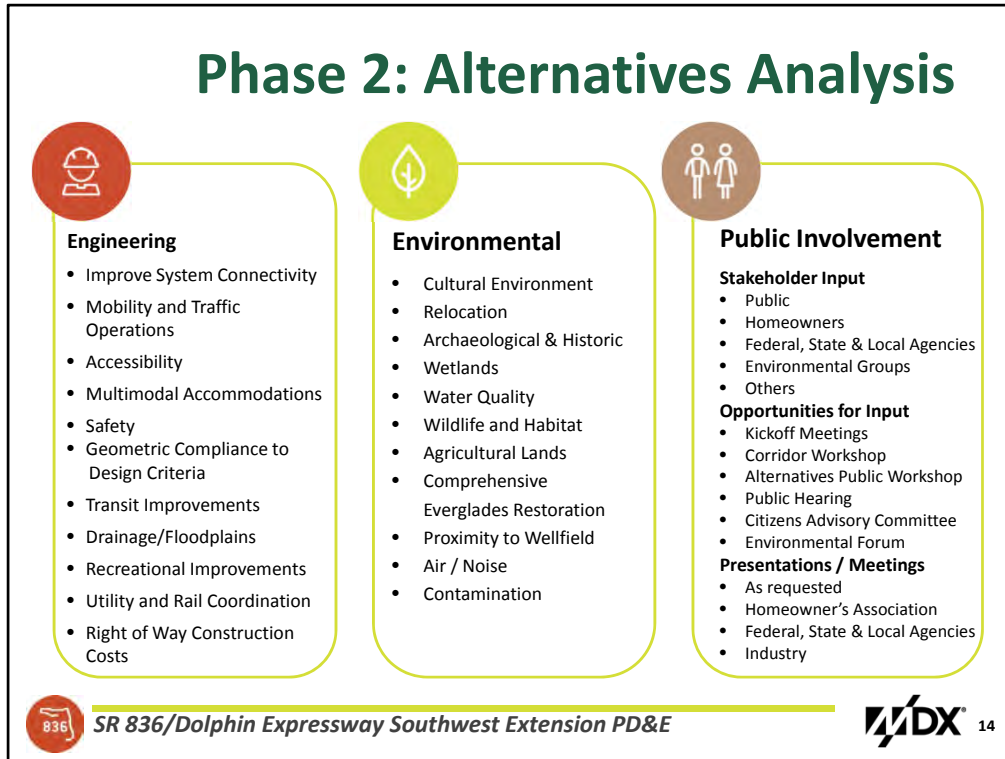
During the ACE process, the study area was segmented, and a link analysis was performed in each segment. The layout of the links was based on geometric design and stakeholder input received. Sixteen interchangeable links were developed. All 16 links were screened using the data collected and/or input received from governmental agencies, the public and environmental organizations. The links were combined to create the Alternative corridors and the corridors were evaluated using project-specific qualitative and quantitative criteria.



Based on the corridor analysis findings, public involvement and agency coordination, the following corridors were presented to stakeholders at the Corridor Workshop and recommended for further study:

Alternative Corridor 6 is represented with a green line on the map.

Alternative Corridor 9 is similar to Alternative Corridor 6 but uses Link K, which is represented on the map in grey, instead of Link J



Phase 2 of a PD&E study or the Alternatives Analysis phase builds on the outcome of the ACE process or Phase 1. Alternatives analysis is the process of developing, evaluating and eliminating potential project alternatives based on the purpose and need for the project.

Phase 2: Alternatives Analysis

Engineering Considerations



- Improve System Connectivity
- Mobility and Traffic Operations
- Accessibility
- Multimodal Accommodations
- Safety
- Hurricane Evacuation /
Emergency Response
- Geometric Compliance to
Design Criteria
- Transit Improvements
- Drainage/Floodplains
- Recreational Improvements
- Utility and Rail Coordination
- Right of Way
- Construction Costs



SR 836/Dolphin Expressway Southwest Extension PD&E



15

Alternatives analysis involves consideration of a number of engineering factors as shown on this slide

Phase 2: Alternatives Analysis

Environmental Considerations

- Cultural Environment
- Relocation
- Archaeological & Historic
- Wetlands
- Water Quality
- Wildlife and Habitat
- Agricultural Lands
- Comprehensive Everglades Restoration
- Proximity to Wellfield
- Air / Noise
- Contamination



SR 836/Dolphin Expressway Southwest Extension PD&E



As well as a number of environmental aspects of a project

Phase 2: Alternatives Analysis

Stakeholder Input



Stakeholder Input

- Public
- Homeowners
- Federal, State & Local Agencies
- Environmental Groups
- Others

Presentations / Meetings

- As requested
- Homeowner's Association
- Federal, State & Local Agencies
- Industry

Opportunities for Input

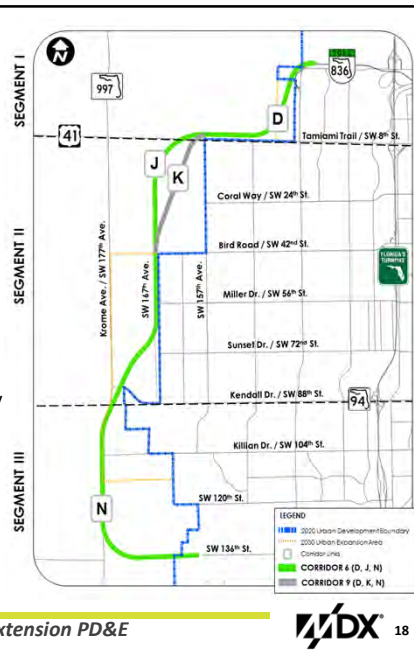
- Kickoff Meetings
- Corridor Workshop
- Alternatives Public Workshop
- Public Hearing
- Citizens Advisory Committee
- Environmental Forum



The process to develop and evaluate potential alternatives also seeks public and stakeholder input

Corridor Refinements

- Link K eliminated based on stakeholder input and geometric design challenges
- Alignment of Links J and N shifted to avoid existing FPL substation
- Stakeholder input regarding alignment of links J and N:
 - Closer to Krome Avenue
 - Closer to Urban Development Boundary
- Phase 2 Naming Convention
 - Alternative Corridor 6 = Corridor 1
 - New Corridor = Corridor 2



SR 836/Dolphin Expressway Southwest Extension PD&E

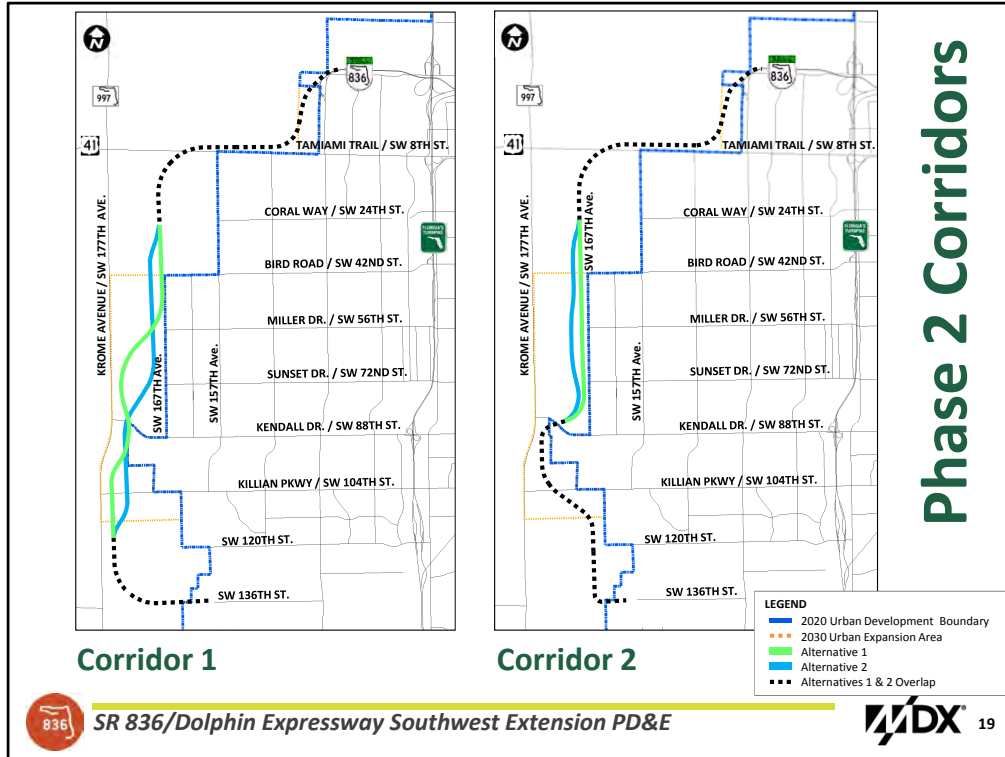


As a result of those outreach efforts, refinements and additions to the initially recommended corridors were made and are summarized on this slide. Initially Link K and J were both carried forward into Phase 2 because the analysis conducted on both during Phase 1 did not highly favor one more than the other.

However, after further analysis in Phase 2 and based on additional outreach and stakeholder coordination held, Link K was eliminated from further development. This means that Alternative Corridor 9 was eliminated from further development (since the only difference between 6 and 9 was Link K or J).

As the study progressed, input received resulted in refinements of Link J and N. Two variations were developed, one alignment that shifted these links closer to the urban development boundary and another that shifted the link closer to SW 177th Avenue (Krome Avenue).

During Phase 2, the original Alternative Corridor 6 was renamed to Corridor 1 and the new corridor running closer to the urban development boundary was named Corridor 2.



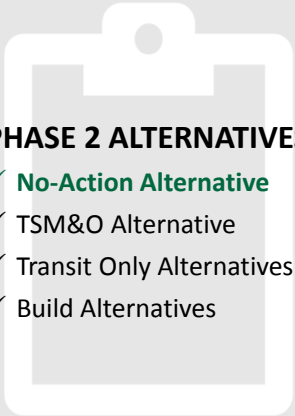
The resulting Corridors 1 and 2 are shown on this slide and will be described in greater detail later in the presentation. For each Corridor, two alternatives were evaluated as depicted in green and blue on the maps. A black dashed line, represents the portion of the alternatives in each corridor where the alignment overlaps

Phase 2: Alternatives Considered

- **No-Action (No-Build) Alternative**
- **Transportation Systems Management and Operations (TSM&O)**
- **Transit Only Alternatives**
 - Bus Rapid Transit (BRT)
 - Light Rail Transit (LRT)
- **Build Alternatives**
 - Corridor 1 Alternative 1
 - Corridor 1 Alternative 2
 - Corridor 2 Alternative 1
 - Corridor 2 Alternative 2



The PD&E Study considered a total of eight (8) alternatives. A No-Action Alternative, a Transportation Systems Management and Operations or TSM&O Alternative, two Transit only alternatives and 4 build alternatives





PHASE 2 ALTERNATIVES

- ✓ **No-Action Alternative**
- ✓ TSM&O Alternative
- ✓ Transit Only Alternatives
- ✓ Build Alternatives

No-Action Alternative

- A No-Action Alternative is a baseline alternative that does not propose any improvements from this PD&E study
- The No-Action Alternative is studied and assessed to verify if it meets the Purpose and Need of this PD&E Study and the effects of the No-Action Alternative on the human, natural and physical environment.

 SR 836/Dolphin Expressway Southwest Extension PD&E  21

The No-Action Alternative (or No-Build Alternative) serves as the baseline, or benchmark against which the Build Alternatives are evaluated. The No-Action Alternative is defined as the alternative in which the proposed project activity would not take place. The engineering analysis must analyze the effects of the No-Action Alternative on the surrounding human, natural, and physical environment to the same level of detail as the build alternatives.

No-Action Alternative

Advantages:

- No expenditure of funds for the project
- No Right of Way Acquisition, Construction, or Utility Relocation
- No direct or indirect Environmental or Sociocultural impacts

Disadvantages:

- Does not alleviate congestion, connectivity and mobility issues currently experienced in the study area
- Does not satisfy the Purpose and Need for this project



The advantages of the No-Action Alternative are that it requires no expenditure of funds for design, Right of Way acquisition, construction or utility relocation. In addition, there would be no direct or indirect impacts to the environment or socioeconomic impacts from the project.

The disadvantages of the No-Action Alternative are that it does not alleviate the congestion, connectivity and mobility issues currently experienced in the study area. If no improvements are made, these conditions will continue to deteriorate. Consequently, the No-Action Alternative does not satisfy the Purpose and Need for this project.



PHASE 2 ALTERNATIVES

- ✓ No-Action Alternative
- ✓ **TSM&O Alternative**
- ✓ Transit Only Alternatives
- ✓ Build Alternatives

TSM&O Alternative

Maximize the efficiency of current transportation systems; include:

- Milling and resurfacing of the roadway surface to extend pavement life
- Improvements to roadway signing and pavement markings
- Repairs/enhancements to pedestrian facilities aimed at enhancing safety and meeting Americans with Disabilities Act (ADA) requirements.

 *SR 836/Dolphin Expressway Southwest Extension PD&E*  23

TSM&O alternatives seek to maximize the efficiency of current transportation systems by implementing low cost strategies such as improving intersections by adding turning lanes and optimizing and coordinating traffic signals.

They also include milling and resurfacing of the roadway surface to extend pavement life, improvements to roadway signing and pavement markings, and repairs/enhancements to pedestrian facilities aimed at enhancing safety and meeting Americans with Disabilities Act (ADA) requirements.

TSM&O Alternative

Advantages:

- Maximizes the efficiency of the current transportation system by implementing short-term strategies without any impacts to properties.

Disadvantages:

- Does not alleviate congestion, connectivity and mobility issues currently experienced in the study area
- Does not satisfy the Purpose and Need for this project



When evaluated in conjunction with a limited access facility such as SR 836, the purpose of TSM&O type improvements is to optimize the ingress and egress flows of traffic on to and from the facility. TSM&O Improvements to the major arterials in the area where this new facility is proposed without this major highway would not meet the purpose and need for this study.

PHASE 2 ALTERNATIVES

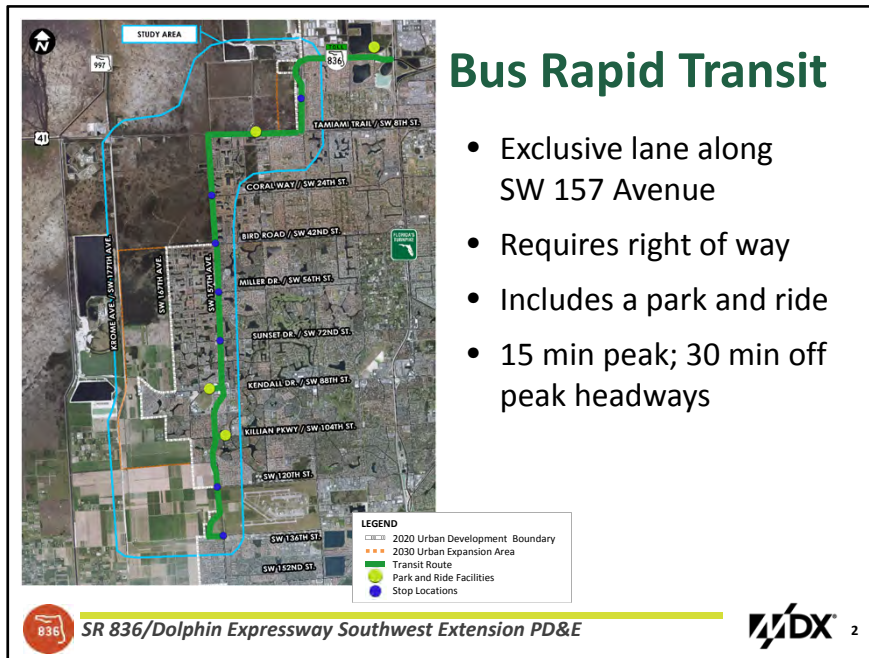
- ✓ No-Action Alternative
- ✓ TSM&O Alternative
- ✓ **Transit Only Alternatives**
- ✓ Build Alternatives

Transit Only Alternatives

- No-Action Transit Alternative
- Bus Rapid Transit along SW 157 Avenue
- Light Rail Transit

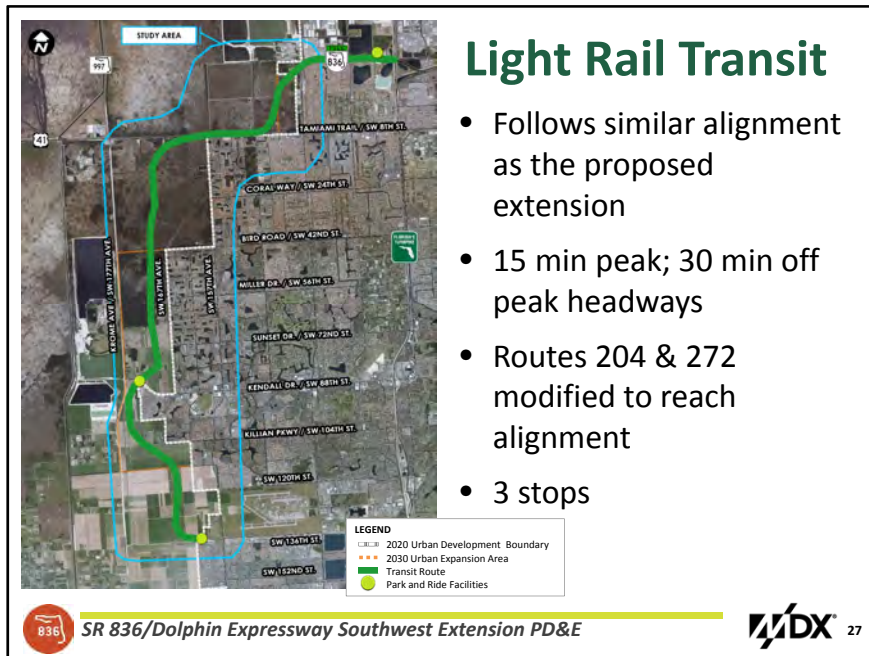
836 SR 836/Dolphin Expressway Southwest Extension PD&E 25

During Phase 1 input was received regarding the consideration of a transit only alternative. Two transit alternatives, including the No-Action, were developed and evaluated to determine if they met the purpose and need



In this alternative, a Bus Rapid Transit or BRT alternative along SW 157 was evaluated assuming additional right of way would be purchased to accommodate BRT in an exclusive lane and assuming the facility would be constructed and operated by others

This BRT alternative does not include the SR 836/Dolphin Expressway Southwest Extension improvement. This proposed transit alternative would operate with 15-minute peak and 30-minute off-peak headways



In this alternative, a light rail alternative or LRT alternative was evaluated, assuming the facility would be constructed and operated by others. The LRT alternative follows a similar alignment as the proposed extension but does not include the SR 836/Dolphin Expressway Southwest Extension improvement

This proposed transit alternative would operate with 15-minute peak and 30-minute off-peak headways. To provide transit network connectivity, 2050 Routes 204 and 272 were modified to reach the proposed SR 836 extension alignment.

Transit Only Alternatives

Advantages:

- Provides transportation options to communities for those who don't or can't drive
- Offers capacity for more people in less space
- Does not interfere with other traffic when in separate infrastructure

Disadvantages:

- Does not alleviate congestion, connectivity and mobility issues currently experienced in the study area
- BRT performed better than LRT but neither transit only alternative satisfy the Purpose and Need for this project



Advantages associated with transit alternatives revolve around their ability to provide transportation options for those who don't or can't drive and offers capacity for more people in less space. However, the transit only alternatives investigated did not have a positive effect on the level of congestion in the study area and as a result do not meet the purpose and need for this project.

PHASE 2 ALTERNATIVES

- ✓ No-Action Alternative
- ✓ TSM&O Alternative
- ✓ Transit Only Alternatives
- ✓ **Build Alternatives**



Build Alternatives

Corridor 1

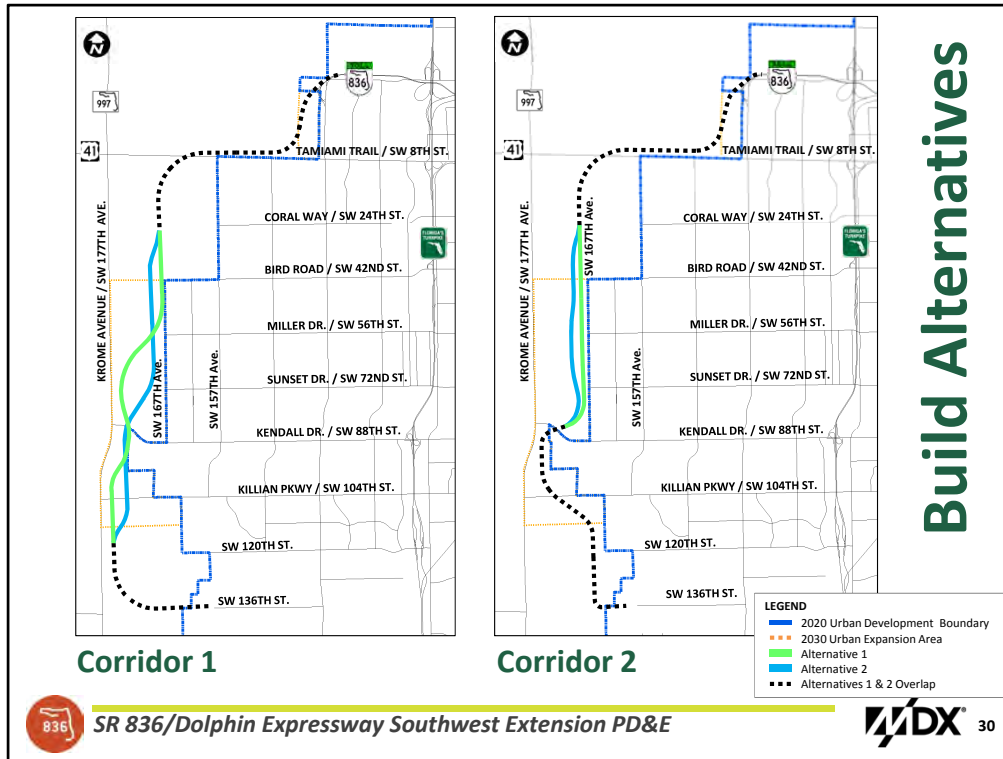
- Alternative 1
- Alternative 2

Corridor 2

- Alternative
- Alternative 2

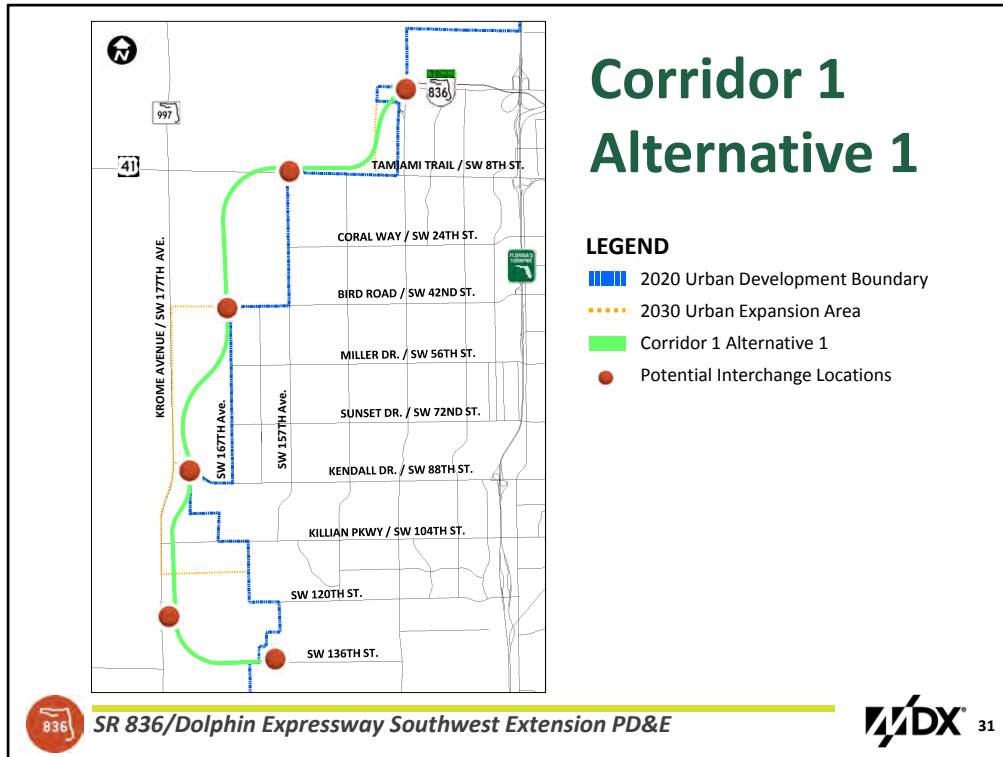
 *SR 836/Dolphin Expressway Southwest Extension PD&E*  29

Four build alternatives were developed and evaluated. Two variations within Corridor 1 and two within Corridor 2

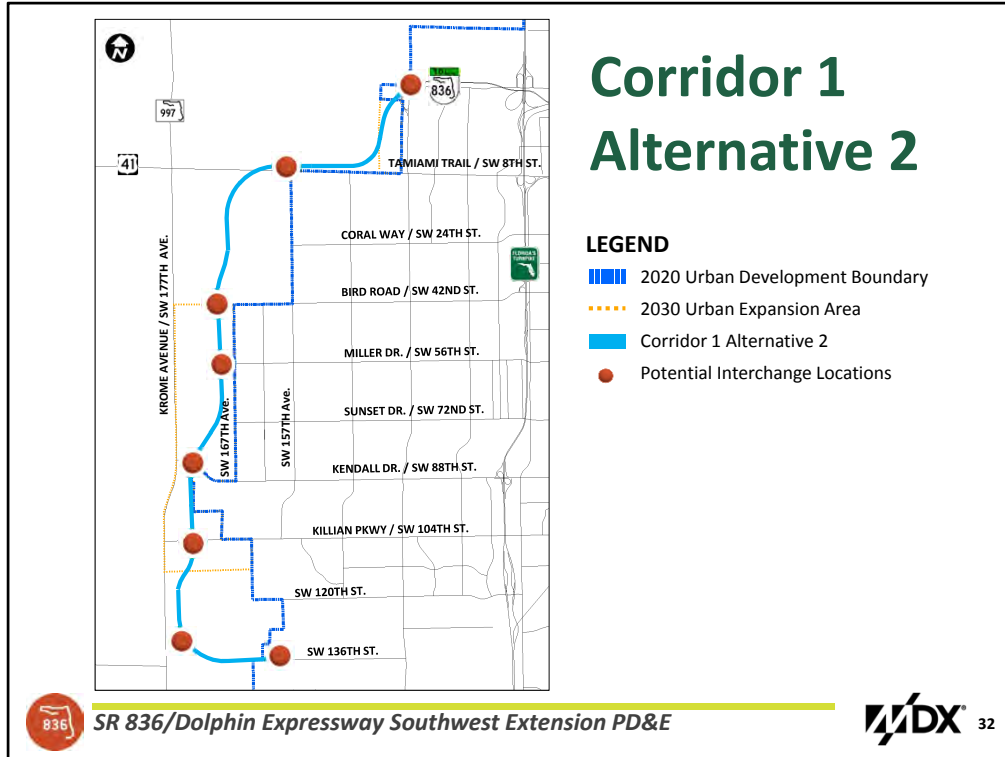


Both corridors begin at the existing SR 836 terminus and tie into SW 136th Street. The corridors travel in a southwestern direction to just north of SW 8th Street (Tamiami Trail). They travel westerly to SW 167th Avenue along the north side of SW 8th Street (Tamiami Trail). The corridors then turn to the south and follow a path just west of SW 167th Avenue. At this point, generally south of SW 42nd Street (Bird Road) the corridors diverge.

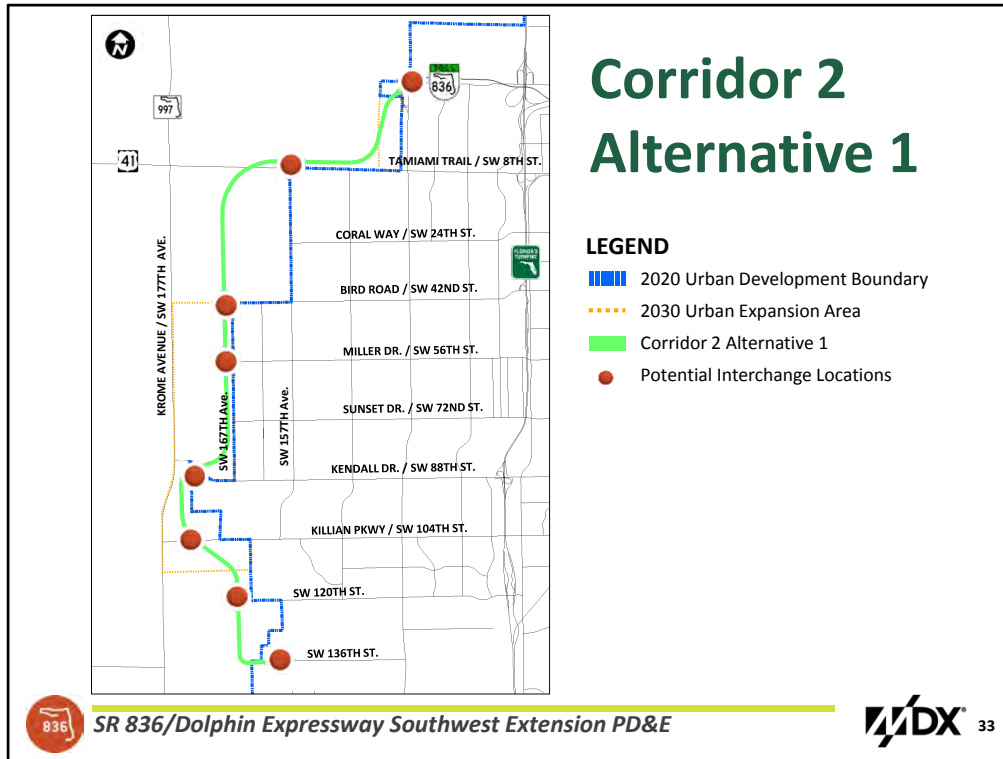
The alignments of all four corridors from the existing connection at SR 836 to SW 8th Street are identical. As a result, the interchanges at NW 137th Avenue and SW 8th Street with SW 157th Avenue are the same for all four build alternatives. Additionally, all build alternatives terminate by tying into Existing SW 136th Street



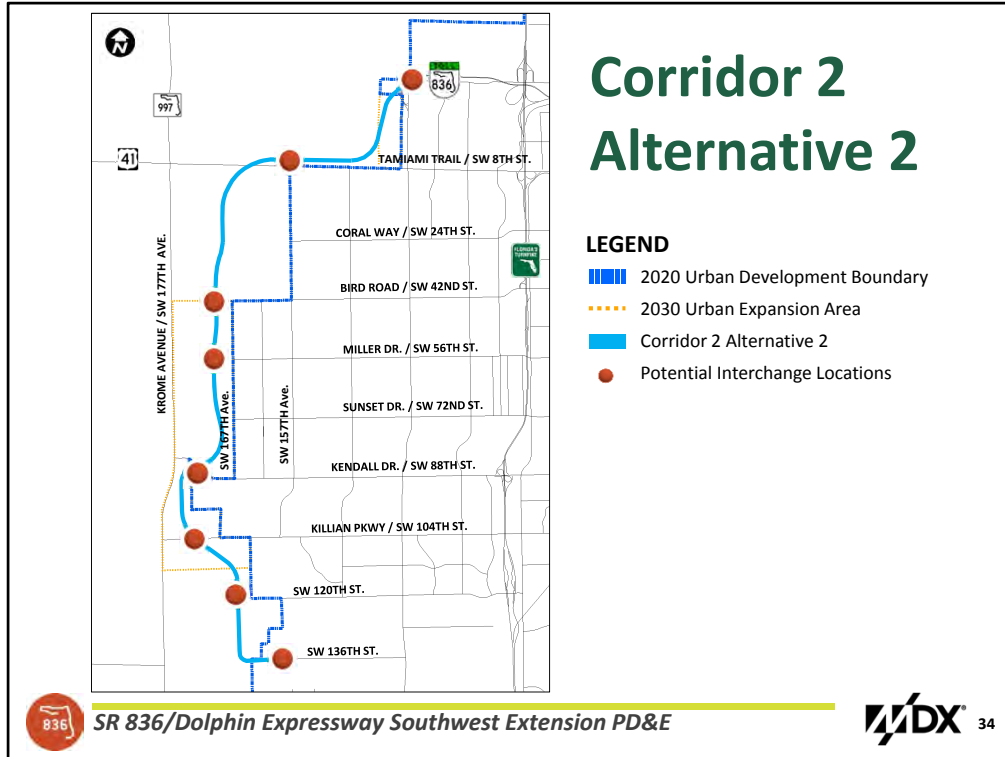
Both alternatives for Corridor 1 generally follow a more westerly alignment. Alternative 1 includes 5 potential interchanges which includes the expansion of the existing interchange at NW 137th Avenue to include southbound and northbound access to and from NW 6th Street. Interchanges are also proposed at SW 8th Street with SW 157th Avenue, Bird Road and Kendall Drive as well as a direct connection to and from Krome Avenue.



Alternative 2 includes 7 proposed interchanges. In addition to the interchanges proposed for Alternative 1, Alternative 2 includes two additional interchanges: one at Miller Drive and the other at Killian Parkway



Both alternatives for Corridor 2 generally follow a more easterly alignment. Both alternatives also include 7 proposed interchanges. In addition to those at existing SR 836 and SW 8th Street, this alternative includes interchanges at Bird Road, Miller Drive, Kendall Drive, Killian Parkway and SW 120 Street.



Alternative 2 proposes interchanges in the same locations as Alternative 1 while shifting the alignment near SW 167th Avenue slightly west to provide greater separation to existing homes while still remaining outside of the 10-day contour for the Wellfield to be described in further detail later in the presentation.

Purpose and Need Evaluation Considerations

Does the Alternative ...

- Improve system connectivity?
- Improve access to and from the area to major employment, education and commercial centers?
- Improve mobility for people and goods by providing a north-south expressway to serve existing and future travel demand?
- Improve hurricane / emergency evacuation routes and travel times?
- Improve multimodal accommodations within the study area?



SR 836/Dolphin Expressway Southwest Extension PD&E



35

The evaluation methodology used to determine the Recommended Build Alternative for the SR 836 / Dolphin Expressway Southwest Extension PD&E Study involved a series of 20 different criteria involving engineering, environmental and cost factors. The TSM&O Alternative and the Transit Alternatives did not meet purpose and need and therefore were eliminated from further consideration.

All Build Alternatives fulfill the purpose and need of this project. The southwest extension of SR 836 will improve system connectivity, improve access to and from the area to major employment, education and commercial centers and improve regional and local hurricane evacuation and emergency response. All alternatives include a shared use path, transit/technology lanes and express transit service along the corridor that will tie into the proposed express transit service along existing SR 836 (anticipated in 2019).

Purpose and Need Evaluation



Corridors	Volume Removed from Arterial Network (Peak Direction, Peak Period) *	Percent Reduction
AM Peak		
Corridor 1	9,200	17%
Corridor 2	9,300	17%
PM Peak		
Corridor 1	11,000	18%
Corridor 2	11,400	19%

*Volumes and percent reduction based on Screenline Location shown on map



SR 836/Dolphin Expressway Southwest Extension PD&E



Improving mobility includes not only providing additional access to the area, but also moderating congestion. One of evaluation parameters considers how well an alternative might ease traffic congestion along the arterial road network.

Both corridors remove traffic from the arterial network. Corridor 1 alternatives potentially reduce traffic in the AM peak direction by 17% and in the PM peak direction by 18%. Corridor 2 alternative potentially remove 17% of the AM peak direction traffic and 19% of the PM peak direction traffic. Reductions vary based on location within the study.

Both corridors also decongest local roads by splitting traffic on arterials between proposed Kendall Parkway and the Turnpike

Engineering Evaluation Considerations

How do the Alternatives compare ...

- Capacity / Lane call, Shoulder widths
- Preliminary Traffic Operations along the arterials
- Geometric Design Criteria
- Safety
- Utility and Rail
- Drainage and Floodplain
- Transit Improvements
- Recreational Improvements



SR 836/Dolphin Expressway Southwest Extension PD&E



The Build Alternatives were compared across several engineering and cost criterion as shown on this slide.

Environmental Evaluation Considerations

How do the Alternatives compare ?

- Wetland Impacts
- Proximity to Wellfield (10 day contour)
- Agricultural Land Impacts
- Comprehensive Everglades Restoration
- Noise Impacts
- Air Impacts
- Social
- Archeological Site Impacts
- Historic Resources Impacts
- Contamination Impacts
- Wildlife and Habitat



SR 836/Dolphin Expressway Southwest Extension PD&E



The Build Alternatives were also compared across several environmental criteria as shown on this slide.

The results of the evaluation are shown on the display boards located in Station 5

Recommended Alternative



Based on the results of this evaluation, along with the input received from the public, local government, agencies and project stakeholders, Corridor Alternative 2 Alternative 2 was selected as the recommended alternative for the southwest extension of SR 836

Corridor 2 Alternative 2 provides connectivity to seven main arterials, two of which are state roads through proposed interchanges. The interchange at SW 120th Street also provides improved connectivity to the Miami Executive Airport, a Strategic Intermodal System, General Aviation Reliever Airport which has plans for expansion.

This alternative also provides access to and from the warehouse and commercial areas near Miami Executive Airport, commercial developments along SW 88th Street (Kendall Drive), and warehouse areas near southwest area of the City of Doral. It provides more convenient access to schools along SW 104th Street (Killian Parkway) and SW 56th Street (Miller Drive) and reduces the combined time spent in a car by 9,000 hours per day. This alternative is projected to carry up to 92,000 vehicles per day near the current terminus

From an engineering perspective, Corridor 2 Alternative 2 resulted in the least impacts to utility/rail and drainage/floodplain considerations. In terms of transit and recreational improvements Corridor 2 Alternative 2 balances the benefits to transit and recreational uses associated with a facility located closer to existing residential and commercial uses while incorporating significant public input related to separation of the expressway from existing homes to the greatest extent practical.

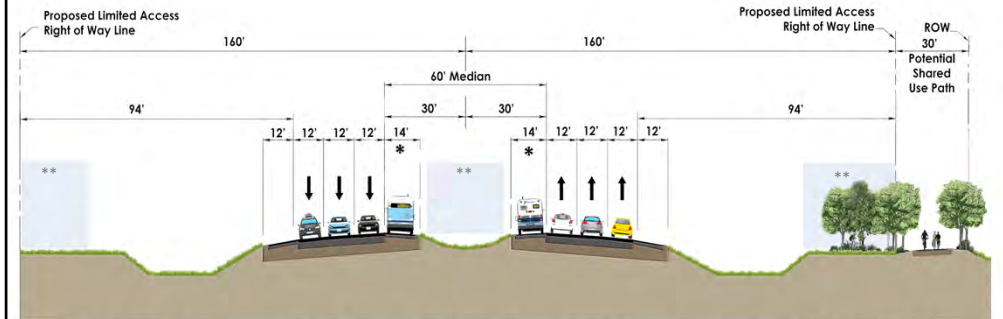
Taking this input into account, Corridor 2 Alternative 2 provides more separation than Corridor 2 Alternative 1 while remaining outside of the 10-day travel time contour of the West Wellfield Protection Area.

From an environmental perspective, Corridor 2 Alternative 2 resulted in less impacts to noise sensitive sites as compared to Corridor 2 Alternative 1.

Both Corridor 2 Alternatives 1 and 2 have the potential to impact the same number of archaeological sites.

Corridor 2 Alternative 2 has the lower total cost at approximately \$864 million dollars.

Six Lane Typical Section



SR 836 / Dolphin Expressway SW Extension Mainline from SW 137th Avenue to West of SW 147th Avenue and SW 157th Avenue to SW 88th Street (Kendall Drive) Interchange

* 12 ft. Inside Paved Shoulder and Peak Hour Express Transit / Technology Lane

** Potential Transit Envelope

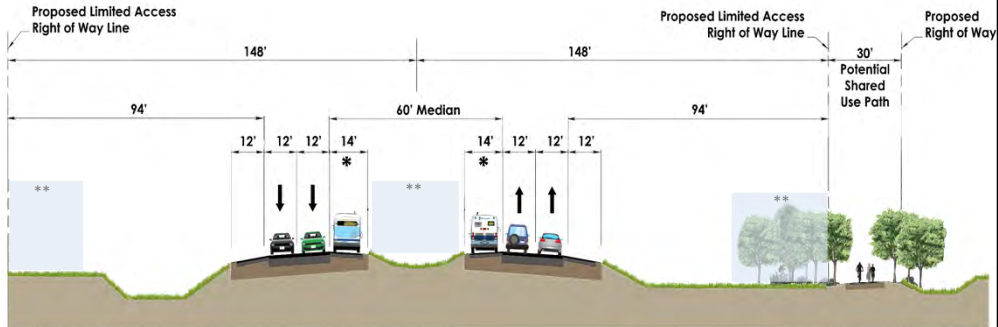


SR 836/Dolphin Expressway Southwest Extension PD&E



The proposed typical section consist of three lanes in each direction from the existing terminus of SR 836 to SW 88th Street (Kendall Drive)

Four Lane Typical Section



SR 836 / Dolphin Expressway SW Extension Mainline from SW 88th Street (Kendall Drive) Interchange to South of SW 120th Street

* 12 ft. Inside Paved Shoulder and Peak Hour Express Transit / Technology Lane

** Potential Transit Envelope

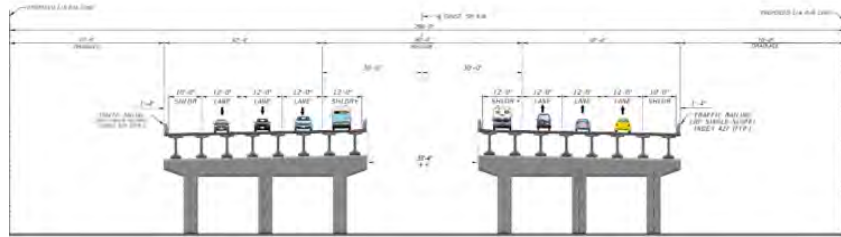


SR 836/Dolphin Expressway Southwest Extension PD&E



....and two lanes in each direction from SR 88th Street (Kendall Drive) to SW 136th Street

Six Lane Elevated Typical Section



SR 836 / Dolphin Expressway SW Extension Mainline from West of SW 147th Avenue to 157th Avenue

- 12 ft. Inside Paved Shoulder and Peak Hour Express Transit / Technology Lane
** Potential Transit Envelope

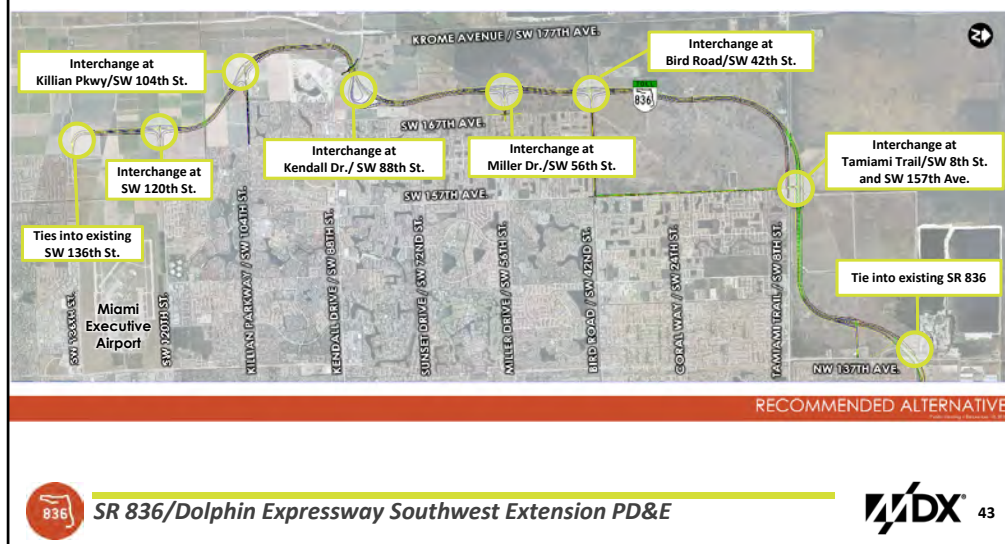


SR 836/Dolphin Expressway Southwest Extension PD&E



An elevated typical section was considered in sensitive areas as appropriate. The segment along SW 8th Street (Tamiami Trail) is mostly elevated as shown here to avoid or minimize impacts to sensitive lands.

Recommended Alternative Interchanges



The Recommended Alternative evaluated seven interchanges, including the existing interchange at NW 137th Avenue and the connection to SW 136th Street. Interchanges are proposed at the following locations:

- SW 8th Street and SW 157th Avenue
- SW 42nd street / Bird Road
- SW 56 Street / Miller Drive
- SW 88th Street / Kendall Drive
- SW 104th Street / Killian Parkway
- And SW 120th Street

Potential Arterial Improvements

- ✓ **NW 137th Avenue:** Resurface Roadway Pavement
- ✓ **NW 6th Street:** Construct 1,100 ft. of new urban three lane undivided roadway
- ✓ **SW 8th Street (Tamiami Trail):** Add turn lanes and bike lanes
- ✓ **SW 42nd Street (Bird Road):** Widen 2,700 ft. of two lane urban undivided to four lane divided and construct 2,900 ft. of new four lane divided roadway
- ✓ **SW 56th Street (Miller Drive):** Construct 900 ft of new urban four lane divided roadway
- ✓ **SW 157th Avenue:** Widen 11,800 ft. of two lane urban undivided to four lane divided roadway
- ✓ **SW 167th Avenue:** Widen 1,300 ft. of urban two lane undivided to three lane undivided roadway
- ✓ **SW 88th Street (Kendall Drive):** Add turn lanes and bike lanes
- ✓ **SW 104th Street (Killian Parkway):** Widen 3,500 ft. of two lane urban undivided to four lane divided and construct 550 ft. of new four lane divided roadway
- ✓ **SW 120th Street:** Construct 3,100 ft. of new urban four lane divided roadway
- ✓ **SW 136th Street :** Widen 1,500 ft. of two lane urban undivided to four lane divided and construct 500 ft. of new four lane divided roadway

Note: Improvements to the arterial streets connecting to interchanges will be further defined during the Design Phase.

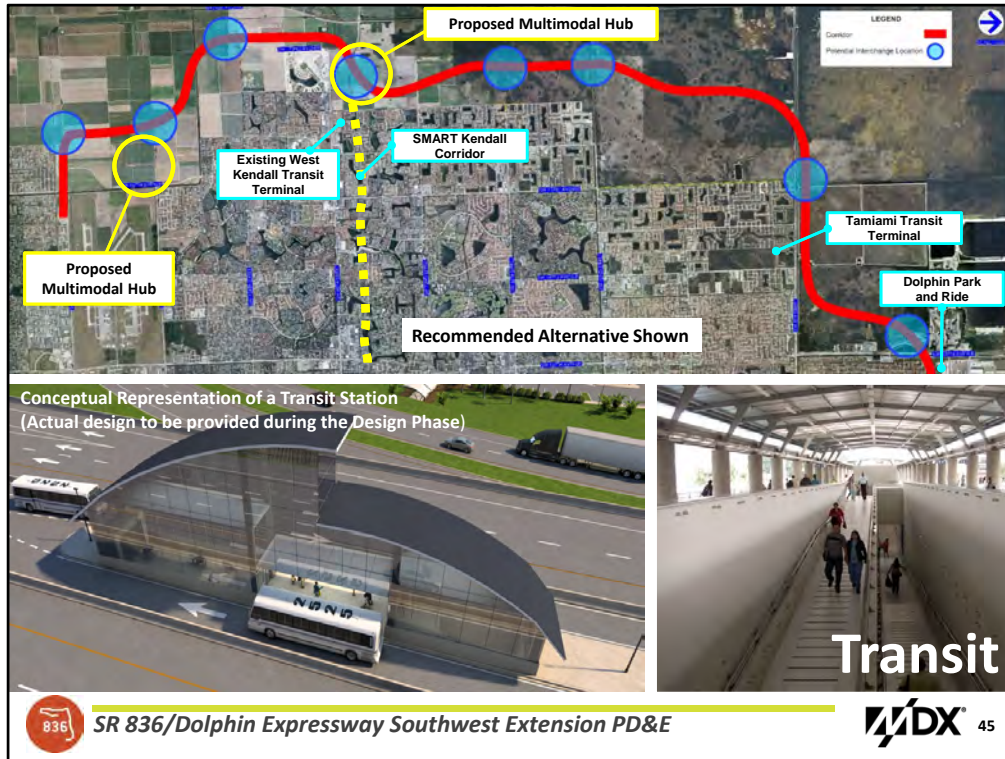


SR 836/Dolphin Expressway Southwest Extension PD&E



44

Proposed improvements to the arterial streets connecting to interchanges are shown on this slide and on the boards on display here tonight. These improvements will be further defined during the design phase.

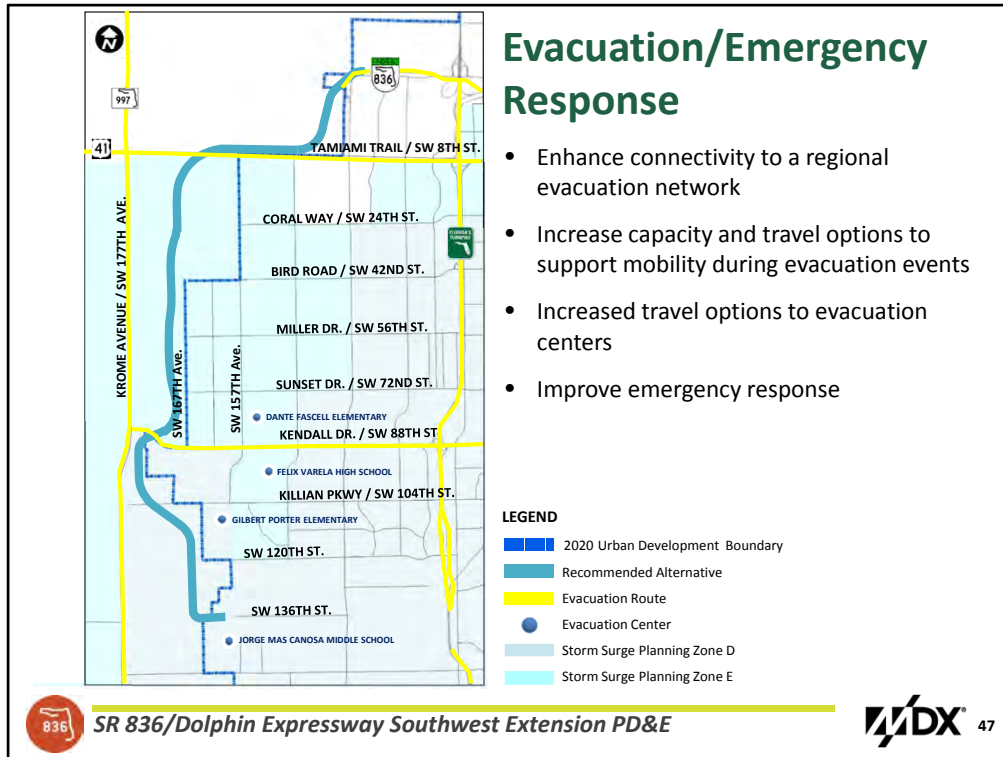


The Recommended Alternative proposes Express Transit/Technology Lanes along the inside shoulders of the SR 836 Southwest Extension. A transit envelop is provided within the proposed typical section to allow Miami-Dade County to explore additional transit opportunities in the future. The Recommended Alternative considers two potential transit station. One is located near SW 88th Street (Kendall Drive) and the other is located near SW 120th Street / SW 136th Street. These will both be served by MDX's proposed Express Transit Service running along the SR 836 inside shoulders at peak hours in the peak direction. A conceptual representation of a transit station is shown on this slide.



The Recommended Alternative proposes a shared-use path running parallel to the corridor with access points at the interchanges. This shared-use path will connect to a regional network of shared-use paths, also known as greenway projects, which have been identified in the Miami-Dade 2040 Bicycle/Pedestrian Plan.

All the interchanges will include sidewalk improvements and crosswalks to connect to the existing sidewalk network. The Recommended Alternative will also include bicycle lanes at the bike designated arterials near the ramp terminals to connect to future planned bicycle lanes and Miami-Dade greenway projects.



The project would extend the primary evacuation route of SR 836/Dolphin Expressway south which will improve mobility during an evacuation event and enhance the regional connectivity to other primary evacuation routes. The Recommended Alternative would connect to the primary evacuation routes along the HEFT, SW 8th Street (Tamiami Trail), SW 88th Street (Kendall Drive), and SW 177th Avenue (Krome Avenue) near the interchange with SW 88th Street (Kendall Drive).

In addition to the enhanced connectivity to a regional evacuation network, the Recommended Alternative will improve mobility for evacuees traveling inland in the westbound and northbound directions by increasing capacity and improving travel options.

The project also provides increased travel options to evacuation centers that are near the vicinity of the project. Some of these evacuation centers include Jorge Mas Canosa Middle School, Felix Varela High School, Gilbert Porter Elementary, and Dante Fascell Elementary

Stormwater Management

- Water Quality Treatment and Water Quantity Attenuation
 - Dry retention swales along the corridor and dry-retention ponds within interchange in-fill areas provide treatment for runoff (supports recharge)
 - Discharge attenuation requirements for basins per SFWMD Rules
 - Conveyance to discharge structures done through roadside swales interconnected by cross drains.
- Maintain hydraulic connectivity of historical drainage patterns and equilibrium between the west and east side of the basins through a series of cross drains
- Proposed culvert crossings act as basin equalizer and enhance wildlife connectivity
- Design addresses Sea Level Rise



SR 836/Dolphin Expressway Southwest Extension PD&E



The water quality treatment and water quantity attenuation will be achieved through the construction of on-site dry retention swales, interchange ponds and above ground impoundments.

The stormwater runoff from the project limits will be collected in roadside ditches and conveyed through these ditches dry retention ponds within the interchange infill area to provide treatment for runoff.

Stormwater collected along arterials may drain into exiting systems that may discharge at or near an existing wetland, canal, local depression or proposed cross drain similar to the existing condition, thus maintaining existing drainage patterns.

Hydraulic connectivity of historical drainage patterns and equilibrium between the west and east side of the basins will be achieved through a series of cross drains along the corridor

Proposed culverts also act as basin equalizers and enhance wildlife connectivity

The project has been designed to address sea level rise

Floodplains

- Proposed Alignment within Special Flood Zone AH and Zone X
- Zero Net Floodplain Encroachment
 - Compensated by on-site linear dry retention swale and dry retention ponds at proposed interchanges and off-site above ground impoundment areas
 - Project will not result in any significant change in flood risk
 - Encroachments within the North Trail Basin and C-4 Emergency Detention Basin are compensated with collection and conveyance system to proposed pond and swale locations
- Executive Order 11988 – “Floodplain Management”, U.S. Department of Transportation Order 5650.2, and Chapter 23, CFR 650
- Complies with Miami-Dade County Special Basin Rules



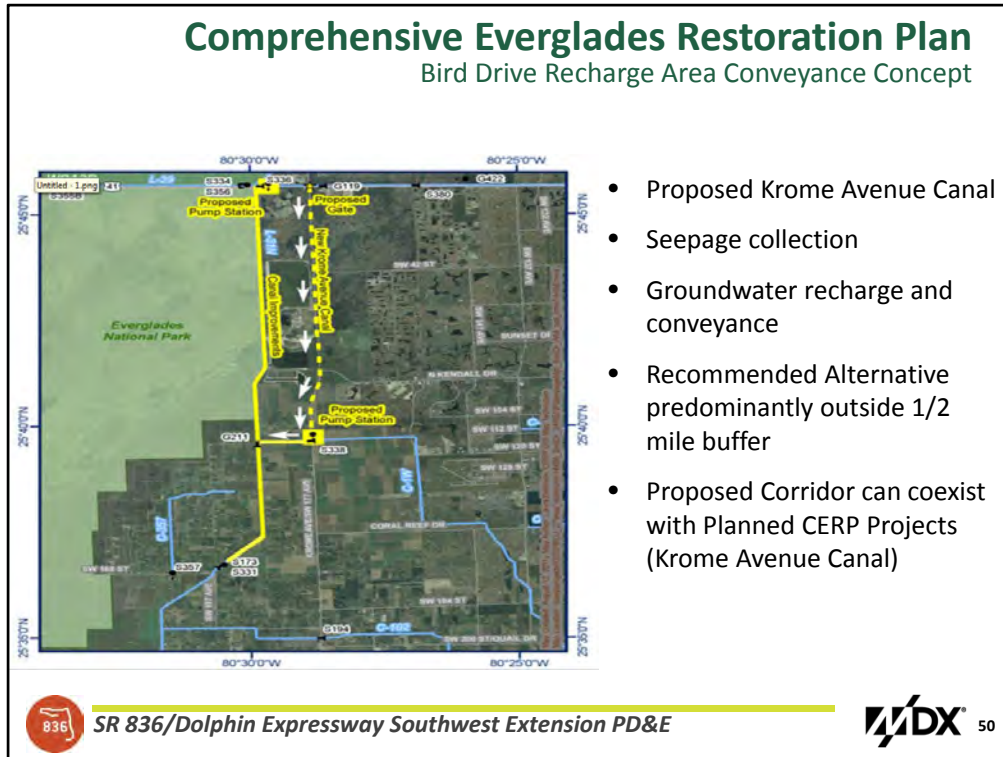
SR 836/Dolphin Expressway Southwest Extension PD&E



The proposed alignment falls within Special Flood Zone AH and Zone x.

The project will result in a zero net floodplain encroachment. Floodplain encroachment will be compensated by onsite linear dry retention swales and dry retention ponds at the proposed interchanges and off site above ground impoundment areas.

As a result the project will not result in any significant change in flood risk



The Bird Drive Recharge Area Conveyance Concept is a planned Comprehensive Everglades Restoration Plan or CERP project that will include seepage collection, groundwater recharge and conveyance. It consists of a canal along the east side of Krome Avenue and a 1/2 mile buffer area along the east side of Krome Avenue.

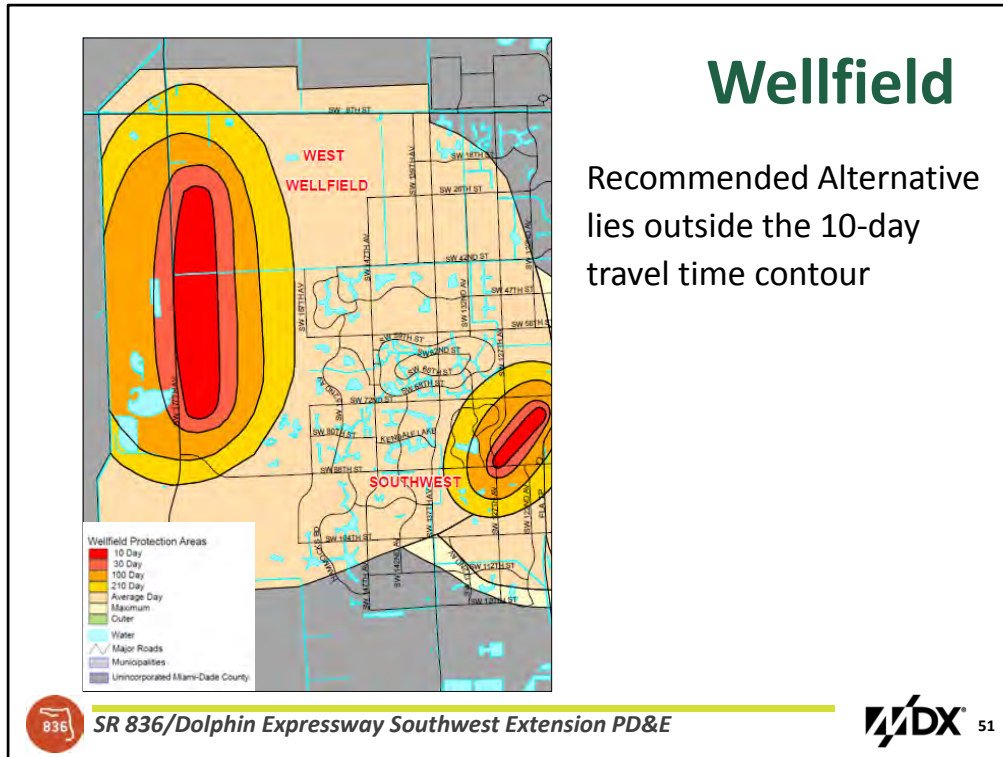
It should be noted that previously the CERP project in the area was envisioned as a recharge area between Krome Avenue and SW 157th Avenue. About a decade ago, the South Florida Water Management District and the U.S. Department of Interior recognized that the geology in the area was not suitable for the CERP project as originally envisioned. South Florida Water Management District and the U.S. Department of Interior abandoned the old CERP project and are now focused on the 1/2 mile buffer and canal along the east side of Krome Avenue.

South Florida Water Management District is in the process of acquiring land within the 1/2 mile buffer east of Krome Avenue with the intention of building this future CERP project.

The recommended alternative falls outside the 1/2 mile buffer east of Krome Avenue from SW 8th St to SW 66th St.

Under the Interlocal Agreement with Miami-Dade County, MDX will acquire properties located within 1/2 mile buffer east of Krome Avenue. These lands will be made available to the state for CERP project purposes in exchange for state owned properties located in the eastern Bird Drive Basin that have been determined by the U.S. Department of Interior and

South Florida Water Management District to no longer be needed for CERP.



Miami-Dade County has placed unique, protective restrictions on the Kendall Parkway, precluding it from lying within the 10-day travel time contour of the West Wellfield. Other travel time contours, such as the 30-day, 100-day, and 210-day travel time contours, are less restrictive.

The recommended alternative lies outside the 10-day travel time contour of the West Wellfield and is in compliance with the restrictions put in place by the county.

Utilities and Railroad

Potential Utility Impacts

- Florida Power & Light: Transmission and Distribution
- Miami-Dade Water and Sewer
- Florida Gas Transmission
- Comcast
- Fibernet
- Centurylink / Level 3

Railroad

- CSX railroad lines within study area
- Direct impacts not anticipated



SR 836/Dolphin Expressway Southwest Extension PD&E



There are existing utility facilities that may conflict with the proposed improvements under the Recommended.

There are two existing railroad lines owned by CSX near the study area. Direct impacts are not anticipated by the proposed improvements under the Recommended Alternative.

Further coordination during the design and construction phases will be undertaken to avoid or minimize utility impacts to the greatest extent practical and to coordinate construction near existing railroad facilities.

Right of Way Acquisition

- Approximately 824 acres will be necessary to accommodate the Recommended Alternative.
- Several parcels owned by governmental agencies; MDX evaluating land swapping opportunity
- One business and one personal property relocations are anticipated as part of the implementation of this project.
- Advance acquisition funding may be available to purchase property prior to the beginning of the project's Right of Way schedule
- Through its interlocal agreement with Miami Dade County, MDX is required to purchase and preserve a minimum of 1000 acres of additional land in the project area as part of its wetland mitigation requirements.



SR 836/Dolphin Expressway Southwest Extension PD&E



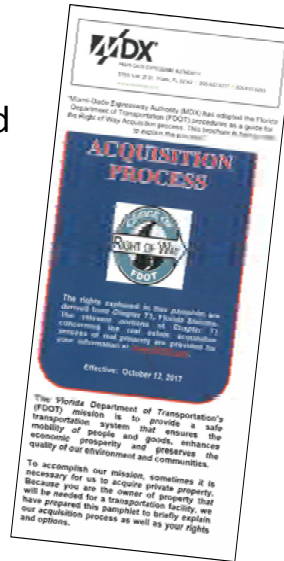
Approximately 824 acres will need to be acquired to accommodate the Recommended Alternative. The land required is currently owned by private land owners and governmental agencies. MDX is currently evaluating land swap opportunities for land owned by governmental agencies. Minimal relocation is anticipated.

Advance acquisition funding may be available to purchase property prior to the beginning of the project's Right of Way schedule

Through its interlocal agreement with Miami Dade County, MDX is required to purchase and preserve a minimum of 1000 acres of additional land in the project area as part of its wetland mitigation requirements.

Relocation Assistance

MDX uses Florida Department of Transportation Right of Way policies and procedures along with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, as guideline procedures during the Right of Way Acquisition and Relocation process



SR 836/Dolphin Expressway Southwest Extension PD&E



54

MDX uses Florida Department of Transportation Right of Way policies and procedures along with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, as guideline procedures during the Right of Way Acquisition and Relocation process

Preliminary Costs Recommended Alternative

- Construction Costs: \$629 Million
- Right of Way: \$ 64 Million
- Preliminary Engineering Fees and CEI (soft costs): \$170 Million

GRAND TOTAL: \$864 Million



SR 836/Dolphin Expressway Southwest Extension PD&E



Preliminary cost estimates for the Recommended Alternative are based on FDOT's Long Range Estimates costs per mile models and are summarized on this slide.

Phase 2: Environmental Considerations



Social

- Recreation
- Agriculture
- Aesthetics
- Land Use

Cultural

- Archaeological
- Historic

Natural

- Wetlands
- Mitigation Plan
- Endangered Species
- Comprehensive Everglades Restoration Plan (CERP)

Physical

- Contamination
- Noise
- Air



SR 836/Dolphin Expressway Southwest Extension PD&E



The SR 836 Southwest Extension PD&E Study evaluated a number of social, cultural, natural, and physical environmental features as shown on this slide

Social

Recreation

- 12 publicly owned parks and recreational areas within the study area
- No direct impacts to any public parks and/or recreational areas
- Proposed multi-use trail will enhance non-vehicular access to public parks and recreational areas within the study corridor



SR 836/Dolphin Expressway Southwest Extension PD&E



There are twelve publicly owned parks and recreational areas within the sociocultural effects study area, including the North Trail Park, Lago Mar Park, and West Kendall District Park.

There are no direct impacts to any Public Parks and/or Recreational Areas as a result of the recommended alternative. In fact, the proposed multi-use trail will enhance non-vehicular access to Public Parks and Recreational Areas within the study corridor.

Social Agriculture

- MDX shall preserve agricultural lands located outside the Urban Development Boundary at a ratio of one acre preserved for every acre of agricultural land within the facility that is impacted
- Preservation may be accomplished through Purchase Development Rights Program or other acceptable methods



SR 836/Dolphin Expressway Southwest Extension PD&E



Based on requirements in the interlocal agreement with Miami Dade County, MDX shall preserve agricultural lands located outside the Urban Development Boundary at a ratio of one acre preserved for every acre of Agricultural Land within the Facility corridor.

Said preservation may be accomplished through the County's Purchase Development Rights program or other mechanism acceptable to the County, as approved by the Department of Regulatory and Economic Resources Planning.

Social

Aesthetics and Land Use

Aesthetics

- No substantial impacts to existing viewshed
- Proposed bridges do not impact views of community resources
- Landscaped, multi-use path mitigates minor visual impacts from resources east of project corridor

Land Use

- It is not anticipated that the Recommended Alternative will have an impact on existing or future land use
- Policies have been enacted by the County to prevent the project from being used as a tool to support land use changes in the area



There are no community services, residences, or businesses that will be isolated as a result of this new facility, and there will be no substantial impacts to the existing viewshed.

Bridges are proposed at interchanges for the recommended alternative. The proposed elevated facility will not impact the views of any community resources. In addition to the elevated structures, low level bridges are proposed at canal crossings and shared use path crossings.

A landscaped, shared-use path is proposed along the east side of the proposed roadway, which will serve as a buffer to the new roadway and minimize visual impacts from resources east of the project corridor.

The recommended alternative is located outside of the Urban Development Boundary and it is not anticipated that this alternative will have an impact on existing or future land use. The County has enacted a number of policies to prevent the project from being used as a tool to support land use changes in this area.

Social

Excerpt from Interlocal Agreement Between Miami-Dade County and MDX

“...to counterbalance the possibility of increased development pressure and to discourage urban sprawl, new CDMP policies and modifications to existing CDMP policies (attached as Exhibit 1) are proposed in the October 2017 Application No. 8 to protect the current rural character of land outside the UDB and to establish the requirements to implement the proposed SR-836 Extension in a manner that is consistent with the CDMP’s goals, objectives, and policies to protect the area outside the UDB.”



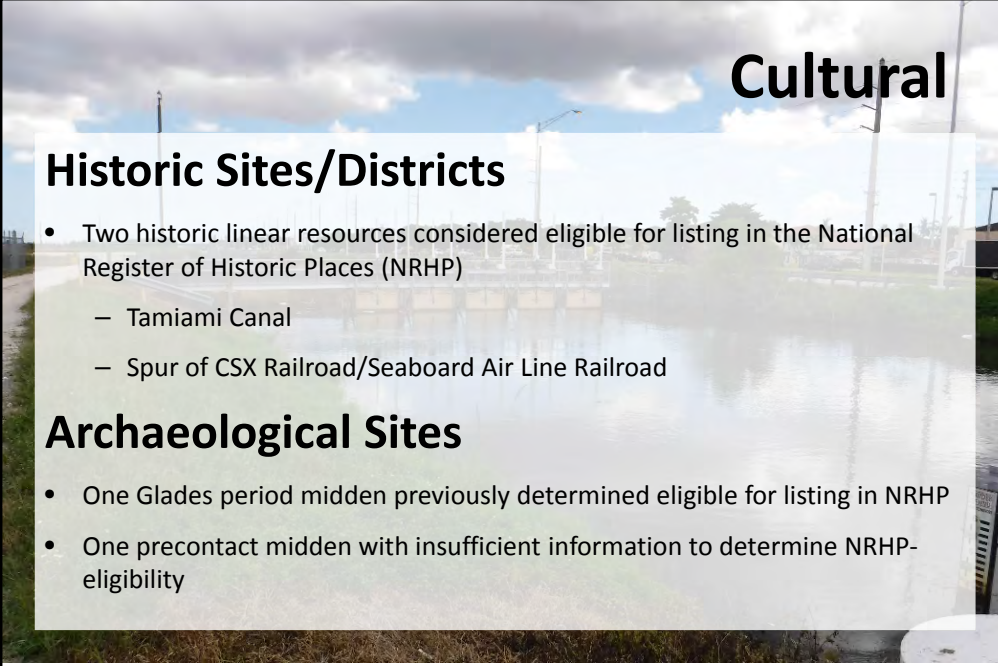
SR 836/Dolphin Expressway Southwest Extension PD&E



As per the Interlocal Agreement Between Miami-Dade County and MDX for Implementation of Mitigation Measures and Other Policy Requirements for the MDX SR-836 Southwest Extension Facility:

“...to counterbalance the possibility of increased development pressure and to discourage urban sprawl, new CDMP policies and modifications to existing CDMP policies (attached as Exhibit 1) are proposed in the October 2017 Application No. 8 to protect the current rural character of land outside the UDB and to establish the requirements to implement the proposed SR-836 Extension in a manner that is consistent with the CDMP’s goals, objectives, and policies to protect the area outside the UDB.”

MDX has made a commitment to adhere to the Interlocal Agreement and its policies during the design and construction of the SR 836 Southwest Extension project.





Cultural

Historic Sites/Districts

- Two historic linear resources considered eligible for listing in the National Register of Historic Places (NRHP)
 - Tamiami Canal
 - Spur of CSX Railroad/Seaboard Air Line Railroad

Archaeological Sites

- One Glades period midden previously determined eligible for listing in NRHP
- One precontact midden with insufficient information to determine NRHP-eligibility



 SR 836/Dolphin Expressway Southwest Extension PD&E  61

The Cultural Resource Assessment Survey prepared for this project identified two historic linear resources considered eligible for listing in the National Register of Historic Places, or NRHP: the Tamiami Canal, and the Spur of the CSX Railroad/Seaboard Air Line Railroad. Of the identified resources, the portion of the Tamiami Canal that falls within the Area of Potential Effect was determined eligible for listing in the NRHP as contributing to an historic linear district and the portion of the Spur of the CSX Railroad/Seaboard Air Line Railroad within the Area of Potential Effect was determined eligible for listing in the NRHP on an individual basis.

Additionally, one Glades period midden previously determined eligible for listing in the NRHP was identified. One precontact midden was also identified, but no temporally diagnostic artifacts were recovered during the limited testing at the site. There is currently insufficient information to determine the National Register eligibility of this precontact midden.

Natural Wetlands

- Historic wet prairie habitats heavily invaded by exotic species due to reduced hydroperiod and disturbances
- Melaleuca has invaded nearly all habitat types within areas inspected
 - Brazilian pepper and Australian pine also present
- Wetland impacts occur in exotic dominated, poor quality and low functioning jurisdictional wetland habitats

 SR 836/Dolphin Expressway Southwest Extension PD&E  62

The wetlands within the project area appear to be highly disturbed and only somewhat resemble the historic wetlands for this region. Over time, with the reduced hydroperiod and the increasing disturbances from Off-Road Vehicles (ORVs), hurricanes and fires, the historic wet prairie habitats have become heavily invaded by exotic species.

Melaleuca has invaded nearly all the habitat types within the areas inspected, either as seedlings and/or saplings which are found scattered throughout the current wet prairie habitats or as dense, forested monocultures which are also distributed throughout the project area. Brazilian pepper and Australian pine make up the other exotic species that are abundant in scattered pockets throughout the wetlands. There is very little remaining non-disturbed natural habitat in these exotic infested habitats.

The proposed wetland impacts from this project will occur in exotic-dominated, poor quality and low functioning jurisdictional wetland habitats. These exotic infested jurisdictional areas have significantly reduced wetland functionality and hydroperiods compared to their historic, pristine conditions. These changes are due to previous and current anthropogenic activities.

Natural Hydrological Connectivity & Wildlife Crossings

- Impacts to wetland hydrology and function, and some wildlife habitat fragmentation are anticipated
- Project will maintain hydrologic connectivity via box culverts and equalizer pipes located along the corridor
- Box culverts to be designed to enhance wildlife connectivity by functioning as safe access points
- Further analysis on number and locations as project is finalized



SR 836/Dolphin Expressway Southwest Extension PD&E



Impacts to wetland hydrology and function, and some wildlife habitat fragmentation are anticipated.

The Recommended Alternative will maintain hydrologic connectivity. Proposed box culverts will be designed to enhance wildlife connectivity.

Natural Mitigation Plan



- MDX will preserve no less than 1,000 acres of wetlands within the North Trail or Bird Drive Wetland Basins
- MDX agrees to acquire properties located within a one-half mile buffer area east of Krome Avenue, and agrees to make these lands available to the state for CERP project purposes in exchange for state owned properties located in the eastern Bird Drive Basin that are determined to no longer be needed for CERP
- Wetlands mitigation for this Project shall be located primarily between the project corridor and the UDB and within the North Trail and Bird Drive Wetland Basins



SR 836/Dolphin Expressway Southwest Extension PD&E



Unavoidable direct wetland impacts are anticipated and will require compensatory mitigation.

As per the Interlocal Agreement, MDX will acquire, preserve, and restore wetlands in fulfillment of all mitigation requirements of the Class IV wetland permit for the Facility.

MDX will preserve no less than 1,000 acres of wetlands within the North Trail or Bird Drive Wetland Basins as a component of the wetland mitigation for the Facility.

To facilitate state and federal CERP project goals to establish a flow-way in the western Bird Drive Basin, MDX agrees to acquire properties located within a one-half mile buffer area east of Krome Avenue and agrees to make these lands available to the state for CERP project purposes in exchange for state owned properties located in the eastern Bird Drive Basin that are determined to no longer be needed for CERP.

The wetlands mitigation for this Project shall be located between the project corridor and the Urban Development Boundary and within the North Trail and Bird Drive Wetland Basins, unless otherwise approved by DERM.

MDX shall be responsible for meeting all mitigation requirements of the Class IV permits to offset the wetland impacts of the Facility, including the acquisition of real property for restoration and preservation of wetlands.

U.S. Army Corps of Engineers

- Section 404 Dredge and Fill Permit
- Section 408 Permission Request for work in the C-4 and C-1W Canals and in the CERP one-half mile buffer

South Florida Water Management District

- Environmental Resource Permit (ERP)
- Water Use Permit (Dewatering)
- ROW Occupancy Permit for work in the SFWMD-owned canals

Department of Regulatory and Economic Resources

- Class II for Stormwater Discharge
- Class III for work in County-owned canals
- Class IV for Wetland Impacts
- Class V for Dewatering

Florida Department of Environment Protection

- NPDES Construction General Permit

**Natural
Permitting**



SR 836/Dolphin Expressway Southwest Extension PD&E



The anticipated environmental permits are shown on this slide

Natural Protected Species and Habitat

- No critical habitat for plant or wildlife species or strategic habitat conservation areas located within study area
- Consultation areas and other habitat zones in study area include:
 - Everglade snail kite
 - American crocodile
 - Focal Area for Florida bonneted bat
 - Core foraging areas for five active wood stork colonies
- No significant direct or indirect impacts to listed species are anticipated



SR 836/Dolphin Expressway Southwest Extension PD&E

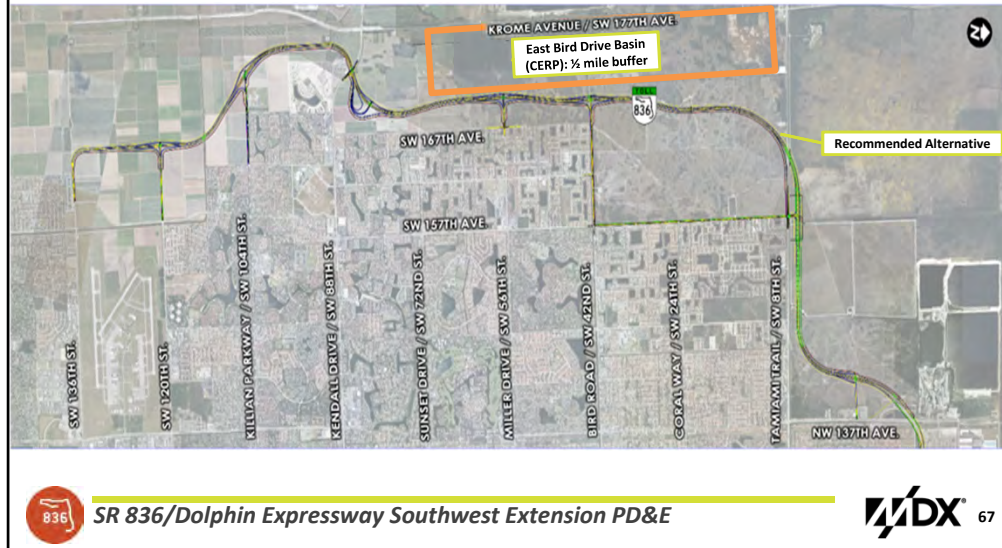


No critical habitat for any plant or wildlife species or strategic habitat conservation areas are located within or adjacent to the proposed recommended alternative for the SR 836 extension.

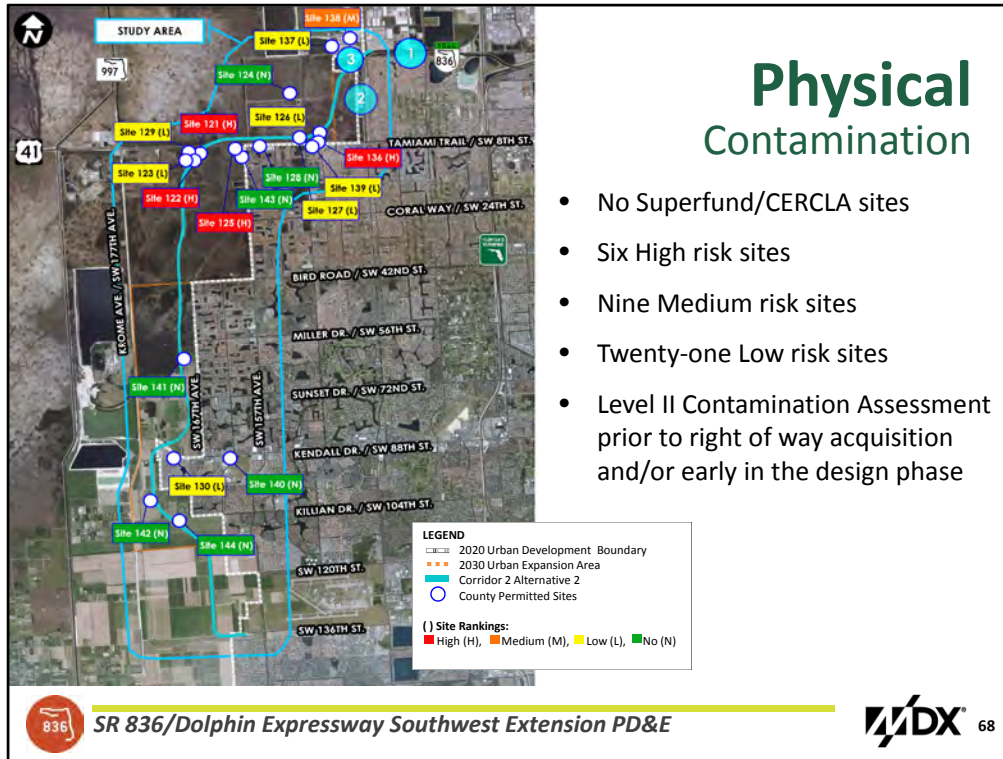
The proposed project area lies entirely within the consultation area for the Everglade snail kite and the American crocodile. The project area is also located within the core foraging areas for five active wood stork colonies and is just outside the core foraging area of a sixth colony. Finally, the study area is located entirely within the Focal Area for the Florida bonneted bat. No other federally or state listed species had any specified habitat areas identified within the project study area.

No significant direct impacts to listed species are anticipated as a result of this project, and indirect impacts from the project are anticipated to be negligible.

Natural Comprehensive Everglades Relocation Project



As per the Interlocal Agreement, MDX agrees to acquire properties located within a one-half mile buffer area east of Krome Avenue. These lands will be made available to the state for CERP project purposes in exchange for state owned properties located in the eastern Bird Drive Basin that are determined to no longer be needed for CERP. This agreement has been made in order to facilitate state and federal CERP project goals to establish a flow-way in the western Bird Drive Basin.



No Superfund/CERCLA sites were found within one mile of the recommended alternative.

Thirty-six sites of potential contamination concern identified: six high risk sites, nine medium risk sites, and twenty-one low risk sites.

It should be noted that limited historical data and environmental regulatory agency records did not clearly define the presence, location and extent of site contamination plume within the proposed right-of-way. Therefore, a Level II Contamination Assessment investigation, which includes soil and groundwater sampling or other means to verify the type and extent of contamination present, will be conducted prior to any right-of-way acquisition and/or early in the design phase.

Physical Noise and Air

Noise

- Most common noise sensitive sites along the corridor are single-family residences
- Noise abatement will be considered for all impacted sites
- Detailed Noise analysis during final design

Air

- Clean Air Act conformity requirements do not apply; study area located in area designated as attainment
- Temporary increases in air pollutant emissions to be minimized during construction



SR 836/Dolphin Expressway Southwest Extension PD&E



The most common noise sensitive sites along the project corridor are single-family residences. Other noise sensitive sites include parks, playgrounds, and school sports fields.

A Noise Study Report will be completed following the public hearing. MDX is committed to evaluating the construction of feasible and reasonable noise abatement measures at sites where the planned improvements are predicted to result in traffic noise impacts.

Final recommendations regarding the exact noise abatement measure locations, heights, and type (or approved alternatives) if necessary, are determined during the project's final design phase and through the public involvement process.

The final noise abatement recommendations are also contingent upon the following conditions:

Detailed noise analyses during the final design process continues to support the need, feasibility, and reasonableness of providing abatement;

Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion used by MDX; and

Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

Furthermore, the Clean Air Act conformity requirements do not apply to this project, since the study area is located in an area designated as attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act.

Construction activities for the proposed action may potentially have short-term air quality impacts within the immediate vicinity of the project and may generate temporary increases in air pollutant emissions in the form of dust from earthwork and unpaved roads. Such emissions and potential impacts will be minimized by adherence to all applicable State and local regulations and to FDOT's *Standard Specifications for Road and Bridge Construction*.

Comprehensive Development Master Plan

- Project required a CDMP amendment for a new transportation corridor outside of the Urban Development Boundary (UDB)
- CDMP Amendment approved by County Commission on September 27, 2018
- Key Requirements
 - On site wetland mitigation
 - Offset agricultural impacts



SR 836/Dolphin Expressway Southwest Extension PD&E



On September 27, 2018, Miami-Dade County amended the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map and the Transportation Element to include the SR 836/Dolphin Expressway Southwest Extension, from the SR 836 interchange at NW 137th Avenue to SW 136th Street, as follows:

The LUP map was amended to include the SR 836/Dolphin Expressway southwest extension as an Expressway.

The Transportation Element map series in the Traffic Circulation Sub-element and Mass Transit Sub-element were amended to include the SR 836/Dolphin Expressway southwest extension.

This amendment was made in conjunction with proposed new policies and modification of existing land use policies to further ensure that the southwest extension does not contribute to an increase in development pressure on land outside of the UDB. Onsite wetland mitigation and offsetting agricultural impacts are two of the key project requirements included in the CDMP amendment.

Environmental Commitments

- MDX will provide a shared use path along the corridor. South of SW 8th Street, the shared use path will be located between the proposed SR 836 Extension and the residences to the east to serve as buffer between the roadway and the homes. The shared use path will connect with the greenway projects along SW 8th Street (Tamiami Trail), SW 88th Street (Kendall Drive) and the Black Creek Trail.
- MDX will provide sufficient Right of Way (ROW) within the median and within the border areas to potentially serve as future transit corridors to be implemented by others.
- MDX will provide 14 ft. (12 ft. paved) inside shoulders to accommodate express bus service. The service will be focused on peak hours and the peak direction. The service is envisioned to run between park and ride facilities near Kendall Drive and near SW 120th Street/SW 136th Street and Downtown Miami.



The following commitments were made during the PD&E study and will be carried through to the design and construction phases of the project:

MDX will provide a shared use path along the corridor. South of SW 8th Street, the shared use path will be located between the proposed SR 836 Extension and the residences to the east to serve as buffer between the roadway and the homes. The shared use path will connect with the greenway projects along SW 8th Street (Tamiami Trail), SW 88th Street (Kendall Drive) and the Black Creek Trail.

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Environmental Commitments

- MDX will adhere to the Interlocal Agreement between Miami-Dade County and Miami-Dade Expressway Authority for Implementation of Mitigation Measures and Other Policy Requirements for the MDX SR-836 Southwest Extension Facility.
- MDX will continue to review and incorporate avoidance and minimization, to the greatest extent practical, during final design to minimize wetland impacts while providing adequate cross flows to maintain hydrology in the remaining wetlands on site.
- MDX will provide wildlife access structures for the assemblage of non-protected, terrestrial species (e.g. raccoons, possums, white tailed deer, bobcat, as well as other small rodents, reptiles, amphibians and fish) along the Corridor Alternative to concurrently prevent habitat fragmentation and maintain hydrological connections.



MDX will adhere to the Interlocal Agreement between Miami-Dade County and Miami-Dade Expressway Authority for Implementation of Mitigation Measures and Other Policy Requirements for the MDX SR-836 Southwest Extension Facility.

MDX will continue to review and incorporate avoidance and minimization, to the greatest extent practical, during final design to minimize wetland impacts while providing adequate cross flows to maintain hydrology in the remaining wetlands on site.

MDX will provide wildlife access structures for the assemblage of non-protected, terrestrial species (e.g. raccoons, possums, white tailed deer, bobcat, as well as other small rodents, reptiles, amphibians and fish) along the Corridor Alternative to concurrently prevent habitat fragmentation and maintain hydrological connections.

Environmental Commitments

- MDX will coordinate with the United States Fish and Wildlife Service (USFWS) to determine if additional forage habitat mitigation for wood stork biomass loss is required.
- MDX will perform protected species reviews of any proposed off-site pond locations during final design if additional ROW is acquired for these areas.
- The current version of the Standard Protection Measures for the Eastern Indigo Snake will be included in the construction documents and implemented during construction.
- The Florida Fish and Wildlife Conservation Commission's (FWC) Standard Manatee Conditions for In-Water Work will be employed during all in-water construction activities associated with this project.



SR 836/Dolphin Expressway Southwest Extension PD&E



MDX will coordinate with the United States Fish and Wildlife Service (USFWS) to determine if additional forage habitat mitigation for wood stork biomass loss is required.

MDX will perform protected species reviews of any proposed off-site pond locations during final design if additional ROW is acquired for these areas.

The current version of the Standard Protection Measures for the Eastern Indigo Snake will be included in the construction documents and implemented during construction.

The Florida Fish and Wildlife Conservation Commission's (FWC) Standard Manatee Conditions for In-Water Work will be employed during all in-water construction activities associated with this project.

PD&E Study Documents

The PD&E Study Documents have been available for review 21 days prior to the hearing and will be available for public review for 10 days after the Public Hearing until Wednesday, December 26, 2018; excluding major holidays. The documents are also available for review at tonight's hearing.

MDX Headquarters

3790 NW 21st Street, Miami, FL 33142

- Monday – Friday from 8 am to 5 pm
- Closed Saturdays and Sundays

Lakes of the Meadow Branch

4284 SW 152nd Avenue, Miami, FL 33185

- Monday, Tuesday, Thursday and Saturday from 9:30 am to 6 pm
- Wednesdays from 11:30 am to 8 pm
- Closed Fridays and Sundays

Kendale Lakes Branch Library

15205 SW 88th Street, Miami, FL 33196

- Monday from 11:30 am to 8 pm
- Tuesday – Saturday from 9:30 am to 6 pm
- Closed Sundays

West Kendall Regional Library

10201 Hammocks Blvd, Miami, FL 33196

- Monday - Thursday from 9:30 am to 8 pm
- Friday - Sunday from 9:30 am to 6 pm



SR 836/Dolphin Expressway Southwest Extension PD&E



The Environmental Documents detailing the review of all resources analyzed have been available for Public Review since **November 21st** and will continue to be on display for 10 days after the Public Hearing at **Lakes of the Meadow Branch, Kendale Lakes Branch Library, and West Kendall Regional Library** and at the MDX Headquarters located at 3790 NW 21st Street, Miami, FL until **December 26th, 2018**. The documents are also available for review at tonight's hearing.

Tell us what you think!

- Provide comments during the Public Hearing
- Submit Comment Forms at the Public Hearing
- Provide your comments to the Court Reporter
- Submit your comments via email: www.836swextension@mdxway.com
- Mail Comment Forms to MDX: All written comments should be addressed to **Mayra Diaz, MDX Planning Manager** to the following address:

Miami-Dade Expressway Authority
William M. Lehman MDX Building
3790 NW 21 Street
Miami, Florida 33142

- All comments must be emailed or postmarked not later than December 26, 2018 following the date of this Public Hearing to be included in the Public Record



SR 836/Dolphin Expressway Southwest Extension PD&E



COMMENT PERIOD



SR 836/Dolphin Expressway Southwest Extension PD&E



PUBLIC TESTIMONY

Tere Garcia calls the names and says thank you.

If no one else desires to speak, I wish to remind you that written statements, and/or exhibits, may be presented in lieu of (or as support to) oral statements made here tonight.

Written statements may be sent to the attention of Ms. Mayra Diaz, at MDX at 3790 NW 21st Street, Miami, FL 33142. If written statements are postmarked by December 26, they will be included as part of this hearing. If emailed please use the email 836swextension@mdxway.com and send them by December 26, 2018.

The verbatim transcript of tonight's oral proceedings, together with all the material displayed at this hearing, will be made a part of the project decision-making process and will be available at MDX's office for public review upon request.

After the Hearing

- MDX will incorporate your comments into the project decision making
- A final decision will be made on a Preferred Alternative
- Right of Way Acquisition begins
- Federal Permitting anticipated to begin in January 2019
- Project Final Design anticipated to commence February 2019
- Design Build Advertisement anticipated Spring 2019



SR 836/Dolphin Expressway Southwest Extension PD&E



SPEAKER: Mayra Diaz

The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made. This project has and will continue to comply with all applicable state and federal rules and regulations.

Thank you very much for taking your valuable time to be with us tonight.

Contact Information

Mayra Diaz

Planning Manager

Miami-Dade Expressway Authority

3790 NW 21 Street

Miami, Florida 33142

Tere Garcia

Project Public Information Officer

Phone: 786-277-9292

Email: tgarcia@mdxway.com

www.836swextension@mdxway.com



SR 836/Dolphin Expressway Southwest Extension PD&E



It is now xx:xx PM and I am closing the public hearing. Remember that you have until December 26 to email, turn in your comment cards or mail your comments.

THANK YOU



SR 836/Dolphin Expressway Southwest Extension PD&E



Thank you very much for taking your valuable time to be with us tonight.