Mayra Diaz
Good evening, ladies and gentlemen. My name is Mayra Diaz. I am MDX’s Planning Manager. This Public Hearing is part of the Project Development and Environment study (PD&E) documented as a Project Environmental Impact Report (PEIR), for the SR 836/Dolphin Expressway and the Homestead Extension of the Florida Turnpike New Ramp Connections project in Miami-Dade Florida.

Buenas noches y bienvenidos a todos a esta audiencia pública. Mi nombre es Mayra Díaz y soy la Gerente de Planificación de MDX. Esta Audiencia Pública es sobre “El Estudio de Impacto Ambiental” (PD&E /PEIR por sus siglas en ingles) del proyecto de nuevas rampas de conexión entre la Carretera estatal 836/Dolphin Expressway y el Turnpike. 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.

Here with me tonight are:
Kevin Brown, Project Manager
Tere García and Patricia Suau, Public Involvement Officers
At this time, we would like to recognize any state or county agency officials present here today such as:
Kevin Brown
Good evening, 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, MDX has chosen to abide by the following federal regulations stated in this slide.

This meeting is being conducted consistent with the Americans with Disabilities Act of 1990.
This Public Hearing was first advertised on April 11 and again on April 25 in the Miami Herald and El Nuevo Herald as well as in the Florida Administrative Register on April 25, 2017; consistent with federal and state requirements.

Adjacent property owners, interested citizens, business, and homeowners associations were notified by a newsletter invite of tonight’s meeting. An area was defined to create the mailing list to notify the public of this public hearing, using a radius of approximately 1000 feet and in some places more. Usually agencies use 300 feet.

Elected officials and agencies received a letter with an invitation to the Hearing.
MDX 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.
This graphic shows what the study entails with regards to the preparation of all preliminary engineering and environmental documentation during this planning phase. It shows all the major steps from Data Collection, Preliminary Concept Analysis, Engineering, Design, and Environmental Analysis and the preparation of the Final Documents which will be finalized after your comments are incorporated.

This would include the planning, evaluation, and impact analysis phase. These ramps would then proceed to design and eventual construction.
This study has been performed in coordination with other agencies specially with the Florida’s Turnpike Enterprise, since these ramps are connected to this facility. Other coordinating agencies include the Florida Department of Transportation, Miami-Dade County, South Florida Water Management District and CSX. The study also takes into consideration any other improvements in the area.
The project consists in adding movements between SR 836/Dolphin Expressway and the Homestead Extension of the Florida Turnpike. These new connections are:

- Eastbound SR 836/Dolphin Expressway to the northbound HEFT general purpose lanes
- Southbound HEFT general purpose lanes to westbound SR 836/Dolphin Expressways
- Shifting existing southbound HEFT general purpose lanes to eastbound SR 836/Dolphin Expressway to accommodate other new ramps

In addition, MDX will evaluate potential connections to the Dolphin Transit Station Park and Ride terminal access road.

In addition, MDX evaluated potential connections to the Dolphin Station Park and Ride Transit Terminal Facility access road. The Dolphin Park and Ride is a new facility that is under construction by MDX, for eventual ownership and operation by Miami-Dade Department of Transportation and Public Works, to be used for their SR 836/Dolphin Expressway Express Bus Service.
The ramps are located in the area of west Miami-Dade, west of the Dolphin Mall at approximately NW 117th Avenue and NW 12th Street. As you can see in this image this will serve the neighboring cities of Doral and Sweetwater and also those commuters coming from West Kendall with a destination of Doral.
This is the study area that has been evaluated
In this slide you can see more clearly the new proposed ramps.

- Pink shows the new Eastbound SR 836/Dolphin Expressway to the northbound HEFT general purpose lanes
- The red shows the new ramps from Southbound HEFT general purpose lanes to westbound SR 836/Dolphin Expressway
- The blue shows the new location of the existing southbound HEFT general purpose lanes to eastbound SR 836/Dolphin Expressway that is being moved to accommodate the other ramps.

In addition, MDX evaluated potential connection to the Dolphin Transit Station Park and ride terminal access road.

- The dotted line in green shows the access from the Dolphin Station Park and Ride to SR 836/Dolphin Expressway
- The dotted line in orange shows the news access from SR 836/Dolphin Expressway eastbound to the Dolphin Station Park and Ride.
Every project that is proposed must have a purpose and a need. These ramps provide new ramp connections within the SR 836/Dolphin Expressway and the HEFT or Turnpike Interchange. They will:

- Improve connectivity and provide congestion relief on adjacent roadways
- They will facilitate connections to the Turnpikes Express Lanes
- They will accommodate future direction connections to and from the Dolphin Transit Station and Park and Ride
- An important point is they will also enhance evacuation and emergency response times by providing additional access to both SR 836 and the Turnpike
- And ultimately they will provide support to access major employment centers in Miami-Dade County like west Dade and the City of Doral.
The study effort entails three distinct components: public involvement, engineering analysis and environmental analysis.
We are providing this opportunity to receive and incorporate your comments to the final report. A newsletter invite to this Public Hearing was sent to all property owners within a radius of 1000 feet or more around the project area. Approximately 1,452 notices were mailed and distributed property owners and residents and business in the area including 5 homeowners associations and major businesses like the Dolphin Mall. Agency and district elected officials were also contacted via letter and emails.

We have provided a fact sheet and comment cards that you can use to provide your comments. We have also distributed speaker cards in the case that at the end of this presentation you would like to make a comment for the record. We also have a court reporter in the event that you prefer to provide a comment that he will record.
The proposed project was evaluated with regard to environmental impacts in four primary categories: natural, physical, and socio-economic and cultural. The results of the environmental analysis completed for this project indicate that no significant direct impacts are anticipated to any environmental resource.

3.17 ac of wetland will be impacted by the project and will likely be addressed through the purchase of wetland credits through a wetland mitigation bank.

No air quality impacts are expected to occur as a result of the proposed improvements. Temporary increases in air pollutant emissions due to construction activities (such as dust from earthwork and unpaved roads) will be minimized by adherence to FDOT Standard Specifications for Road and Bridge Construction.

Traffic noise was analyzed in accordance with the latest noise criteria as per Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise dated July 13, 2010 and Florida Statutes Chapter 335.17.

82 receptor points representing 449 noise sensitive residential sites were located within Imperial Villas at Imperial Lake, Villa Real, Puerto Bello, and Marina Real. 124 residences of the 449 noise sensitive sites approached or exceeded Noise Abatement Criteria; however,
analysis revealed that noise walls are not feasible and cost reasonable because impacted residence will not experience a 5 dB(A) reduction if they are built. The contributing noise from the ramps is minor compared to the traffic noise contribution from the existing NW 12th Street and SR 836 Mainline.
This shows the new two-lane exit ramp (Ramp G) from eastbound SR 836 to northbound Turnpike (HEFT).
Each lane is 12-ft wide with 8-ft shoulders.
The eastbound SR 836 to northbound turnpike dual lane ramp will then split into two single-lane ramps.

One ramp (Ramp G) will provide access to northbound turnpike general purpose lanes.

The ramp lane is 15-ft wide with 6-ft minimum wide shoulders. The shoulders will sometimes vary to provide the necessary sight distance at curves.

The other ramp will provide access to northbound turnpike express lanes which was coordinated with the turnpike.
This slide shows the realigned southbound turnpike to eastbound SR 836 Ramp.

The typical section for the ramp varies. In the widest section 3 lanes are provided to also accommodate the southbound turnpike general purpose lanes to eastbound SR 836 movement as well as the southbound turnpike express lane to westbound and eastbound SR 836 movements.

As previously mentioned the ramp realignment is also required to provide the necessary weaving distance for the new eastbound SR 836 to northbound turnpike (HEFT) movement. In addition, the existing infield pond will be expanded to provide the required water quality and storage for the new ramps.
This illustration shows the new single-lane exit ramp (Ramp K) from southbound turnpike (HEFT) general purpose lanes to westbound SR 836.

The ramp lane is 15-ft wide with 6-ft wide shoulders. Retaining walls are provided on both sides to minimize R/W impacts. The alignment also accommodates the Turnpike’s southbound express lane to westbound SR 836 movement.
The proposed improvements for the new ramp connections were documented in the engineering and environmental studies conducted for this project.

These documents and preliminary plans showing the proposed improvements have been on display at Commissioner Diaz office and at International Mall Branch Library in the vicinity of the project locations and at MDX Headquarters since April 11, 2017 as stated in the invitation to the public hearing and newspaper ads.

These documents are available here tonight for anyone who wishes to examine them. They will continue to be on display in the same places until May 12, 2017 until which time you will still be able to submit any comments to the record. They just need to be postmarked May 12 if sending them via US mail. Otherwise if using email the need to be received by May 12.
After the final documents are completed and approved, the preliminary engineering design will be completed in order to procure a contractor to implement as part of the Design/Build Project for the widening of the Turnpike under an agreement with MDX. This is been done in this fashion in order to be more efficient and not inconvenience the public twice with two separate construction projects. MDX will be funding the new ramps.

According to the schedule, the larger project of the Turnpike will be let for construction in 2019 and it will be completed including the MDX ramps in fall of 2021.
As I mentioned before...Written statements and exhibits may be presented in lieu of or in addition to verbal statements. All written material received at this public hearing, those received at the Miami Dade Expressway Authority Office located at 3790 NW 21st Street, Miami, FL 33142, postmarked May 12, 2017, ten days ten days following the date of this public hearing will become a part of the public record for this hearing. All written comments should be addressed to Ms. Tere Garcia, MDX Public Information Officer. Comments may also be e-mailed to tgarcia@mdxway.com.
NOW I WILL OPEN THE PUBLIC HEARING AT 0:00 PM

Anyone desiring to make a statement or present written views and/or exhibits regarding the location, conceptual design, social, economic and environmental effects of the improvements will now have the opportunity to do so.

If you are holding speaker’s cards, please give them to project team members. If you have not received a speaker’s card and wish to speak, please raise your hand so you can receive a card to fill out.

This is an opportunity for you to formally present your comments, opinions, and ideas about the project for the permanent record. We ask that you limit your comments to three minutes and if you have additional comments, you may continue after other people had the opportunity to comment. Please if you have a question hold it until after this formal part of the public hearing and we will gladly answer it. At this time just statements for the record. We will stay after the public hearing is closed to answer any question you may have on a one on one basis.

Are there any elected public officials who would like to make a comment at this time?

Any agencies representative that would like to make a statement?

We will now call on those with speaker cards. Please come forward and state your name and address. If you represent an organization, municipality, or other public entity, please state that also. Please use the microphone so that our court reporter will be sure to get a complete record of your comments.

If you also don’t wish to speak you can after this session visit the court reporter and provide your statement.
I would like to remind you that this is not a question and answer session or debate, but an opportunity for you to provide your input for consideration by our project team. We will provide responses to statements or questions that require clarification and will remain after the public comment period to address individual concerns.

**SAY THANK YOU AFTER EVERY SPEAKER**

**AT THE END OF THE PUBLIC TESTIMONY SAY:**
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 Mayra Diaz at MDX at 3790 NW 21st Street, Miami, FL 33142 if by mail. If written statements are received within 10 days after the day of this hearing, they will be included as part of this hearing. Email statements should be addressed to Tere Garcia at tgarcia@mdxway.com. All these instructions and contact information are in the comment cards.

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.

Thank you. I will leave you with Mayra Diaz.
If you would like additional information about this study please contact Ms. Tere Garcia at Tgarcia@mdxway.com or at her phone number included in the Fact Sheet.
Mayra Diaz:  
Thank you for attending this public hearing and for providing your input into this project. IT IS NOW 0:00 P.M. I HEREBY OFFICIALLY CLOSE THE PUBLIC HEARING for the Project Development and Environment study (PD&E), including the Project Environmental Impact Report (PEIR), for the SR 836/Dolphin Expressway and the Homestead Extension of the Florida Turnpike New Ramp Connections project in Miami-Dade Florida.

Thank you again and have a good evening!

We will stay around for a few minutes if you have any questions that you may want to ask.