MDX SR 836/ DOLPHIN EXPRESSWAY
SOUTHWEST EXTENSION
Project Development and Environment

PD&E Study
Miami-Dade County, Florida

Agency/Elected Officials
Kickoff Meeting

September 4, 2014
ETDM NUMBER: 11482
MDX WORK PROGRAM NO.: 83618
AGENDA

About MDX

Study Background

About the Study

Environmental Features

Study Coordination
About MDX

• MDX was enabled by the Florida Legislature and created by ordinance of the Miami-Dade County Commission in 1994 as a local agency of the state to assure that tolls collected on the MDX system would stay in Miami-Dade County to be invested locally

• MDX is governed by 13 Board of Directors
  • 7 are appointed by the Miami-Dade County Commission
  • 5 are appointed by the Governor
  • District 6 FDOT Secretary is the 13th member of the Board
About MDX

• Maintains, operates and improves the following expressways:
  • SR 112/Airport Expressway, SR 836/Dolphin Expressway, SR 874/Don Shula Expressway, SR 878/Snapper Creek Expressway, and SR 924/Gratigny Parkway

• **100% of all tolls collected in the MDX system remain and are invested in Miami-Dade County**
  • No federal funds, no State Transportation Trust Fund, no gas tax, no impact fees, no property or county transit tax

• MDX borrows money by selling bonds and uses toll revenue as collateral, similar to a 30 year mortgage loan
  • 95% of revenues comes from tolls, 5% from investment
  • 95% goes to project funding and O&M, 5% to Administration
AGENDA

About MDX

Study Background

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Study Coordination
Study History

- 2002 Visioning Plan
- 2007 Future Projects Forum
- 2008 Concept Report
  - Preliminary Outreach Conducted
    - Elected Officials briefings
    - MPO CTAC
    - Community Councils
    - HOA presentations
- 2012 ETDM Programming Screen
- 2035 Long Range Transportation Plans
  - MDX Master Transportation Plan
  - Miami-Dade County LRTP
Study Area

- Unincorporated Miami-Dade County
- Study area bounded 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
- Kendall Tamiami Airport
- Fastest growing area in the County
- Limited options for north-south travel
- Limited access to expressways
- Congested roadway network
- Safety concerns
Population Growth by Planning Area

Population growth projected in West and South portions of the County

Source: Miami-Dade MPO

SR 836/Dolphin Expressway Southwest Extension PD&E
Employment Growth by Planning Area

Employment growth projected in Northwest and Central portions of the County

Source: Miami-Dade MPO
Transportation Demand

30-Year Period (2005-2035) / Based on Study Area Only and MPO 2035 LRTP Model

Number of Vehicles Traveling in Study Area

- 2005: 15,000,000
- 2035: 22,500,000

49% Increase

Source: Miami-Dade MPO
Transportation Supply

30-Year Period (2005-2035) / Based on Study Area Only and MPO 2035 LRTP Model

Source: Miami-Dade MPO
Increase in Congestion

30-Year Period (2005-2035) / Based on Study Area Only and MPO 2035 LRTP Model

Vehicle Hours Traveled in Study Area

- 2005: 150,000
- 2035: 270,000

86% Increase

Source: Miami-Dade MPO
Project Needs

• 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
Corridor Alternative 1

Corridor Alternative 2

Corridor Alternative 3

Corridor Alternative 4

Urban Development Boundary

Source: Preliminary Corridors Alternatives 1-3 were identified and evaluated in the 2008 Concept Report. Corridor Alternative 4 was proposed by the public (not evaluated)
ETDM Programming Screen

• Advance Notification - December 13, 2010
• Continue coordination with ETAT throughout study
• Work with FDEP to resolve Dispute Resolutions
  • Special Designations
  • Recreation Areas
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About MDX
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Project Development and Environment (PD&E) Study

Why it’s done

• Evaluate project feasibility and potential environmental impacts (natural, physical, socio-cultural)
• Comply with federal and state environmental laws
• Required to secure federal regulatory approval

What it involves

• Evaluating different corridors
• Conducting preliminary engineering
• Evaluating options to avoid, minimize, or mitigate potential environmental impacts
• Coordinating with federal, state and local agencies
• Engaging the public in project development
Steps to Implementation

1. PLANNING

2. Project Development and Environment (PD&E) Study

3. DESIGN

4. RIGHT-OF-WAY ACQUISITION

5. CONSTRUCTION

6. MAINTENANCE
Study to be completed in two phases:
Phase 1 - Corridor Analysis
Phase 2 - Alternatives Analysis

**PHASE 1**
1. Project/Study Initiation & Development of Alternative Corridor Evaluation Methodology
   - Agency and Elected Officials Kickoff Meeting
   - Public Kickoff Meeting
   - Initiate Corridor and Preliminary Traffic Analysis Reports
   - Environmental Forum #1
   - Environmental Determination
   - Completion of Alternative Corridor Evaluation

**PHASE 2**
6. Citizens Advisory Committees (CAC)
7. Environmental Forums
8. Alternative Workshop
   - Public Hearing

**Public Involvement**
- Citizens Advisory Committees (CAC)
- Environmental Forums
- Alternative Workshop
- Public Hearing
Public Involvement

Purpose
• Make public aware of the project
• Solicit public input

Scheduled Meetings
• Agency and Elected Officials Kickoff
• Public Kickoff Meeting
• Corridor Workshop
• Alternatives Public Workshop
• Public Hearing

Get Involved
• Small group meetings
• Website / Internet: www.mdxway.com
• 836swextent@mdxway.com
• Surveys, fact sheets and newsletters
• Citizens Advisory Committees
• Environmental Forums
PD&E Study
Phase 1: Corridor Analysis
Alternative Corridor Evaluation (ACE)

- Alternative Corridor Evaluation Methodology Memorandum
- Preliminary Engineering and Traffic Analysis
- Preliminary Environmental Analysis
- Alternative Corridor Workshop to Solicit Public Input
- Alternative Corridor Evaluation Report

Selected Corridor(s) Move on to Phase 2
PD&E Study
Phase 2: Alternative Analysis
Current Terminus of SR 836 at SW 137th Avenue

View looking South

Engineering

- Typical Section Analysis
- Alternative Alignments
- Traffic Analysis
- Safety
- Drainage
- Access Management
- Right of Way Needs
- Transportation Plans
- Structures
- Utility / Rail Coordination
- Cost Estimates
- Financial Feasibility

SR 836/Dolphin Expressway Southwest Extension PD&E
Environment

**Natural**
- Water Quality
- Floodplains
- Wetlands
- Threatened and Endangered Species
- Farmlands

**Physical**
- Construction Impact
- Contamination
- Noise & Air
- Visual

**Socio-Cultural**
- Social and Community
- Land Uses
- Parks / Recreation Facilities
- Historic and Archaeological Resources
Approximately 6,600 acres of wetlands
- 10% Mixed Wetland Hardwoods
- 39% Exotic Wetland Hardwoods
- 51% Freshwater Marshes
- Tree Islands

**WETLAND HABITATS**

- STUDY AREA
- MIXED WETLAND HARDWOODS
- EXOTIC WETLAND HARDWOODS
- FRESHWATER MARSHES
- URBAN DEVELOPMENT BOUNDARY
Threatened and Endangered Species

**WOOD STORK**
- Within Core Foraging Area for the Wood Stork
- 2 Wood Stork colonies within 5 miles of study area

**FLORIDA BONNETED BAT**
Study Area within Bonneted Bat Focal Area

Source: USFWS / Bonneted Bat Photograph by Merlin Tuttle, Bat Conservation International (National Geographic)
Approximately 7,000 acres of Unique Farmland

- Land other than prime farmland
- Soil that has special combination of unique characteristics
- Capable of sustaining high yields of a specific crop
Comprehensive Everglades Restoration Plan

Source: SFWMD

SR 836/Dolphin Expressway Southwest Extension PD&E
Public Lands

STUDY AREA
8.5 SQUARE MILE AREA
PENNSUCO WETLANDS
EVERGLADES NATIONAL PARK
EVERGLADES AND FRANCIS S. TAYLOR WILDLIFE MANAGEMENT AREA
FROG POND / L-31 TRANSITION LANDS
C-4 IMPOUNDMENT
TRAIL GLADES
TREE ISLAND PARK
BIRD DRIVE RECHARGE
URBAN DEVELOPMENT BOUNDARY

Source: FNAI

SR 836/Dolphin Expressway Southwest Extension PD&E
Wellfield and Canals

Source: MDC and SFWMD
POTENTIAL CONTAMINATION CONCERNS

- 32 known petroleum contaminated sites
- Two former (inactive) landfills
- Two designated Brownfield Areas

Sensitive Noise Receptors include residential neighborhoods, schools and parks.

Source: MDC and FDEP
Social Environment

- Approximately 109 Homeowners Associations
- Approximately 33,000 Households

Source: MDC and FGDL
Cultural Resources

- **Previously Recorded Historic Structures**
  - 226 Historic Structures in Study Area
  - 8 Historic Bridges
  - 16 Historic Linear Resources (Canals, Roads, etc.)

- **Previously Recorded Archaeological Sites**
  - 8 Sites Eligible for Local or National Register (NR)

- **Cultural Resources Assessment Survey of the Preferred Alternative**
  - Focus on NR-listed or eligible sites
  - Archaeological Survey will Focus on Relict Tree Islands
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Coordination

- Federal Highway Administration
- US Army Corps of Engineers
- Florida Department of Transportation
- Florida Department of Environmental Protection (FDEP)
- Miccosukee Tribe of Indians
- South Florida Water Management District (SFWMD)
- Florida Power & Light (FPL)
- CSX Transportation (CSX)
- Miami-Dade County
- Environmental Technical Advisory Team (ETAT)
Stay Involved

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THANK YOU