

# WELCOME

## SR 924 (GRATIGNY PARKWAY) WEST EXTENSION PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

MDX Work Program Number: 92404

ETDM Number: 11502

Miami-Dade County



FROM SR 826 (PALMETTO EXPRESSWAY)  
TO SR 821 (HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE)

Public Hearing

January 8, 2015



# PUBLIC HEARING

## 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 1500-1508
- Title 23 of the Federal Regulations Part 771
- Federal-Aid Highway Act of 1968, as amended
- Florida Statutes, Section 339.155
- Florida Statutes, Section 335.199
- Executive Order 11988, Floodplain Management
- Executive Order 11990, Protection of Wetlands
- American with Disabilities Act (ADA) of 1990



# TITLE VI

**The Miami-Dade Expressway Authority is required to comply with various non-discrimination 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 about Title VI may do so by contacting:**

Ms. Tere C. Garcia  
Public Information Officer  
Miami-Dade Expressway Authority  
William M. Lehman MDX Building  
3790 NW 21<sup>st</sup> Street  
Miami, Florida 33142  
Telephone: 786-277-9292  
Email: 924West@mdxway.com



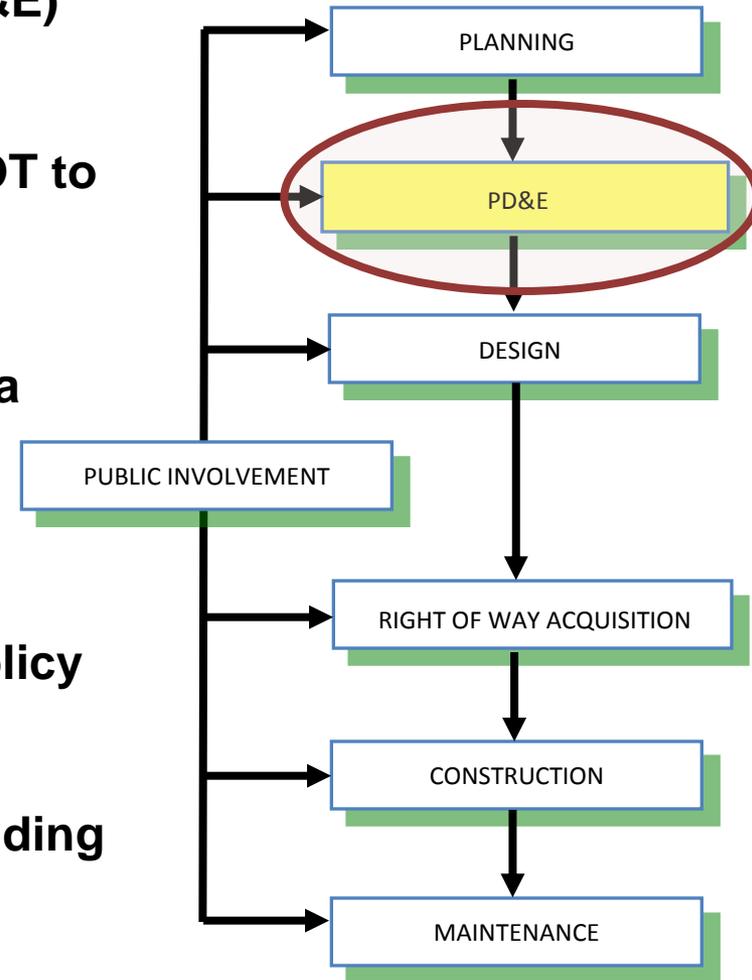
# PURPOSE OF HEARING

- **Share information about the proposed improvements**
- **Provide an opportunity for public input**
- **All public comments will become part of the project's public record**
- **The purpose for this public hearing is to record comments and opinions as part of the process which will become part of the Study's official records**



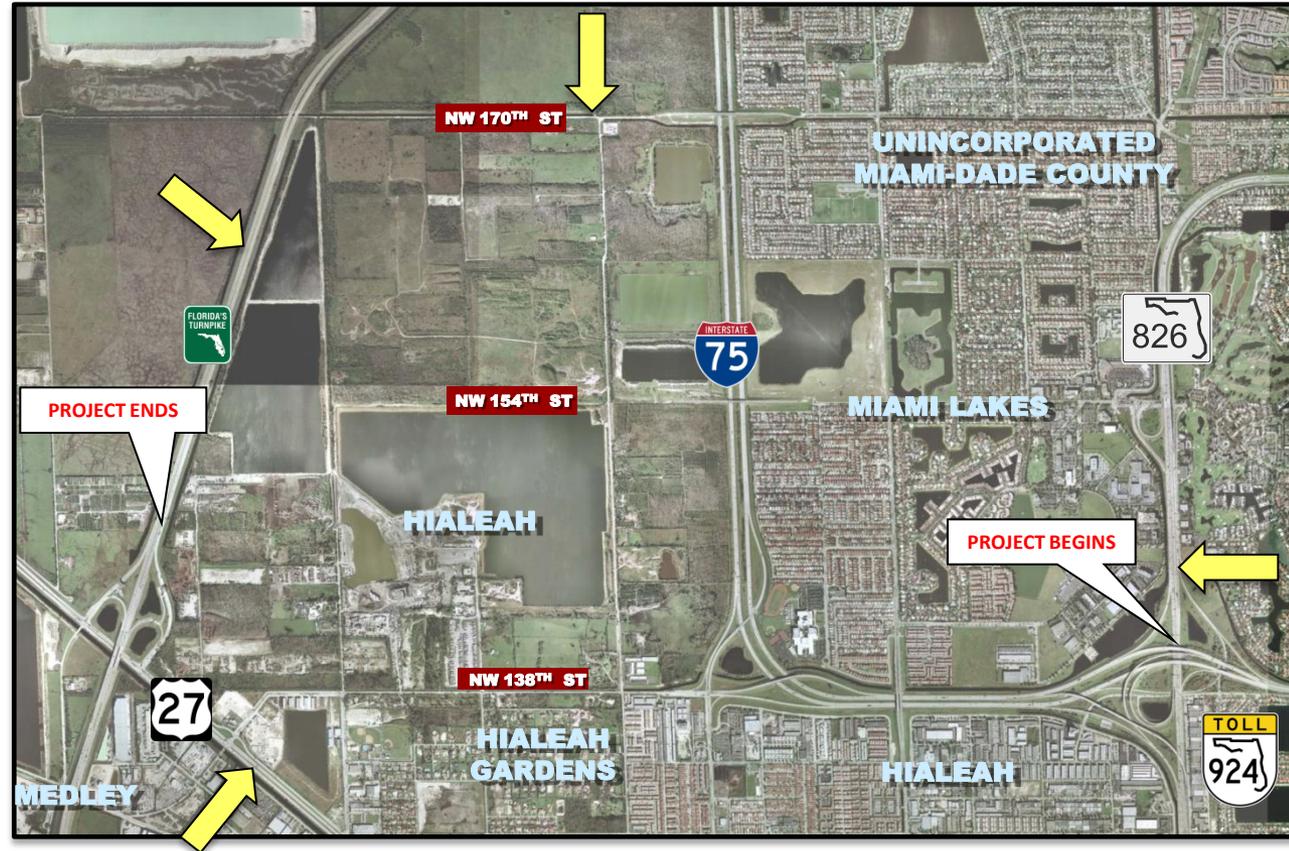
# WHAT IS A PD&E STUDY?

- **Project Development and Environment (PD&E) Study**
- **A process followed by the MDX and the FDOT to evaluate:**
  - ✓ **Social, Cultural and Economic Impacts**
  - ✓ **Environmental Impacts associated with a planned transportation project**
  - ✓ **Engineering Alternatives**
- **Part of the project development process as mandated by the National Environmental Policy Act (NEPA) of 1969**
- **Required to secure federal approval and funding**



# PROJECT STUDY AREA CHARACTERISTICS

- Northwest Miami-Dade County
- West Extension - 4.3 miles
- Total Study Length - 12.5 miles
- Three Municipalities
- Three Interchanges
- Strategic Intermodal System (SIS)
- Major Evacuation Route
- Critical Corridors for Freight and East/West Commuters



# PURPOSE AND NEED

- **Design a transportation system that will offer improved access to the major expressways in the area and more reliable travel times during congested periods.**
- **Design a corridor that will meet east/west mobility needs for commuter and freight traffic.**
- **Design a corridor that will provide immediate congestion relief to the area.**
- **Evaluate future mainline improvements in terms of safety, capacity, operations and major expressways access.**
- **Enhance emergency access and incident response times.**



# PUBLIC INVOLVEMENT

- Public Kick-off Meeting

- ✓ Newsletter #1

- ✓ April 14, 2010

- Alternatives Public Workshop

- ✓ Newsletter #2

- ✓ January 26, 2011

- Website: [http://www.mdxway.com/projects/future\\_projects#](http://www.mdxway.com/projects/future_projects#)

- Public Hearing

- ✓ Handout

- ✓ January 8, 2015

Project Name	Project Location	Project Description
SR 924/Gratigny Parkway West Extension	SR 924/Gratigny Parkway	Project Development & Environment (PDE) Study



## SR 924/Gratigny Parkway Public Hearing

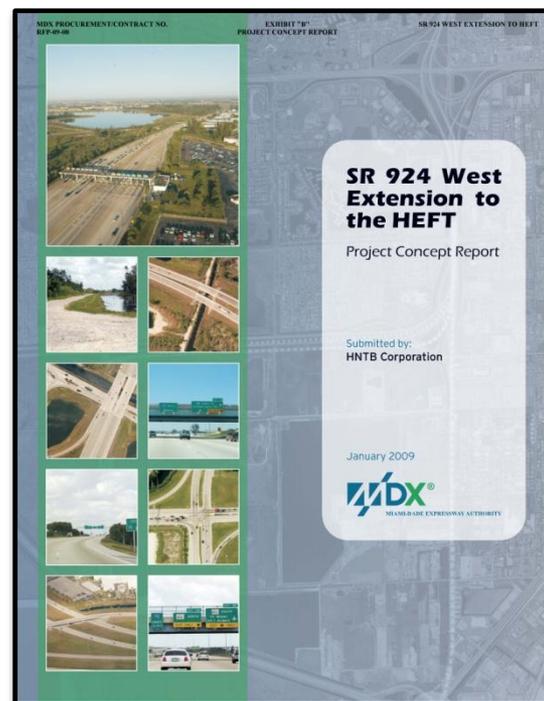


# PLANNING CORRIDOR STUDY

In January 2009, MDX completed a planning study with the purpose of evaluating the feasibility to extend the SR 924/Gratigny Parkway corridor to Florida's Turnpike. Two possible corridor alignments were considered in the study:

1. NW 138<sup>th</sup> Street Corridor
2. NW 170<sup>th</sup> Street Corridor

Both alignments were determined to be feasible.



# CORRIDOR ANALYSIS

- Completed in January 2011 as part of the PD&E Study
- Purpose: Evaluate and select a corridor alignment for the west extension
- Concepts: At-grade and elevated typical sections

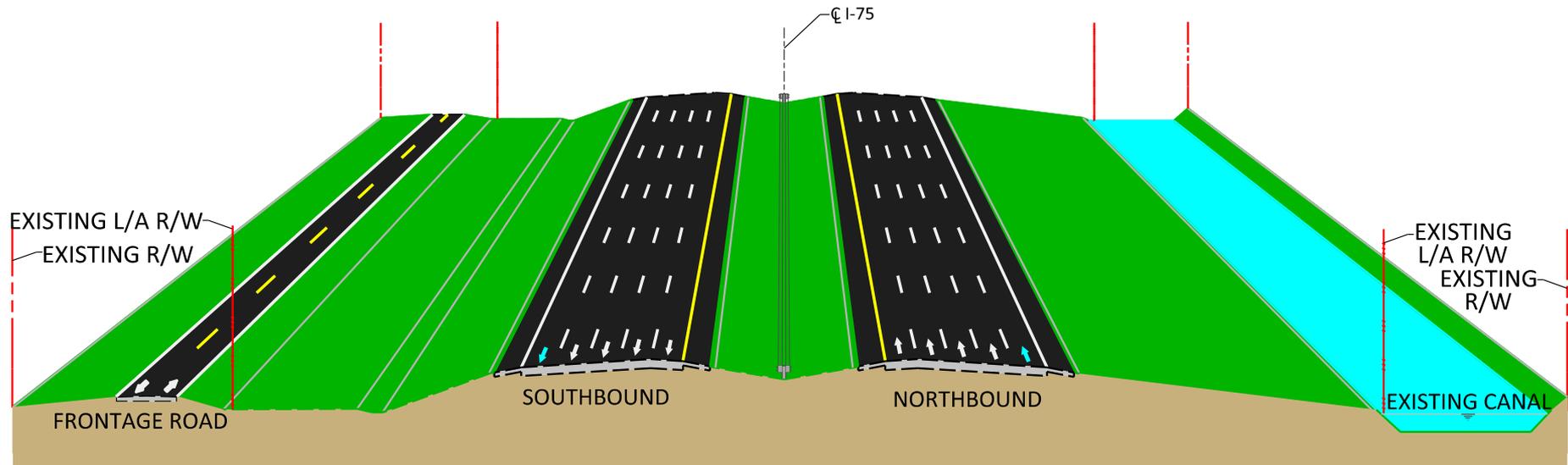


# CORRIDOR ANALYSIS

- Selected Corridor:  
NW 138<sup>th</sup> Street

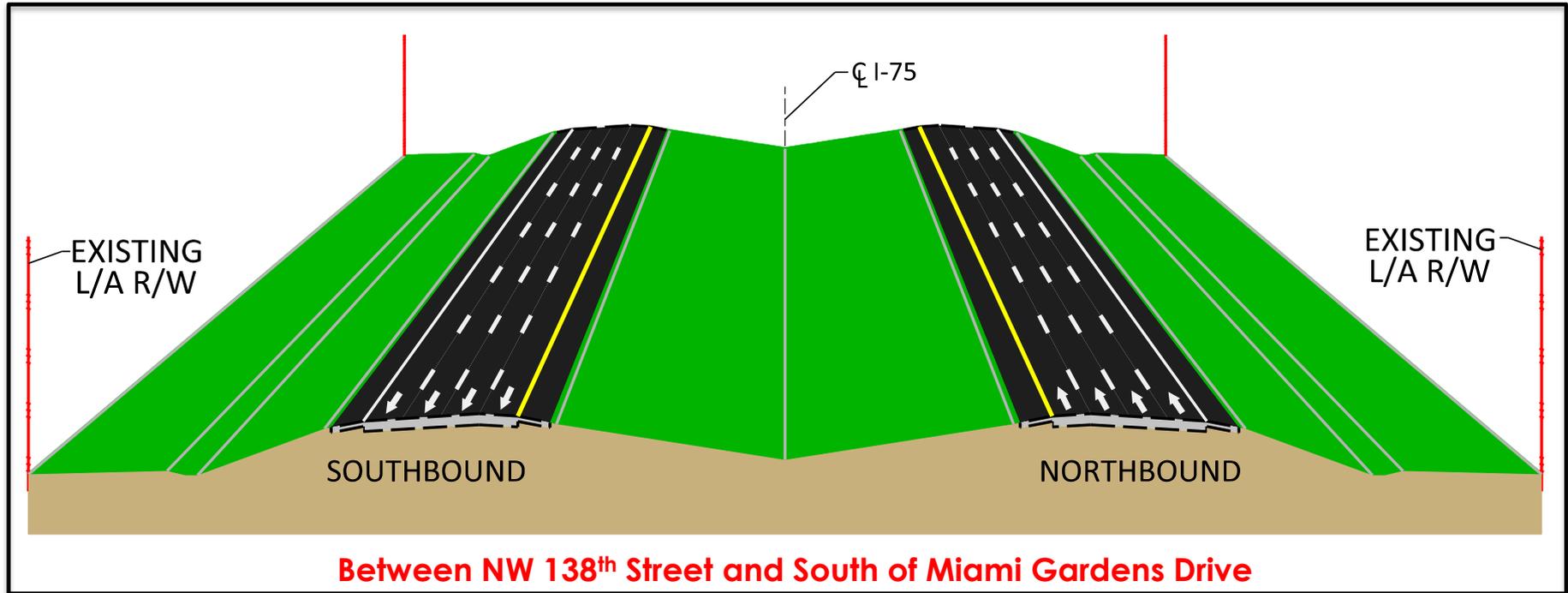


# I-75 EXISTING CORRIDOR TYPICAL SECTIONS



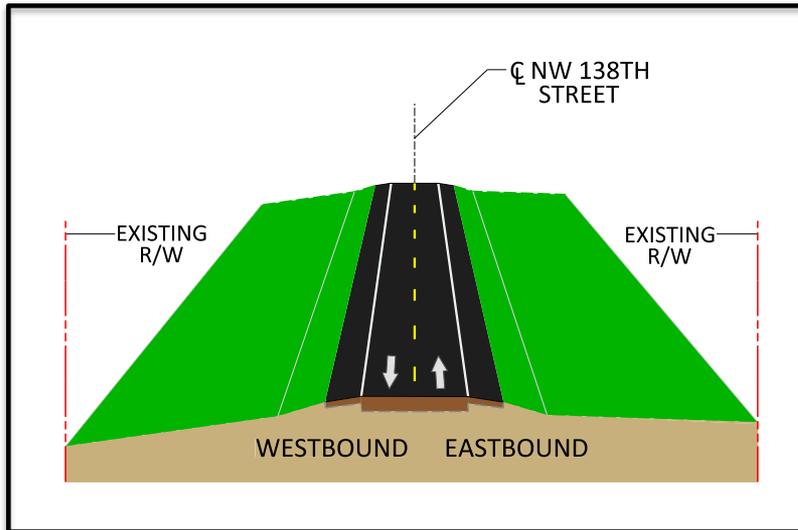
Between SR 826 and NW 138<sup>th</sup> Street

# I-75 EXISTING CORRIDOR TYPICAL SECTIONS

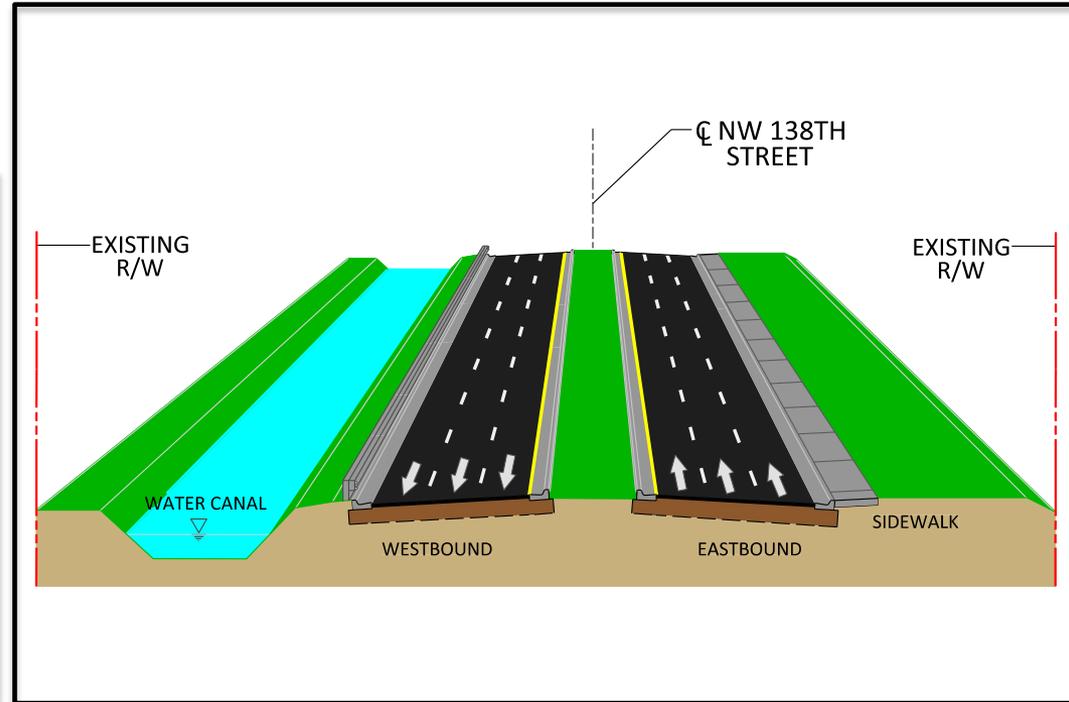


I-75 is classified as an eight-lane urban principal arterial within the study limits. The existing speed limit is posted at 70 MPH.

# NW 138TH STREET EXISTING CORRIDOR TYPICAL SECTIONS



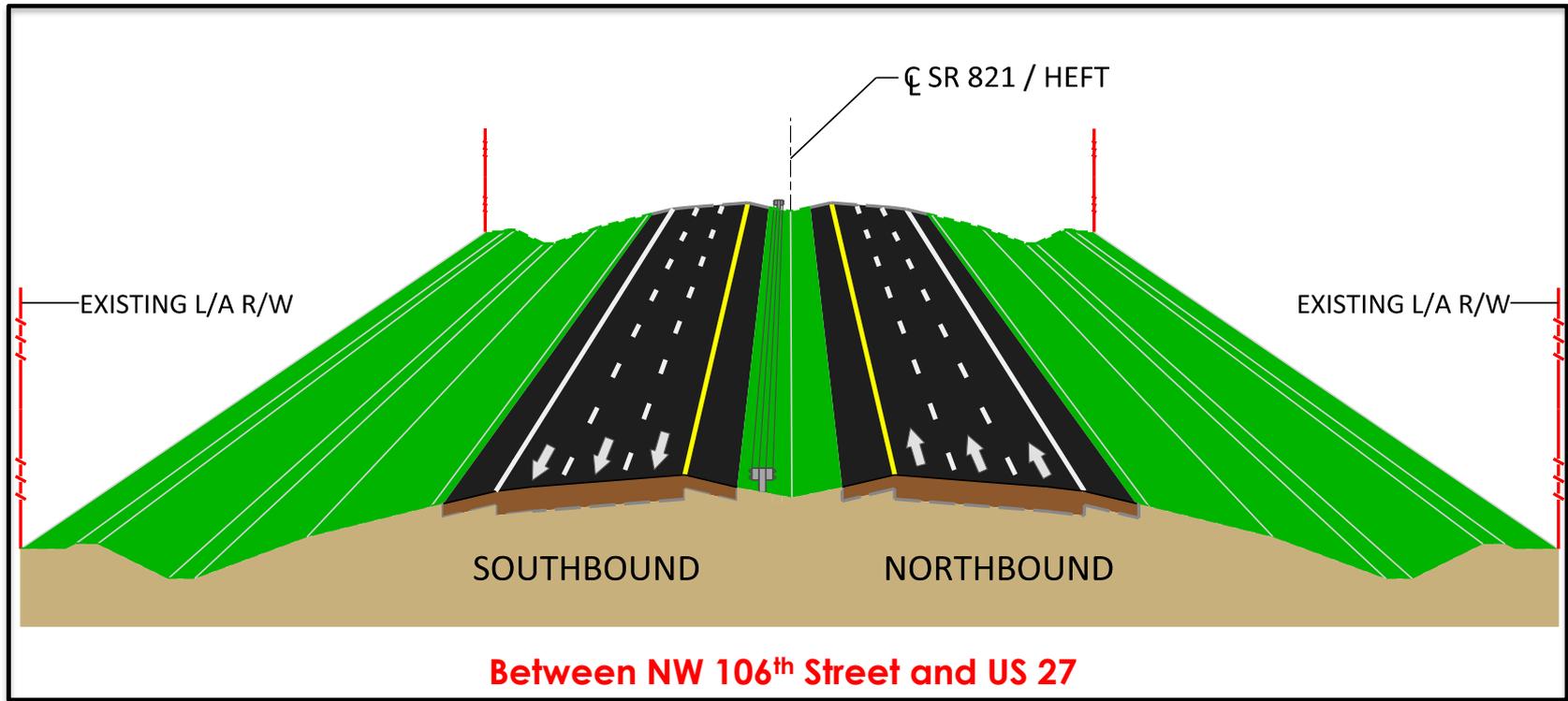
*Before 2012*



*Today*

NW 138<sup>th</sup> Street was a Miami-Dade County roadway until the year 2012. In 2012, MDX acquired the NW 138<sup>th</sup> Street corridor. This corridor was widened by the City of Hialeah from a two-lane undivided roadway to a six-lane divided roadway. The current speed limit is posted at 45 MPH.

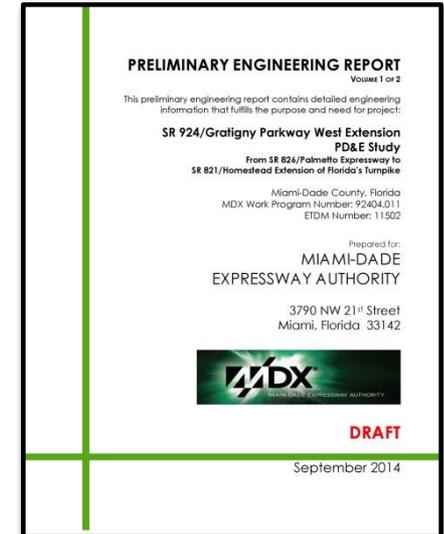
# FLORIDA'S TURNPIKE EXISTING CORRIDOR TYPICAL SECTION



Florida's Turnpike is classified as a six-lane urban principal arterial. The existing speed limit is posted at 70 MPH.

# ALTERNATIVES CONSIDERED

- **No-Build Alternative**
  - ✓ **No corridor west extension**
  - ✓ **No congestion relief in the area**
- **Transportation System Management and Operations (TSMO) Alternative**
  - ✓ **Did not meet the purpose and need of the project**
- **Build Alternative**
  - ✓ **Extend the SR 924/Gratigny Parkway corridor to the west from SR 826 to Florida's Turnpike through the I-75 right of way and through the NW 138<sup>th</sup> Street corridor**



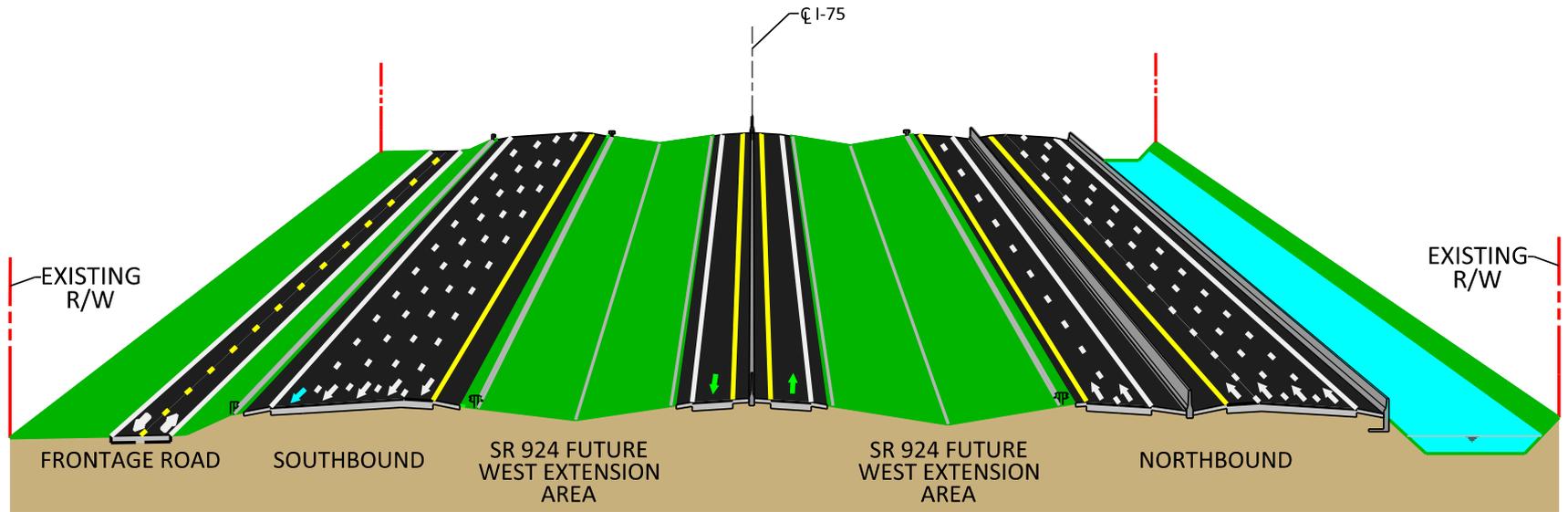
# BUILD ALTERNATIVE

**THE BUILD ALTERNATIVE WILL INCLUDE THE FOLLOWING SR 924 CORRIDOR EXTENSION IMPROVEMENTS:**

- **Two lanes in each direction between SR 826 and NW 138<sup>th</sup> Street co-located with the I-75 corridor.**
- **The extension will continue westward along the NW 138<sup>th</sup> Street corridor, mixing SR 924 traffic with the local traffic, and will connect with the Florida's Turnpike corridor**
- **Two-lane ramps to and from the south only, will connect Florida's Turnpike with the NW 138<sup>th</sup> Street corridor providing a direct connection west of NW 107<sup>th</sup> Avenue**



# I-75 BUILD ALTERNATIVE TYPICAL SECTIONS



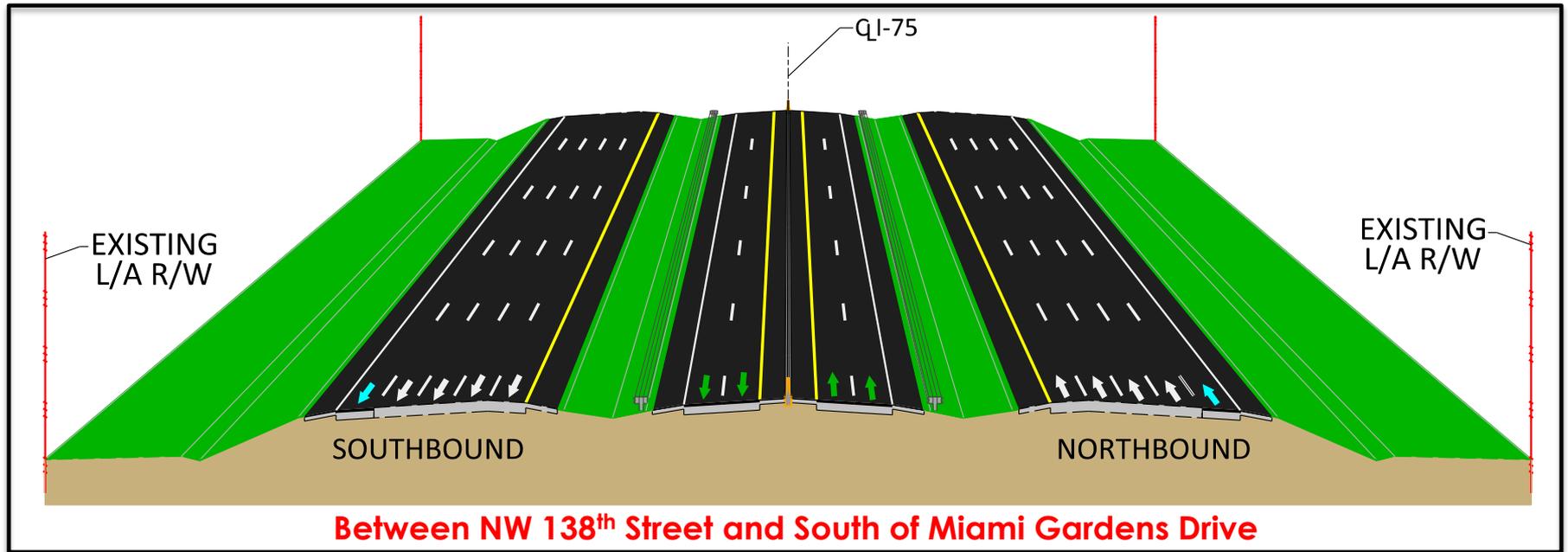
**Between SR 826 and NW 138<sup>th</sup> Street**

↑ GENERAL PURPOSE LANE    ↑ EXPRESS LANE    ↑ AUXILIARY LANE

**I-75 PD&E Study proposed improvements by FDOT**



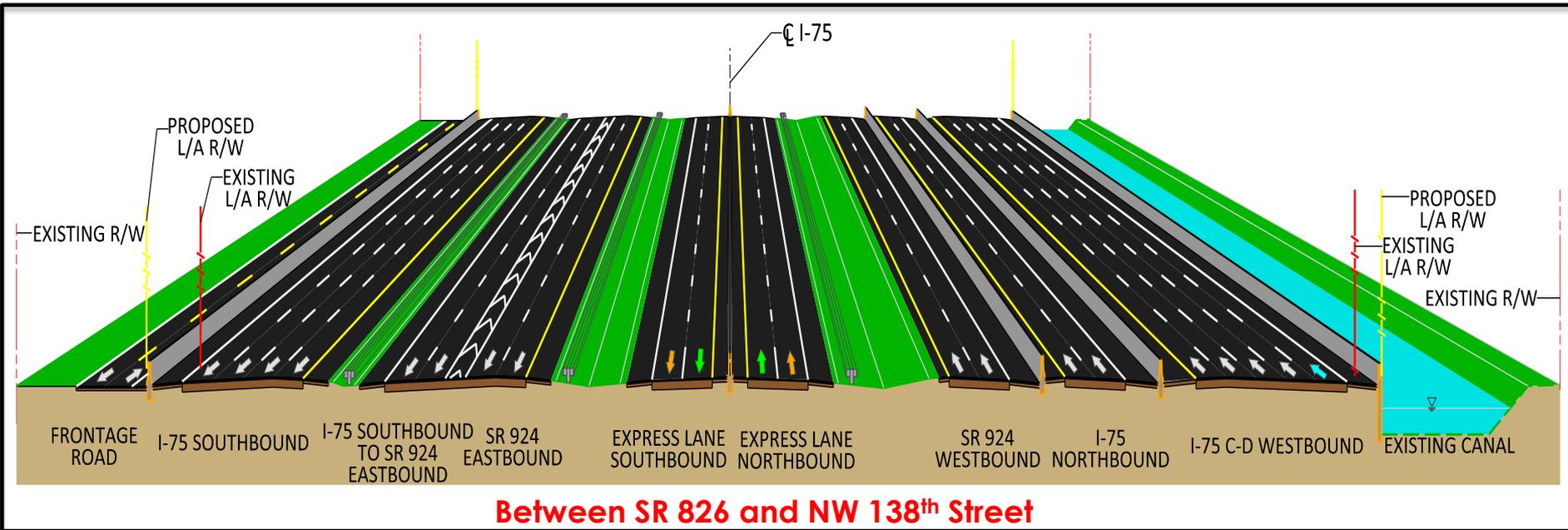
# I-75 BUILD ALTERNATIVE TYPICAL SECTIONS



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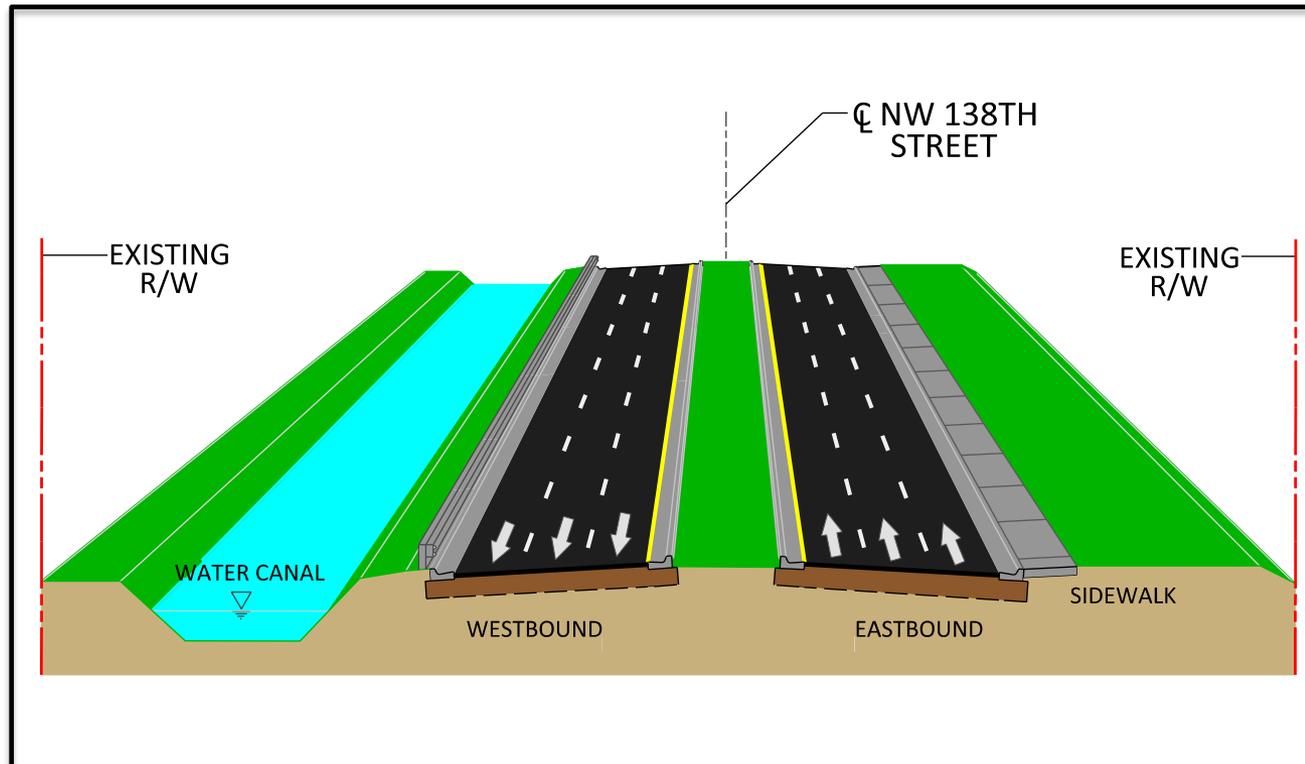
# I-75 BUILD ALTERNATIVE TYPICAL SECTIONS



GENERAL PURPOSE LANE  
  EXPRESS LANE  
  AUXILIARY LANE  
  ACCELERATION/DECELERATION LANE

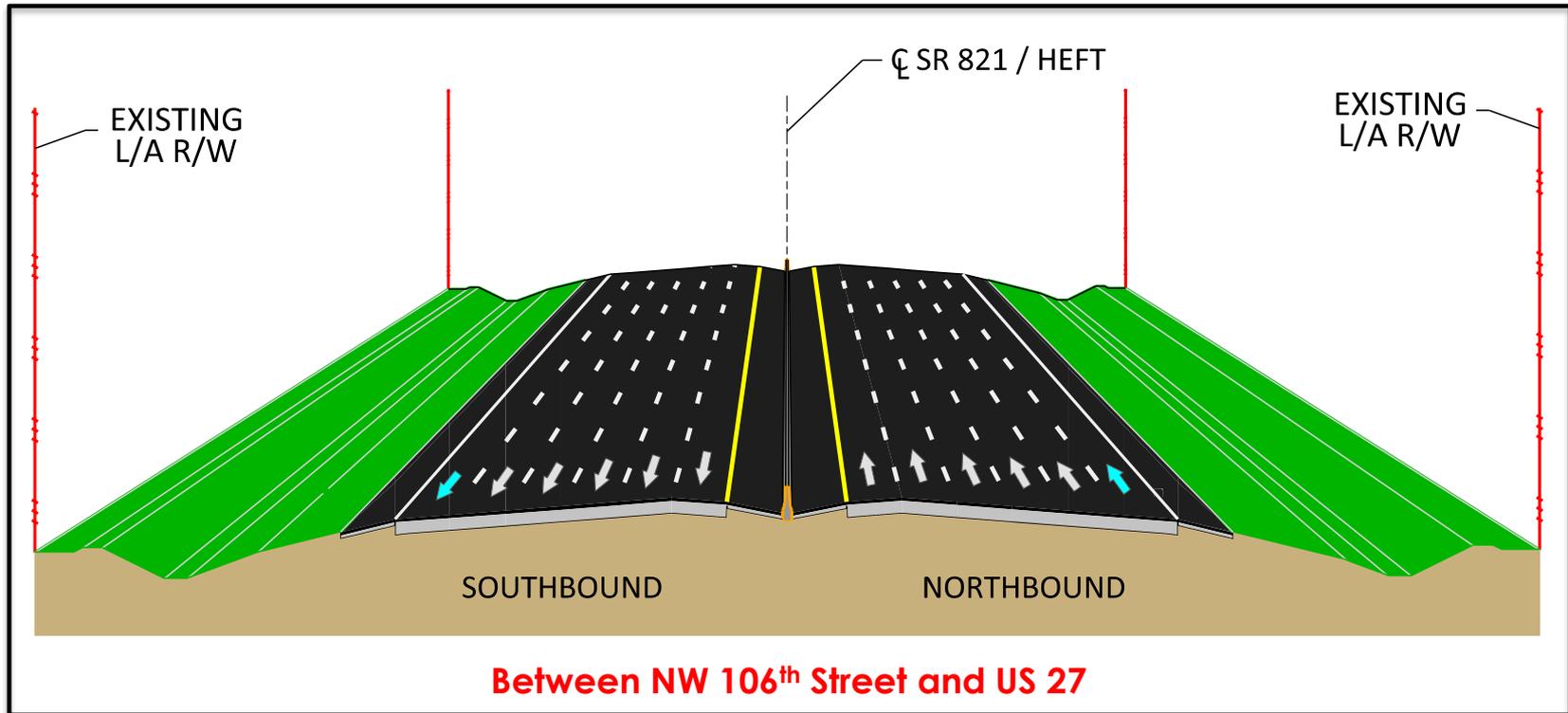
The I-75 future typical sections include the I-75 PD&E Study improvements proposed by the FDOT and the SR 924 West Extension improvements proposed by MDX.

# NW 138<sup>TH</sup> STREET BUILD ALTERNATIVE TYPICAL SECTION



The NW 138<sup>th</sup> Street Build Alternative typical section is the same as the recently constructed by the City of Hialeah, a six-lane divided roadway.

# FLORIDA'S TURNPIKE BUILD ALTERNATIVE TYPICAL SECTION



The Florida's Turnpike future typical section includes the HEFT Widening PD&E Study improvements proposed by the Florida's Turnpike Enterprise and the SR 924 West Extension improvements proposed by MDX.



# PRELIMINARY CONSTRUCTION COSTS

Total Cost Estimate		
Cost Category	No-Build Alternative	Build Alternative
Construction Cost	-	\$129,115, 000
Maintenance of Traffic (10%)	-	\$12,911,500
Mobilization (8%)	-	\$11,362,100
Contingency (20%)	-	\$30,677,700
Non-Bid Components	-	\$150,000
Construction Engineering and Inspection (6%)	-	\$7,747,000
Right of Way Cost	-	\$14,331,700
<b>Total Cost Estimate</b>	<b>\$0</b>	<b>\$206,294,300</b>

# ALTERNATIVES EVALUATION MATRIX

Legend		Engineering						Socio-Economic					Environment					Cost		S C O R E	R A N K		
5	Substantial Positive Effect or Best Alternative	Geometric Compliance to Design Criteria	Multimodal Facilities	Mobility	Safety Improvements	Utility Impacts	Maintenance of Traffic	Meets Purpose and Need	Displacement of Residences/Businesses	Social and Neighborhood Impacts	Economic and Employment Impacts	Community Services/Features	Public Comments	Noise Impacts	Air Quality	Contamination	Biological/Wetland Impacts	Water Quality	Cultural/Historic/Archaeological			Engineering, CEI and Construction	Right of Way/Business Damages
4	Generally Positive Effect or Good Alternative																						
3	Generally Positive Effect or Moderate Alternative																						
2	Generally Positive Effect or Inferior Alternative																						
1	Substantial Negative Effect or Worst Alternative																						
Alternative																							
<b>No-Build</b>		3	1	1	2	5	5	1	5	1	2	3	2	3	1	3	4	3	3	5	5	<b>58</b>	<b>2</b>
<b>Build</b>		3	5	5	5	3	2	5	1	4	4	4	4	2	4	2	2	3	3	4	1	<b>66</b>	<b>1</b>



# RECOMMENDED ALTERNATIVE



Proposes to extend the SR 924 corridor to the west.



# RECOMMENDED ALTERNATIVE



**Two lanes in each direction between SR 826 and NW 138<sup>th</sup> Street  
co-located with the I-75 corridor.**



# RECOMMENDED ALTERNATIVE



The extension will continue west along the NW 138<sup>th</sup> Street corridor, mixing SR 924 traffic with the local traffic, and will connect with Florida's Turnpike corridor.



# RECOMMENDED ALTERNATIVE



Two-lane ramps to and from the south only, will connect Florida's Turnpike with the NW 138<sup>th</sup> Street corridor providing a direct connection west of NW 107<sup>th</sup> Avenue.



# RECOMMENDED ALTERNATIVE



The SR 924 west extension will be grade separated or elevated over the I-75 and Hialeah Gardens Boulevard corridors. The grade separation will touchdown just east of the NW 97<sup>th</sup> Avenue intersection.



# RECOMMENDED ALTERNATIVE



The SR 924 west extension will be grade separated or elevated over the US 27 and Florida's Turnpike corridors.



# RECOMMENDED ALTERNATIVE



The FDOT I-75 PD&E Study recommended an express lanes system along the I-75 corridor that will connect to a proposed express lanes system along the SR 826 corridor.



# RECOMMENDED ALTERNATIVE



**Express Lanes Access Location –  
Eastbound ingress east of NW 87<sup>th</sup> Avenue**



# RECOMMENDED ALTERNATIVE

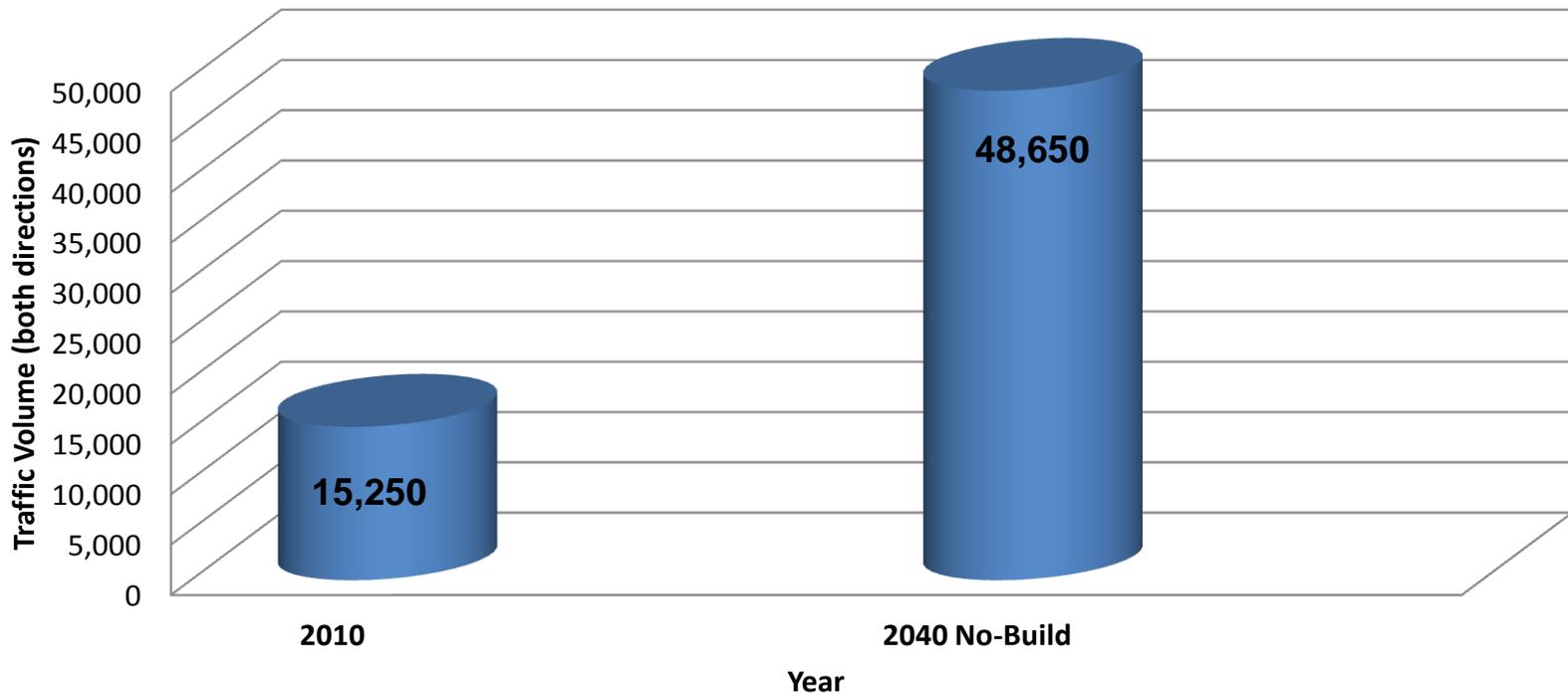


**Express Lanes Access Location –  
Westbound egress east of NW 87<sup>th</sup> Avenue**



# TRAFFIC INFORMATION

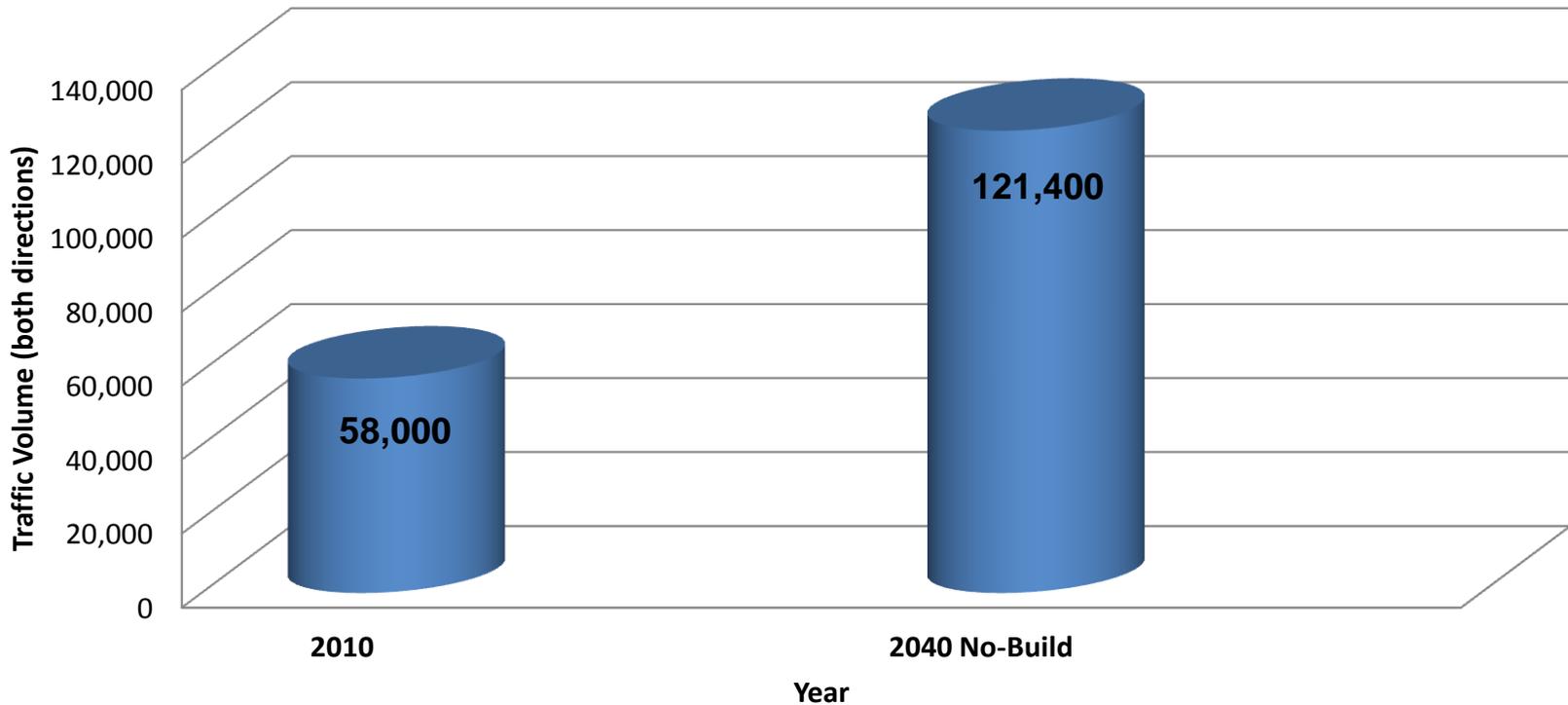
**NW 138th Street**  
**Annual Average Daily Traffic (AADT) Existing and No-Build Volumes**



- The NW 138<sup>th</sup> Street corridor 2040 No-Build volumes are projected to be approximately 3 times higher when compared to the volumes in 2010.
- The No-Build Alternative will not be able to accommodate the future traffic demand within the study area.

# TRAFFIC INFORMATION

**SR 924**  
**Annual Average Daily Traffic (AADT) Existing and No-Build Volumes**

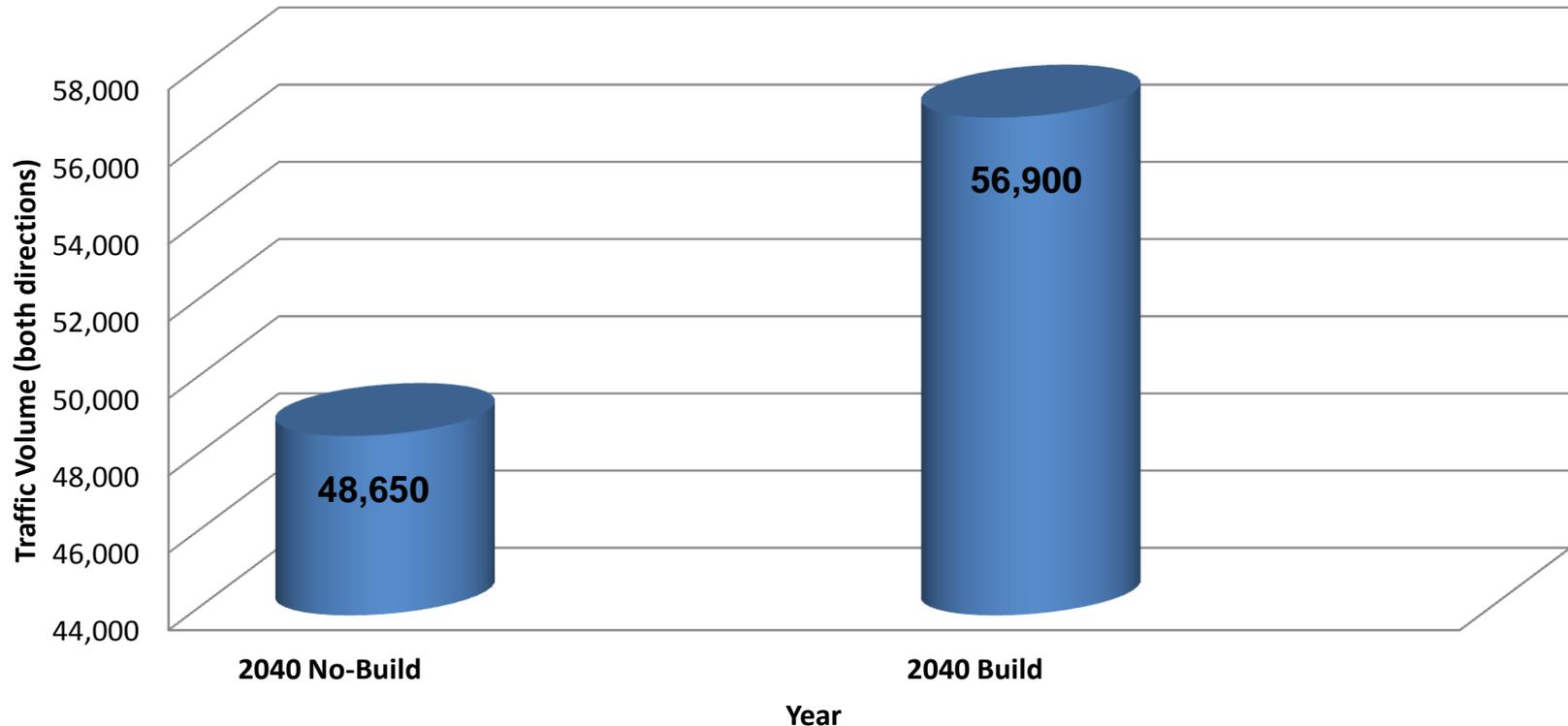


- The SR 924 corridor 2040 No-Build volumes are projected to be approximately 2 times higher when compared to the volumes in 2010.



# TRAFFIC INFORMATION

NW 138th Street  
Annual Average Daily Traffic (AADT) No-Build and Build Volumes

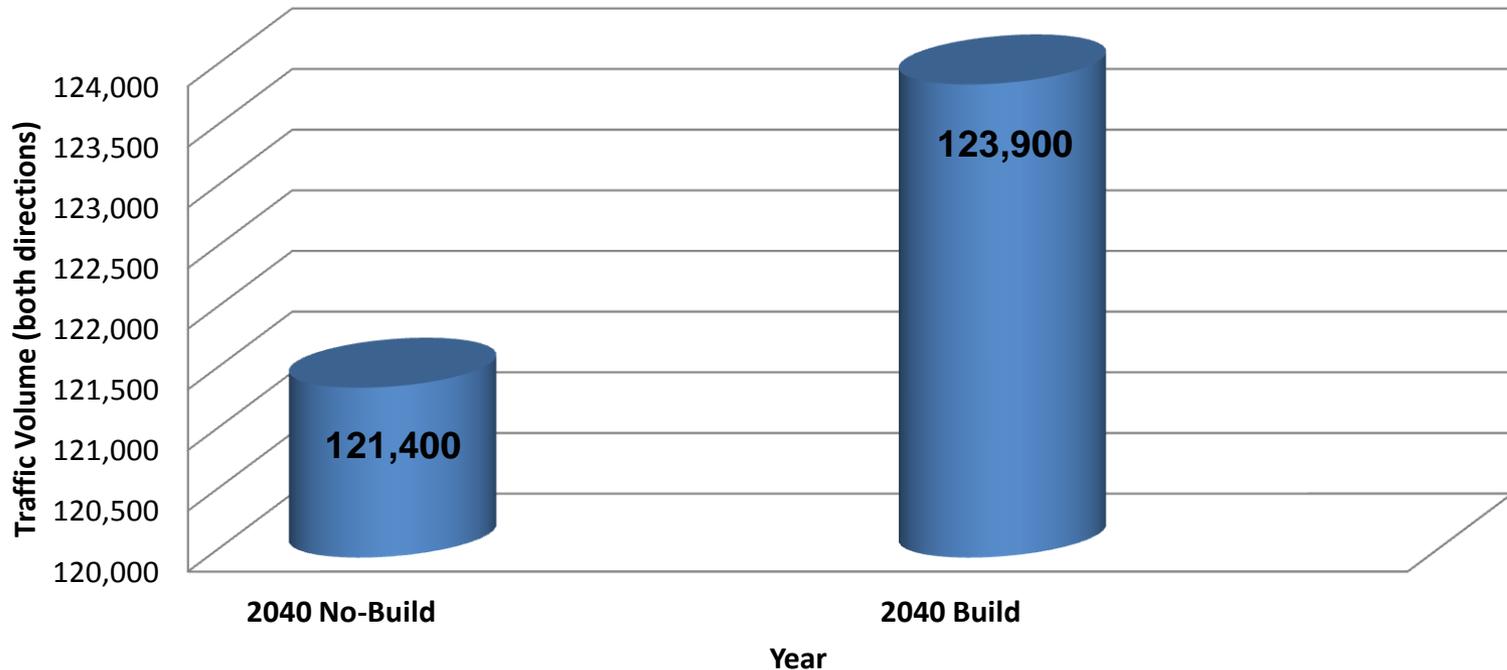


- The NW 138<sup>th</sup> Street corridor 2040 Build volumes are projected to be approximately 17% higher when compared to the No-Build volumes. Therefore, the Build Alternative will be able to process more traffic than the No-Build Alternative.

# TRAFFIC INFORMATION

## SR 924

### Annual Average Daily Traffic (AADT) No-Build and Build Volumes



- The SR 924 corridor 2040 Build volumes are projected to be approximately 2% higher when compared to the No-Build volumes.
- However, the west extension is projected to serve between 26,000-71,000 vehicles daily, depending on the location.



# TRAFFIC OPERATIONS



- The SR 924 west extension system-to-system connections with I-75 and the Florida's Turnpike are anticipated to operate satisfactorily by providing additional network capacity at both ends of the SR 924 corridor.
- The network statistics indicate that congestion is anticipated to be greater for the No-Build Alternative when compared to the recommended alternative.
- The recommended alternative is anticipated to process additional traffic consistent with the level of improvement being proposed.
- The total travel time and delay for the No-Build Alternative is anticipated to be higher when compared to the recommended alternative.
- This additional capacity from the recommended alternative is anticipated to increase the average travel speeds and reduce travel times within the study area.



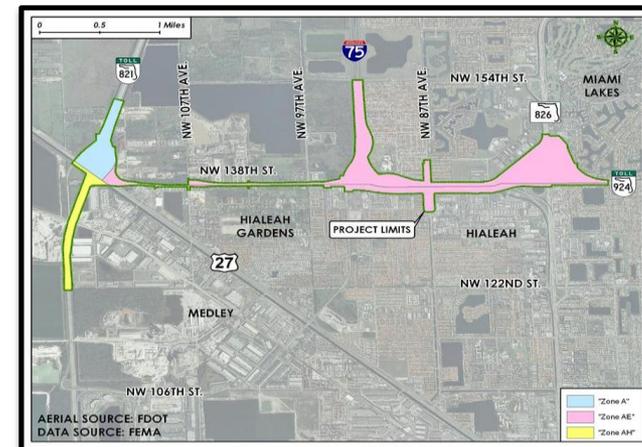
# DRAINAGE

- **The existing drainage system will be enhanced to accommodate the stormwater runoff from the roadway improvements**
  - ✓ **Increasing the capacity of the roadway swales**
  - ✓ **Reconfiguring and optimizing the size and locations of all the ponds within the existing right of way**
  - ✓ **Adding new ponds**
- **Meet existing water quality standards**
- **Meet discharge attenuation requirements**



# FLOODPLAINS

- Executive Order 11988 – “Floodplain Management”, U.S. Department of Transportation Order 5650.2, and Chapter 23, CFR 650
- Proposed structures will be hydraulically equivalent to or greater than the existing structures
- Project will not affect existing flood heights or floodplain limits
- Floodplain encroachment was determined to be not significant



# STRUCTURES

- A total of 21 bridge structures exist within the study limits.
- As part of the recommended alternative, 2 bridges will be replaced, 8 new bridges will be added and 8 will be widened.



# RIGHT OF WAY ACQUISITION AND RELOCATION

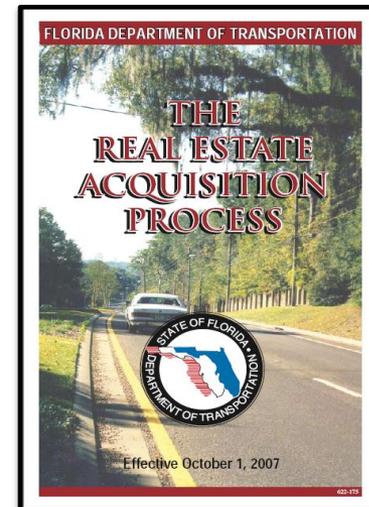
- **Approximately 11.7 acres of additional right of way will be necessary to accommodate the recommended alternative.**
- **14 parcels are estimated to be impacted by the right of way acquisition.**
- **The majority of the right of way acquisition is located at the Florida's Turnpike/US 27 Interchange. The other right of way impacts are located at the NW 138<sup>th</sup> Street intersections where additional turn lanes are necessary to improve the traffic operations of the corridor.**
- **12 relocations – 3 residential, 5 businesses and 4 personal properties are anticipated as part of the implementation of this project.**



# RIGHT OF WAY ACQUISITION AND RELOCATION

- Right of way acquisition will be in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 and FDOT Real Estate Acquisition Process.
- The Miami-Dade Expressway Authority Right of Way Office will coordinate this process.

**Florida Statute 330.09**  
Federal Uniform Relocation  
Assistance and Real Property  
Acquisition Act of 1970  
(Public law 91-646 as  
amended by public law 100-  
17)



# SOCIOECONOMIC

- Improves mobility and relieves local network congestion
- Provides regional economic benefits
- No impact to land use
- No impact to community services



# CULTURAL RESOURCES

- **Archaeological Sites**

- ✓ One previously recorded archaeological site, the Pennsuco site, was found within the study limits. However, this site is classified as previously destroyed.

- **Historic Resources**

- ✓ 13 identified within the study limits
- ✓ Two of the resources are considered eligible for listing in the National Register
  1. Graham Dairy House
  2. Miami Canal



**No adverse effects are anticipated to Historic Resources and Archaeological Sites**

# SECTION 4(f)

- Section 4(f) was enacted in 1966 as part of the Department of Transportation Act
- One park and two historic sites exist within the study area

- ✓ Westland Gardens Park
- ✓ Graham Dairy House
- ✓ Miami Canal



- The recommended alternative will not impact these sites
- The project will not affect park activities, amenities or access



# WETLANDS

- **Executive Order 11990 “Protection of Wetlands”**
- **Impacts:**
  - ✓ **Approximately 14 acres of Wetlands**
  - ✓ **Approximately 11 acres of Surface Waters**
  - ✓ **No cumulative impacts**
- **Stormwater Drainage Features will be replaced with new features**
- **Wetlands will be mitigated at the Florida Power and Light Everglades Mitigation Bank**
- **There are no impacts to Essential Fish Habitat, Aquatic Preserves, Outstanding Florida Waters or Wild and Scenic Rivers**



# THREATENED AND ENDANGERED SPECIES

- Potential effects to Federal and State listed wildlife and plant species were assessed
- May affect, but not likely to adversely affect –West Indian manatee, wood stork and Florida bonneted bat
- No effect – Everglades snail kite, eastern indigo snake and American alligator
- No impacts to Critical Habitats or Strategic Habitat Conservation

Areas



# CONTAMINATION

- The project corridor was evaluated for potential contamination concerns.
- Evaluation results:
  - ✓ 8 High Risk Sites
  - ✓ 16 Low Risk Sites
- A Level II Contamination Assessment will be conducted for the High Risk Sites during the final design phase.



# NOISE ANALYSIS

- A Noise Study was conducted for the project in accordance with the FDOT and FHWA requirements.
- Approximately 207 residences were identified as being noise sensitive within the project limits.
- 12 non-residential sites were identified as being noise sensitive within the project limits
  - ✓ Schools, Churches, Parks, Pools, Restaurants and Medical Facilities



# NOISE ANALYSIS

- **Traffic noise impacts are predicted to occur at:**
  - ✓ **58 residences**
  - ✓ **8 non-residential sites**
- **Noise walls were evaluated at 11 locations**
- **No noise walls are recommended for further consideration**
- **Noise walls are not recommended for the following reasons:**
  - ✓ **Construction costs for these noise walls were determined to exceed the reasonable cost criteria (\$42,000 per benefitted site)**
  - ✓ **It was not possible to reduce the noise levels by at least 7 decibels in accordance with the noise level reduction criteria (FDOT & FHWA)**
- **The noise analysis will be reevaluated during the design phase**



# AIR ANALYSIS

- **Miami-Dade County is in attainment under the criteria provided in the Clean Air Act of 1967; conformity requirements do not apply.**
- **No air quality impacts are expected to occur as a result of the recommended alternative.**
- **Temporary increases in air pollutant emissions due to construction activities will be minimized.**



# PROJECT SCHEDULE

- PD&E Study to be completed by the spring of 2015
- The project is consistent and included in all the local and county plans within the LRTP, TIP, STIP and CDMP
- The design and construction phases are listed in the MDX Work Program under project number 92404
- First phase of construction by 2020

MDX Project Number	Project Limit	Phase	Fiscal Year
92404	SR 924 West Extension from SR 826 to the HEFT	Design	2015/2016
		Right of Way	2016/2017
		Construction	2020/2021

PROJECT MILESTONES	2010	2011	2012	2013	2014	2015
PUBLIC/AGENCY KICK-OFF MEETING	◆					
DATA COLLECTION	■					
ENGINEERING ANALYSIS		■				
ENVIRONMENTAL ANALYSIS		■				
ALTERNATIVES PUBLIC WORKSHOP		◆				
PUBLIC HEARING						◆
PUBLIC INVOLVEMENT	■					



# PUBLIC INVOLVEMENT

## COMMENT OPTIONS

- Complete a “Speaker Card,” available at the sign-in table and make an oral statement at the microphone
- Make an oral statement to the court reporter
- Complete a comment form and drop in the comment box provided
- Email your comments by visiting the project website or directly to the MDX Project Manager
- Mail written comments to the MDX Project Manager
- **Comment period ends on January 20, 2015**

**COMMENT CARD**  
SR 924/Gratigny Parkway West Extension  
Project Development & Environment (PD&E) Study  
MDX Work Program Number: 20104  
ETDM Number: 11502  
Public Hearing - January 8, 2015

Your comments regarding the SR 924/Gratigny Parkway West Extension PD&E Study are very important to us. Use the space on the back of this card to write any comments you may have and return to the registration desk. You may also send your comments to Tere Garcia, Public Information Officer by fax at (305) 860-3759 or by email at [924news@mdxway.com](mailto:924news@mdxway.com) or visit [www.mdxway.com](http://www.mdxway.com) and submit comments on the "Contact Us" page.

Please print your contact information below to receive additional information.

Name: \_\_\_\_\_  
Agency/Company: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

PROVIDE COMMENTS ON THE REVERSE SIDE OF THIS CARD. THANK YOU FOR YOUR TIME.

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Please print your contact information below to receive additional information.

Name: \_\_\_\_\_  
Agency/Company: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

PROVIDE COMMENTS ON THE REVERSE SIDE OF THIS CARD. THANK YOU FOR YOUR TIME.

# PUBLIC COMMENTS

**SEND COMMENTS NO LATER THAN JANUARY 20, 2015 TO:**

**Ms. Tere C. Garcia**

**Public Information Officer**

**Miami-Dade Expressway Authority**

**William M. Lehman MDX Building**

**3790 NW 21<sup>st</sup> Street**

**Miami, Florida 33142**

**Telephone: 786-277-9292**

**Email: [924West@mdxway.com](mailto:924West@mdxway.com)**

# PUBLIC COMMENT PERIOD



**SR 924/Gratigny Parkway Public Hearing**



# FOR MORE INFORMATION

- **View maps, drawings and other information in the display area**
- **Discuss the project one-on-one**
- **Draft documents are available for public review until January 20, 2015 at the following three locations:**
  1. **MDX Headquarters**
  2. **Hialeah Gardens Library**
  3. **City of Hialeah Gardens**
- **Draft documents and public hearing exhibits are available on the website**
  - ✓ **Website:** [http://www.mdxway.com/projects/future\\_projects#](http://www.mdxway.com/projects/future_projects#)



# THANK YOU

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***SR 924/Gratigny Parkway Public Hearing***

