Project Development and Environment Study (PD&E)
MDX Board Workshop
March 30, 2010
Overview

- MDX vision projects developed and prioritized by MDX Board in 2007
  - Blue Ribbon Committee
- MDX vision projects included in 2035 Miami Dade MPO Long Range Plan (October 2009) and in Work Program
- PD&E studies comply with FDOT standards and National Environmental Policy Act (NEPA) requirements
Planning Tasks Completed

- Concept Studies
  - 924 West
  - 924 East
  - Establishes framework for PD&E phase
- Advance Notification (AN) and Efficient Transportation Decision Making (ETDM)
  - Provides early coordination with permitting and environmental agencies
- Initial public outreach along project corridors
  - Elected officials
  - Agencies
  - Stakeholders
Class of Action Determination

- Not all PD&E’s are alike
- Type or Class of Action depends on
  - Complexity and magnitude of project
  - Connections to Interstate System
  - Funding requirements
- Determination is a result of
  - Coordination with FDOT D-6
  - Evaluation and consultation with FHWA
- Categories
  - Categorical Exclusions
  - State Environmental Impact Reports
  - Environmental Assessment
  - Environmental Impact Statements
Components of a PD&E Study

• Environmental
  • Identification of the study area and corridor definition
  • Environmental analysis and assessment of impacts
  • Natural/Physical - Social / Economic / Cultural / Historic

• Engineering
  • Preliminary conceptual engineering design of roadway

• Public Involvement
  • Coordination with federal, state and local agencies and governmental entities
  • Outreach to elected officials and the public to provide information and an opportunity to express their views
Environmental Components

- Natural
  - Air
  - Noise
  - Water Quality
  - Floodplains
  - Wetlands
  - Fish
  - Wildlife
  - Contamination
  - Farmlands
  - Visual
  - Aesthetics
Environmental Components

- Socio/Cultural
  - Archaeological Sites
  - Historic Sites
  - Parks
  - Recreation Facilities
  - Utilities
  - Railroads
  - Community Cohesion
  - Community Features
    - Schools, Churches, Businesses, Cemeteries, Emergency Service Providers, etc.
  - Relocation Potential
Engineering Component

- Field Reviews
- Existing Conditions
- Traffic Data
- Crash Data
- Geotechnical
- Right-of-Way
- Transportation Plans
- Structures
- Utilities
- Cost
Public Involvement Component

- Objective
  - Make public aware of project
  - Solicit input
- Scheduled Meetings
  - Kick off Meeting
  - Alternatives Workshop
  - Public Hearing
- Unscheduled Meetings
  - Elected official briefings
  - Key stakeholders
  - Conflict resolution
  - Consensus building
  - Board Committees
  - MPO Board
PD&E Study Process

- Data Collection
- Scope of Project
- Kick Off Meetings
- Existing Conditions
- Concept Analysis
- Alternatives Analysis
- Alternatives Public Workshop
- Final Reports
- Public Hearing

Public Involvement Process
Products of a PD&E Study

- Approved environmental document including preferred alternative with public consensus
  - Identification of impacts and mitigation
  - Permits required
  - Costs for preferred alternative used for inclusion in Work Program’s next phase of design and construction
- Identification of other potential funding alternatives
  - Federal, State, PPP
Project that is constructible, permittable, financeable and supported by stakeholders

- Environmental Test
- Engineering Test
- Public Test
SR 924 West Extension PD&E Study

West Extension to the Homestead Extension of Florida’s Turnpike (HEFT)

The Corradino Group
Study Area

- NW 170 ST
- NW 138 ST
- MEDLEY
- HIALEAH
- GARDENS
- UNINCORPORATED MIAMI-DADE COUNTY
- MIAMI LAKES
Purpose and Need

• Provide direct connection between I-75, the HEFT, SR 924 (Gratigny) and SR 826 (Palmetto)
• Serve east-west mobility needs in northern Miami-Dade County
• Population growth of 28.6% and employment growth of 40.5% by the year 2035.
• Future planned developments for industrial and business generating freight traffic with better roadway system interconnection
• Alleviate traffic congestion and provide additional transportation capacity
Class of Action Determination

• Coordination with FDOT D-6
• Evaluation and Consultation with FHWA
• Categorical Exclusion Type II
• State Environmental Impact Report (SEIR)
NW 138th Street Corridor

- NW 138th Street Alignment
  - At-grade (6 lanes)
  - Limited access (4 lanes) with frontage roads
  - Elevated freeway (4 lanes) – no access midway
  - Elevated freeway (4 lanes) – with midway access

- HEFT ramp connection
NW 170th Street Corridor

• North-South I-75 Alignment
  • Four-lane facility along the west side of I-75
  • Facility within the existing I-75 footprint

• NW 170th Street Alignment
  • Four-lane elevated facility
    • South Side
    • North Side
    • Median

• HEFT Interchange
Coordination with FDOT’s I-75 PD&E

- Concepts will be compatible with the I-75 preferred alternative
- Critical piece of the connection
Environmental Issues

• Nature
  • Wetlands evaluation
  • Contamination screening
  • Wildlife and habitat (threatened and endangered species, biological assessment)

• Physical
  • Noise analysis
  • Air Quality analysis
Environmental Issues

- Social-Cultural
  - Archaeological Sites
  - Historic Sites
  - Parks
  - Recreation Facilities
  - Utilities
  - Community Cohesion
  - Community Features
    - Schools, Churches, Businesses, Cemeteries, Emergency Service Providers, etc.
- Relocation Potential
Engineering Issues

- Traffic modeling & operational analysis
- I-75 SIMR Re-evaluation
- Turnpike IJR @ NW 138th St. or NW 170th St.
- Interchange concepts
- Tolling
- Coordination with other projects in the study area:
  - HEFT Widening PD&E Study
  - I-75 PD&E Study
  - HEFT/NW 170th Street Interchange PD&E Study
Permits Required

Permits anticipated to be required include:

- United States Army Corps of Engineers
- South Florida Water Management District
- Florida Department of Environmental Protection
- Miami – Dade County Department of Environmental Resource Management
Public Involvement

• Early & continuous coordination w/ local municipalities
• Public/Agency kick-off meetings
  • April 13, 2010
  • April 14, 2010
• Alternatives Public Workshop
• Public Information Meetings
• Public Hearing
### Milestone Schedule

<table>
<thead>
<tr>
<th>Activities</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public/Agency Kick-off Meetings</td>
<td>April 2010</td>
</tr>
<tr>
<td>Alternatives Workshop</td>
<td>November 2010</td>
</tr>
<tr>
<td>Project Development Summary Report</td>
<td>May 2011</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>August 2011</td>
</tr>
<tr>
<td>Environmental Documents</td>
<td>November 2011</td>
</tr>
<tr>
<td>Location and Design Concept Acceptance</td>
<td>January 2012</td>
</tr>
</tbody>
</table>
Study Area

• SR 924 East will complete MDX’s Vision for Northern county East West connectivity
Purpose and Need

- Mobility enhancement (meet population growth projections)
- Overall system connectivity
- Multi-Modal network
- Regional “Managed Lanes Network”
- Local roadway network
- Purpose of project built around expanded mobility, meeting the transportation needs of today and tomorrow
Project Complexity Requires Real Time Communication Tools
Varying Nature of Corridor Requires Context Sensitive Solutions
Varying Nature of Corridor Requires Context Sensitive Solutions
Varying Nature of Corridor Requires Context Sensitive Solutions

“Mixed-use / Single Family”
I-95 Connection – Expand Existing Ramps While Minimizing Costs & Impacts
Priority Connection to I-95 Express (Toll “System to System” Along Peak Demand Direction)
I-95 Express – Reduced Structure Alternatives
Pros and Cons of Partial Versus Full Interchange at Gratigny and I-95

- Free Flow from East to South and North to West
- Signal Progression for movements to/from the North
- Maintains I-95 Express connectivity in both directions
Expanded Median Alternative Continues Initial Vision, Including Community “Green Space”
Narrow Median Alternative Expands Exterior Land Use Integration Options
At-Grade Alternative Increases R/W Impacts Along Full SR-924 Corridor
Physical Constraints For North Corridor Transit Crossing Require Innovation and Cooperation
Local neighborhood services

- New MDT Route 19
- New shelters, benches, wider sidewalks
- Enhanced Pedestrian connections
Relationships With Key Stakeholders Will Facilitate Support for the Project
Early Community Input to Expedite PD&E

- ETDM Screen
- Community Input / Kickoff
- Technical Charrette
- Streamlined PD&E (State/Federal)

60 DAYS

Goals & Objectives
Preliminary Concepts
Visual Enhancement
Aesthetics Key Role in Public Acceptance
Environmental Issues

- Visual Quality and Aesthetics
- Environmental Justice
- Noise
- Contamination
- Cultural Resources
Engineering Issues

- Construction and life cycle costs
- Construction methods and traffic control considerations
- Business impacts
- Aesthetics
- Construction duration
- Noise and vibration impacts
Multi-Media Technologies Bring Project Vision to Life