



ASSESSMENT FOR POTENTIAL FM No. 439150-1-12-01
TRUCK PARKING LOCATIONS
within Miami-Dade County *Final Report*

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Disclaimer

The Florida Department of Transportation (the Department) wishes to emphasize that this study (FM No. 439150-1-12-01) is a preliminary effort and does not represent or signify any action will be taken on behalf of the Department at this moment. Note that no funds have been allocated by the Department to lease or purchase properties and that no eminent domain or property expropriate action will occur. This effort is purely a means of identifying the best locations for truck parking facilities within Miami-Dade County and of determining the viability of the private sector to develop and operate these facilities.



Works Cited

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[Miami-Dade Transportation Planning Organization's Strategic Miami Area Rapid Transit \(SMART\) Plan](#)



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INTRODUCTION

Why this study?

Introduction

Miami-Dade County is highly dependent on trucks for the movement of its freight. Major load centers like PortMiami (i.e. the world's leading port for cruise line passenger traffic and top container port for the State), Miami International Airport (MIA) (i.e. the nation's top processor of air cargo), and Florida East Coast Railway's (FECR's) Hialeah Rail Yard generate significant truck traffic distributing goods beyond state boundaries.

In addition, regional and local truck traffic fueled by construction activity, e-commerce, and trade with Latin America currently makes Miami one of the leading markets for industrial development. With an estimated 179.1 million square feet of existing warehousing space and over 4.2 million square feet under construction in the second quarter of 2018 ([CBRE, Inc. Miami Industrial MarketView Q2 2018](#)), substantial investments in warehousing assets demonstrate that the County's dependence on trucks for the movement of goods will only increase in the years to come. Hence, a transportation system that caters to truck accessibility, mobility, and connectivity is crucial to the growth of Miami-Dade County.

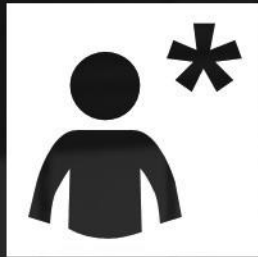
Traditionally, transportation improvements for truck mobility only encompassed roadway and bridge design/construction that created a transportation grid advantageous for vehicular movement. In these terms, the County relishes from an excellent transportation

system. However, catering for truck movement in today's day and age goes far beyond simply designing roadways that accommodate geometric constraints associated with large and heavy vehicles.

This study looks at providing a non-traditional transportation improvement: truck parking. With the completion of local and global infrastructure improvements, such as PortMiami's deep dredge, on-dock rail, and Super Post-Panamax gantry cranes projects collectively worth more than \$1 billion, as well as the Panama Canal Expansion Project, [Miami-Dade County is now the only major logistics hub south of Virginia capable of handling Post-Panamax vessels](#). Current and future freight growth are increasing the amount of trucks on the County's roadways. Along with legal requirements limiting hours-of-service, the County faces a need for truck parking facilities to accommodate existing and future demand.



Figure 1: Inaugural Transit Through Expanded Panama Canal



PURPOSE & NEED

What we set out to do.



Purpose

One of the many needs truckers face today is the lack of safe, legal, and convenient truck parking facilities. Truck parking supply and demand were primarily studied by the Miami-Dade County Transportation Planning Organization (TPO) due to safety concerns and federal and state regulations limiting the hours-of-service of commercial motor vehicle operators in 2010. This led the Board of County Commissioners to pass [Resolution Number R-53-10](#) which directed “the Mayor, or his designee through the Department of Planning and Zoning, to prepare a study analyzing appropriate parcels for tractor-trailer parking.” On behalf of the County, the Florida Department of Transportation (FDOT) has undertaken this effort with the intent of assessing parcels within Miami-Dade County to determine their feasibility and potential use as future truck parking facilities.

Hence, the purpose of this study is to identify potential locations and assess the feasibility of developing one or more truck parking facilities within Miami-Dade County.

Need

Legislation

Demand for truck parking facilities has been growing ever since the federal government first began addressing driver fatigue issues in 1937 with the enactment of hours-of-service (HOS) regulations. These rules established limits on the number of hours that truck drivers could drive and required mandatory rest breaks. Ever since, HOS rules have become stricter with the growth of the United States economy, deregulation of the trucking industry in the early 1980s, globalization, and the rise of just-in-time/less-than-truckload delivery methods.

Federal HOS regulations are administered by the Federal Motor Carrier Safety Administration (FMCSA) and are provided in Code of Federal Regulations (CFR), Title 49, Part 395. These regulations only apply to interstate (i.e. carried between states) commercial vehicle operations and they stipulate the following restrictions.

- 14-hour Period: A driver may drive only during a period of 14 consecutive hours after coming on-duty following 10 consecutive hours off-duty. The driver may not drive after the end of the 14-consecutive hour period without first taking 10-consecutive hours off-duty.
- 11-hour Period: During the 14-consecutive-hour period, a driver may only drive for a maximum of 11 hours.



- **8-hour Period:** Except for drivers who qualify for short-haul exceptions, driving is not permitted if more than eight (8) hours have passed since the end of the driver’s last off-duty period or sleeper-berth period of at least 30 minutes.
- **Short-Haul Exception:** Per Section 395.1 (e) (i) and (ii) short-haul operations are exempt from HOS regulations and are defined by the following situations:
 - A driver who operates within a 100 air-mile radius of the normal work reporting location, and/or
 - A driver who returns to the work reporting location and is released from work within 12-consecutive hours.
- **60 hours/7 days On-duty Limit:** No motor carrier shall permit a driver and no drivers shall operate if the driver has been on-duty for 60 hours in any period of seven (7) consecutive days if the motor carrier does not operate commercial motor vehicles every day of the week.

Any period of seven (7) consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours that includes two periods from 1:00 AM to 5:00 AM.

- **70 hours/8 days On-duty Limit:** No motor carrier shall permit a driver and no drivers shall operate if the driver has been on-duty for 60 hours in any period of eight (8) consecutive days if the motor carrier does operate commercial motor vehicles every day of the week. Any period of eight (8) consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours that includes two periods from 1:00 AM to 5:00 AM



**FEDERAL
HOURS OF SERVICE
REGUALTIONS**



Figure 2: Federal HOS Rule Breakdown



State HOS regulations are administered by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and are provided in the Florida Statutes Title XXIII, Chapter 316, Section 302. These regulations only apply to intrastate (i.e. carried within the boundaries of a state) commercial vehicle operations and they stipulate the following restrictions.

- **16-hour Period:** A driver may drive only during a period of 16 consecutive hours after coming on-duty following 10 consecutive hours off-duty. The driver may not drive after the end of the 16-consecutive-hour period without first taking 10 consecutive hours off-duty.
 - **12-hour Period:** During the 16-consecutive-hour period, a driver may only drive for a maximum of 12 hours.
 - **Short-Haul Exception:** Short-haul operations are exempt from hours-of-service regulations and are defined by the following situations:
 - A driver who operates within a 150 air-mile radius of the normal work reporting location (excluding those transporting hazardous materials required to have a placard) and/or
 - A driver who returns to the work reporting location and is released from work within 12 consecutive hours (drivers operating longer than 12 consecutive hours will have to document their driving time and comply with the stated regulations).
- **60 hours/7 days On-duty Limit:** No motor carrier shall permit a driver and no drivers shall operate if the driver has been on-duty for 60 hours in any period of seven (7) consecutive days if the motor carrier does not operate commercial motor vehicles every day of the week. Any period of seven (7) consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours that includes two periods from 1:00 AM to 5:00 AM.
 - **70 hours/8 days On-duty Limit:** No motor carrier shall permit a driver and no drivers shall operate if the driver has been on-duty for 60 hours in any period of eight (8) consecutive days if the motor carrier does operate commercial motor vehicles every day of the week. Any period of eight (8) consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours that includes two periods from 1:00 AM to 5:00 AM.



**STATE
HOURS OF SERVICE
REGUALTIONS**



Figure 3: State HOS Rule Breakdown

With exception of the on-duty limits, the State’s HOS regulations are more lenient and allow truckers to drive for a longer consecutive period. Intrastate short-hauls exemptions are also more lenient since the exemption applies for an additional 50 air-miles over interstate operations. In summary, the maximum hours in a week a driver can drive for interstate trips is 67 hours (including 30 minutes sleeper berth rest period) over eight consecutive days and 70 hours over the same period for intrastate trips. This was not the case prior to 2013 when the maximum hours in a week a driver could drive for interstate trips was reduced from 82 hours by restricting the use of the 34-hour “off-duty restart period” after 60 hours in seven days or 70 hours in eight days.

Enforcement of HOS rules has also become stricter given advancement in new technologies. With the passing of Moving Ahead for Progress in the 21st Century (MAP-21), the first long-term highway authorization enacted since 2005, the Electronic Logging Device (ELD) rule required all motor carriers and drivers subject to HOS regulations

to install ELDs or Automatic On-board Recording Devices (AOBRD) after December 18, 2017. These electronic devices monitor a vehicle’s engine to capture data on whether the engine is running, whether the vehicle is moving, miles driven, and duration of engine operation (engine hours) for automatic recordkeeping. All AOBRDs are to be upgraded to ELDs after December 16, 2019.

During the first phase of implementation of the ELD rule, law enforcement can review a driver’s hours of service by viewing the ELD’s display screen or from an ELD printout. Drivers exempt from using ELDs include those who use paper logs no more than eight days during any 30-day period; driveway-towaway drivers transporting a vehicle for sale, lease, or repair; and drivers of vehicles manufactured before model year 2000.



The ELD rule prevents drivers from inaccurately reporting HOS and forces them to use precious driving time to locate safe and legal parking spaces. This driving time cost is further exacerbated when truckers may have to either travel to a second truck parking facility due to the first option being at capacity, anticipate additional traffic congestion, or further deviate from delivery route to secure parking. On the other hand, some truckers may choose or be forced to park at illegal and unsafe locations such as on highway shoulders, exit ramps, or vacant/abandoned lots.

Truckers must balance these risks against penalties for violating HOS rules which carry serious consequences including:

- Being placed out of service (shut down) at roadside until the driver has accumulated enough off-duty time to be back in compliance;
- Receiving civil penalties from State or local enforcement officials up to \$2,750 for each offense;
- Downgrading in Compliance, Safety, Accountability (CSA) enforcement program scores and carrier's safety ratings;
- Receiving civil penalties from the FMCSA ranging from \$1,000 to \$11,000 per violation depending on the severity; and/or
- Receiving federal criminal penalties if knowingly and willfully allowing HOS violations.

In addition to losing employment and/or customers based on these penalties, drivers who violate HOS rules also risk provoking a serious driver fatigue-related crash.

Safety

FMCSA and the National Highway Traffic Safety Administration (NHTSA) conducted the groundbreaking Large Truck Crash Causation Study (LTCCS) in 2007 based on data collected from April 2001 and December 2003. From the 120,000 large truck crashes that occurred in the three-year period, a nationally representative sample was selected. The sample included 963 crashes that resulted in 249 fatalities and 1,654 injuries.

Fatigue, drinking alcohol, and speeding were determined to be major factors in motor vehicle crashes overall. Fatigue driving was the seventh most likely associated factor (13% of total sample) and had the seventh highest relative risk (8.0).

MAP-21 also established "Jason's Law" to address commercial motor vehicle parking shortage at public and private facilities along the National Highway System (NHS). Jason's Law directed the U.S. Department of Transportation (USDOT) to conduct a survey and a comparative assessment to:

- Evaluate the capability of each State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;
- Assess the volume of commercial motor vehicle traffic in each State; and
- Develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each State.

Named after Jason Rivenburg, this law highlights other safety and security concerns that truck drivers face. While only 12 miles from his delivery point, Jason was unfortunate to park at an abandoned gas station due to not having any safe and legal parking facilities near the closed delivery location. That night, Jason was robbed and murdered.

Through this law, Federal Highway Administration (FHWA) conducted a 30-day survey of the following two stakeholder groups in August 2014:

- Owner-Operator Independent Drivers Association (OOIDA)
- American Trucking Association (ATA)

OOIDA members are usually independent operators while ATA members are typically associated with fleet operations. FHWA surveyed both drivers and managers/dispatchers who were members of ATA. FHWA received a total of 8,399 responses, including 7,331 from

OOIDA members, 819 from ATA drivers, and 249 for ATA management and logistics personnel.

The survey revealed that approximately 96% of drivers deliver goods in more than one state and have a need to park to satisfy rest requirements and that over three-quarters of drivers and nearly two-thirds of managers/dispatchers reported regularly experiencing problems finding a safe location to park when rest or sleep is required or desired.

While no demand analysis was conducted along with the survey, a supply analysis estimated that the Florida had approximately 9,102 truck parking spaces within 77 public and 160 private facilities. Florida was estimated to be the eighth state with most spaces per 100,000 truck miles traveled and the twentieth state with most spaces per 100 miles of NHS.



Figure 4: 2009 Driver Fatigue-Related Crash in Miami, Oklahoma



Capacity

The great amount of existing truck parking spaces in Florida is a testament to the importance of freight from a national and statewide perspective. This importance was highlighted by Miami-Dade TPO which conducted the [Comprehensive Parking Study for Freight Transport in Miami-Dade County](#) in 2010 to analyze the County's local demand and supply of truck parking.

Adopting a similar approach to FHWA, the study completed an inventory of legal truck parking spaces for geographical sub-regions of the County (i.e. North-West, North-East, Central-West, Central-East, South-West, and South-East). Legal truck parking in Miami requires that the facility be located within the Urban Development Boundary (UDB) and that the site has an industrial, commercial industrial, or business and office land use designation as adopted by the Miami-Dade County Comprehensive Development Master Plan (CDMP) or corresponding municipality. Inventoried facilities were also classified as having local (i.e. short haul) or long-haul truck parking spaces based on the amenities they provided. Long haul truck parking facilities were defined as facilities with amenities such as showers and truck wash consistent with truck rest stops provided across Florida and the United States. In total only 40 local and 253 long haul truck parking spaces were determined to exist in the County.

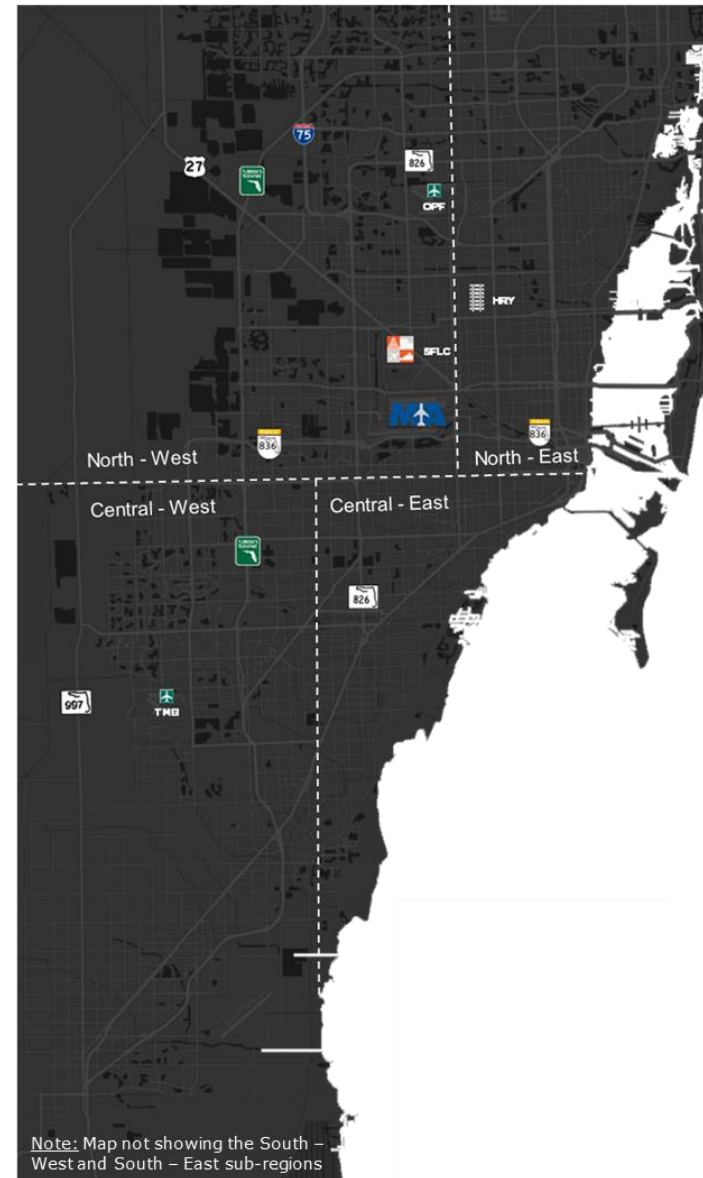


Figure 5: Miami-Dade County Sub-Regions



Short Haul Parking Demand

Using Florida’s Intrastate Truck Registration and the nation’s International Registration Program (IRP) databases, the study developed estimates of truck parking demand in Miami-Dade County. Demand for short haul trips was calculated using the intrastate registration and filtering the database based on the following selection criteria:

- Truck Type: Vehicles operating in the County with three (3) axles or more
- Fleet Size: Vehicles pertaining to companies with small to medium fleets
- Haul Length: Vehicles making one-day trips based on truck trip distribution data from the Florida Intermodal Statewide Highway Freight Model (FISHFM)

After the total number of trucks needing parking was calculated, two (2) adjustment factors were used to calculate the total number of parking spaces required. These adjustment factors were:

1. Fleet Size:
 - Fleets with one (1) truck: 100% of trucks were assumed to need short haul parking
 - Fleets with two (2) through five (5) trucks: 75% of trucks were assumed to need short haul parking
 - Fleets with six (6) through 10 trucks: 25% of trucks were assumed to need short haul parking
 - Fleets with 10 or more trucks: 5% of trucks were assumed to need short haul parking

2. Haul Length:

- Truck trips within Miami-Dade County and South Florida were assumed to require short haul truck parking 100% of the time
- Truck trips between South Florida and North/Central Florida were assumed to require short haul truck parking 50% of the time

In total, a deficit of 10,195 intrastate truck parking spaces was determined to exist within the County.

Long Haul Parking Demand

The IRP and selection criteria used to calculate short haul truck parking demand was also used to calculate long haul parking demand. Only vehicles registered in Miami-Dade County, part of a small or medium fleet, and able to delivery to Miami were selected based on the average number of days needed to serve each geographic region in North America. The adjustment factors for calculating the amount of long haul truck parking spaces needed differed from that of short haul and were:

1. Fleet Size:

- Fleets with one (1) through two (2) trucks: 100% of trucks were assumed to need long haul parking
- Fleets with three (3) through five (5) trucks: 75% of trucks were assumed to need long haul parking
- Fleets with six (6) through 10 trucks: 25% of trucks were assumed to need long haul parking

- Fleets with 10 or more trucks: 5% of trucks were assumed to need long haul parking

2. Haul Length:

- Truck trips between Miami-Dade County and the Southeast Atlantic Region were assumed to require long haul truck parking 50% of the time
- Truck trips between Miami-Dade County and the Mid-Atlantic Region were assumed to require long haul truck parking 29% of the time
- Truck trips between Miami-Dade County and the Northeast Atlantic Region were assumed to need long haul truck parking 25% of the time
- Truck trips between Miami-Dade County and the Southwest Region were assumed to need long haul truck parking 25% of the time
- Truck trips between Miami-Dade County and the Mid-West Region were assumed to need long haul truck parking 22% of the time
- Truck trips between Miami-Dade County and the Mountain-West Region were assumed to need long haul truck parking 20% of the time
- Truck trips between Miami-Dade County and the West Region were assumed to need long haul truck parking 13% of the time

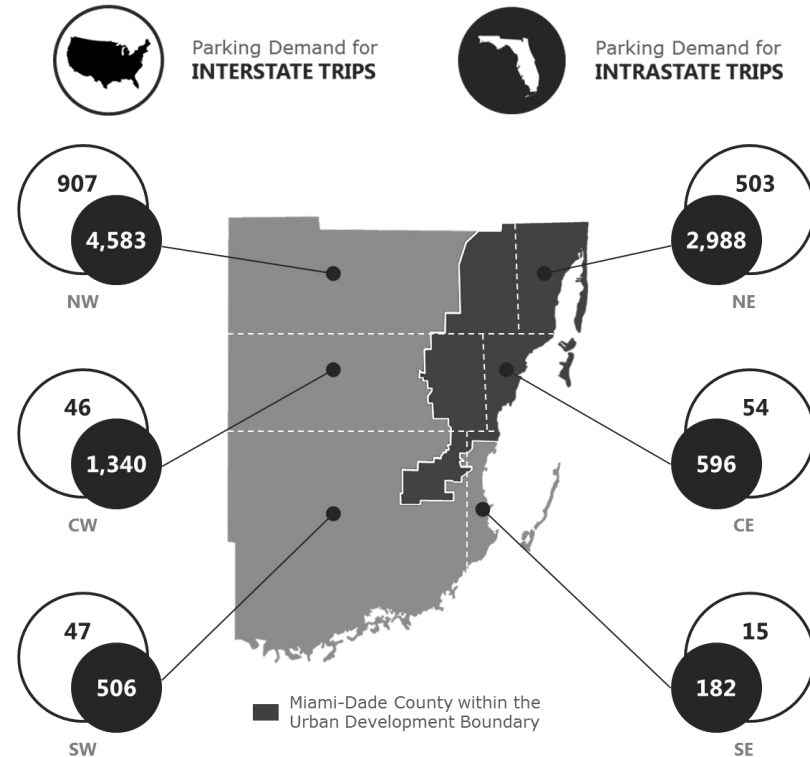


Figure 6: Truck Parking Deficit by County Sub-Region

In total, a deficit of 1,825 interstate truck parking spaces was determined to exist within the County (i.e. approximately 20% of the estimated 2016 required spaces for the State).



BACKGROUND

How did we get here?

Literature Review

Several other studies regarding truck parking have also been complete for the State and the County. This section explores these relevant transportation planning documents to summarize previous knowledge relevant to accomplishing this study's purpose.

[Miami-Dade TPO Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation](#)

(Contract No. GPC IV-21) – August 2012

The Comprehensive Parking Study identified 84 potential locations for truck parking facilities. These locations were identified by looking at vacant parcels within the UDB, having the correct land use and zoning for truck parking, and located within one (1) mile of highway interchanges and US 27/SR 25/Okeechobee Road. This resulted in 18 eligible vacant parcels within unincorporated Miami-Dade County and 66 within incorporated municipalities. These parcels represent a total of 571 acres. These sites range in size, with many meeting the average size requirements of established truck parking facilities (less than 2 acres, between 2 acres and 10 acres, and more than 10 acres).

Given that the proposed locations by the first study were screen based on preliminary criteria, the TPO sponsored a second study to fully assess the eligibility of the

identified vacant parcels. This effort, titled Development of Truck Parking Facilities in Miami-Dade County Phase II (or simply Phase II Study), used a methodology comprised of a preliminary and detail screening analysis.

The preliminary screening analysis focused on sites with ten (10) acres which could be used for intrastate truck parking. The study assumed ten (10) truck parking spaces could be accommodate in one (1) acre. Hence, a minimum of 100 truck parking spaces per facility was desired. This screening resulted in 13 qualifying sites of the original 84 identified (note that the study rounded acreage to the nearest whole number, hence, sites with acreage between 9.5 and 10 qualified the screening criteria). A total of eight (8) additional sites were subsequently identified, four (4) of which were vacant parcels owned by FDOT. **Table 1** and **Figure 7** describe the 21 sites resulting from the preliminary screening. Note that Site Q is assumed to be included due to its prime location within the Golden Glades Interchange, even though it has an area smaller than 9.5 - 10 acres.

The detailed screening analysis of the resulting 21 sites was divided in two tiers called initial and in-depth screening. The initial screening consisted on filtering the 21 sites based on the following criteria:

- Ownership interest (i.e. was there an ongoing/planned development for the site other than for a truck parking facility)
- Compatibility with adjacent land use
- Probability of site contamination



- Nearness to freeways
- Acreage versus usable acreage
- Potential truck parking capacity based on the approximation of 10 truck parking spaces per acre
- Condition of adjacent transportation infrastructure (i.e. paved or unpaved)
- Proximity to existing truck routes
- Location with regards to the UDB (i.e. inside or outside of the UDB)
- Land use and zoning
- Field observations

The initial screening resulted in eight (8) sites being eliminated from further consideration as explained in **Table 2**. As of November 15, 2012, the Federal Aviation Administration (FAA) released a notice prohibiting the use of parking facilities within the Runway Protection Zone of airports across the country. As defined by the FAA, this zone is a trapezoidal area “off the end of the runway that serves to enhance the protection of people and property on the ground” in the event of an aircraft landing or crashing beyond the runway. This notice disqualified Site R from any potential truck parking development. Hence, the remaining 12 sites proceeded to the in-depth screening which consisted of filtering the sites based on the following criteria:

- Neighborhood impacts (i.e. sites adjacent to residential areas were not preferred)
- Driving distance to freeways
- Site visibility from freeways
- Nearby freeways existing truck traffic
- Proximity to major terminals/hubs and/or industrial/commercial truck generators

- Truck accessibility (i.e. classified as poor, average, or preferred)
- Nearby freeways future (2030) truck traffic (i.e. classified as high, medium, or low)
- Land cost feasibility threshold (i.e. site most cost less than or equal to \$1,135,500 per usable acre)

No further eliminations resulted from the in-depth screening. Therefore, the recommended twelve locations for truck parking developed from the Phase II Study are: Site F, Site G, Site H, Site I, Site J, Site L, Site M, Site N, Site O, Site Q, Site S, and Site T

The Phase II Study also created a guide for implementing truck parking facilities in Miami-Dade County by outlining a business model for financing, funding, and operating these facilities. The study also examined over 6,000 overnight truck parking facilities in the United States. Research of these national truck stop companies revealed core amenities every truck parking facility should have, primary amenities larger truck stop facilities should strongly consider providing, and secondary amenities not essential to the operation of truck stops, yet desirable. These amenities are specified and classified in **Table 3**.

Using the core amenities, the study developed three (3) prototype concept plans for 5-acre, 10-acre, and 40-acre sites based on Site Q, Site I, and a combination of Sites G, H, I, and J, respectively. **Figures 8 – 10** display the prototypes that were created using design criteria described in **Table 4**.



Table 1: TPO Phase II Study Preliminary Screening Results

Site	Folio Number(s)	Jurisdiction	Acreage	Land Use	Zoning Code
A	3030150010410	Unincorporated	9.58	Industrial and Office	IU-3
B	2530310290014 (3030310290014)	Unincorporated	14.67	Industrial and Office	IU-1
C	3020310010040	Unincorporated	42.96	Industrial and Office	IU-3
D	3040140110010	Unincorporated	11.22	Industrial and Office	IU-3
E	3530270460060	Doral	11.73	Industrial and Office	I
F	2720190010660	Hialeah Gardens	9.80	Industrial and Office	IN-1
G	2720190010580	Hialeah Gardens	10.03	Industrial and Office	IN-2
H	2720190010590	Hialeah Gardens	9.79	Industrial and Office	IN-2
I	2720190010600	Hialeah Gardens	10.06	Industrial and Office	IN-2
J	2720190010610	Hialeah Gardens	9.66	Industrial and Office	IN-2
K	2230050010510	Medley	135.34	Industrial and Office	M-1
L	2230050010010	Medley	83.82	Industrial and Office	M-1
M	2220320040310	Medley	9.73	Industrial and Office	M-1
N	3039360000171	Unincorporated	7.46	Transportation	Not Available
O	3039360000105	Unincorporated	55.86	Transportation	Not Available
P	3049310010070	Unincorporated	19.24	Agricultural	Not Available
Q	3421120000083	Miami Gardens	5.85	Industrial	Not Available
R	0821200000010	Opa Locka	9.60	Industrial and Aviation	Government and Institutions
S	3021280280190	Opa Locka	16.88	Industrial	Industrial
T	0420200010061/ 0420200010050	Hialeah	17.56	Industrial	Government, Institutions, and Agriculture
U	3039360000011/ 3039360000024/ 3039360000019/ 3039360000012	Unincorporated	10.00	Vacant Land	Industrial

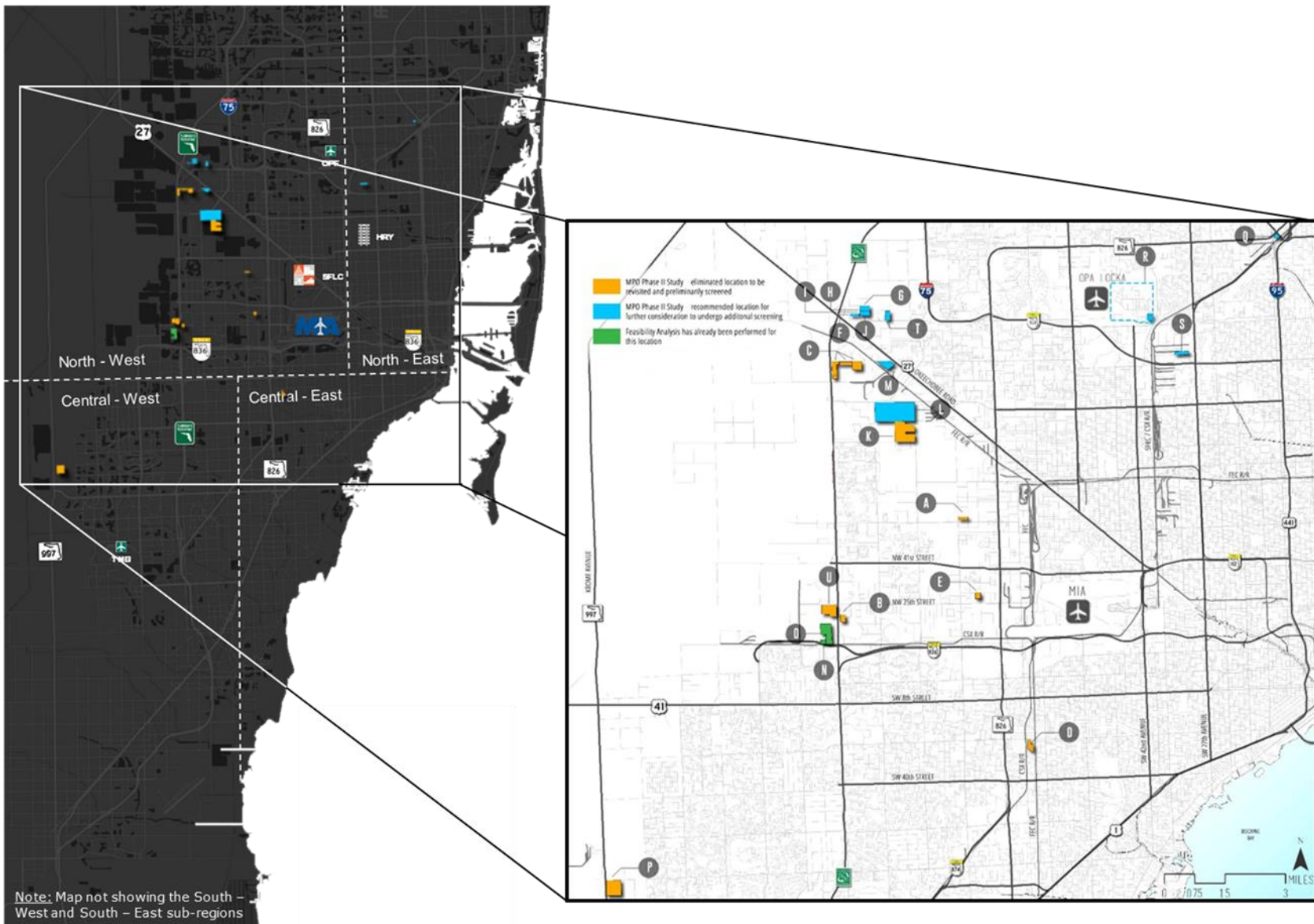


Figure 7: TPO Phase II Study Preliminary Screening Results



Table 2: TPO Phase II Study Initial Detailed Screening Reasons for Eliminations

Site	Parcel(s) Folio Number(s)	Reasons for Elimination
A	3030150010410	Site is likely contaminated due to its proximity to a Superfund location and would probably require some type of retention/detention storage to meet drainage requirements, therefore significantly reducing the usable acreage
B	2530310290014 (3030310290014)	Owner seeking a "Class A" office development for this site making the site unavailable for a truck parking facility and creating a land use compatibility issue
C	3020310010040	Site under contract for development
D	3040140110010	Site under contract for development
E	3530270460060	Site is within an office park which is a land use compatibility issue. Based on field inspection the site also requires extensive fill for development
K	2230050010510	Site location is remote, and no paved access is provided
P	3049310010070	Site location is distant from trucking activity. Site has no nearby freeway facilities. Site is located outside the UDB
U	3039360000011/ 3039360000024/ 3039360000019/ 3039360000012	Owner seeking to develop a warehouse and office complex making the site unavailable for a truck parking facility

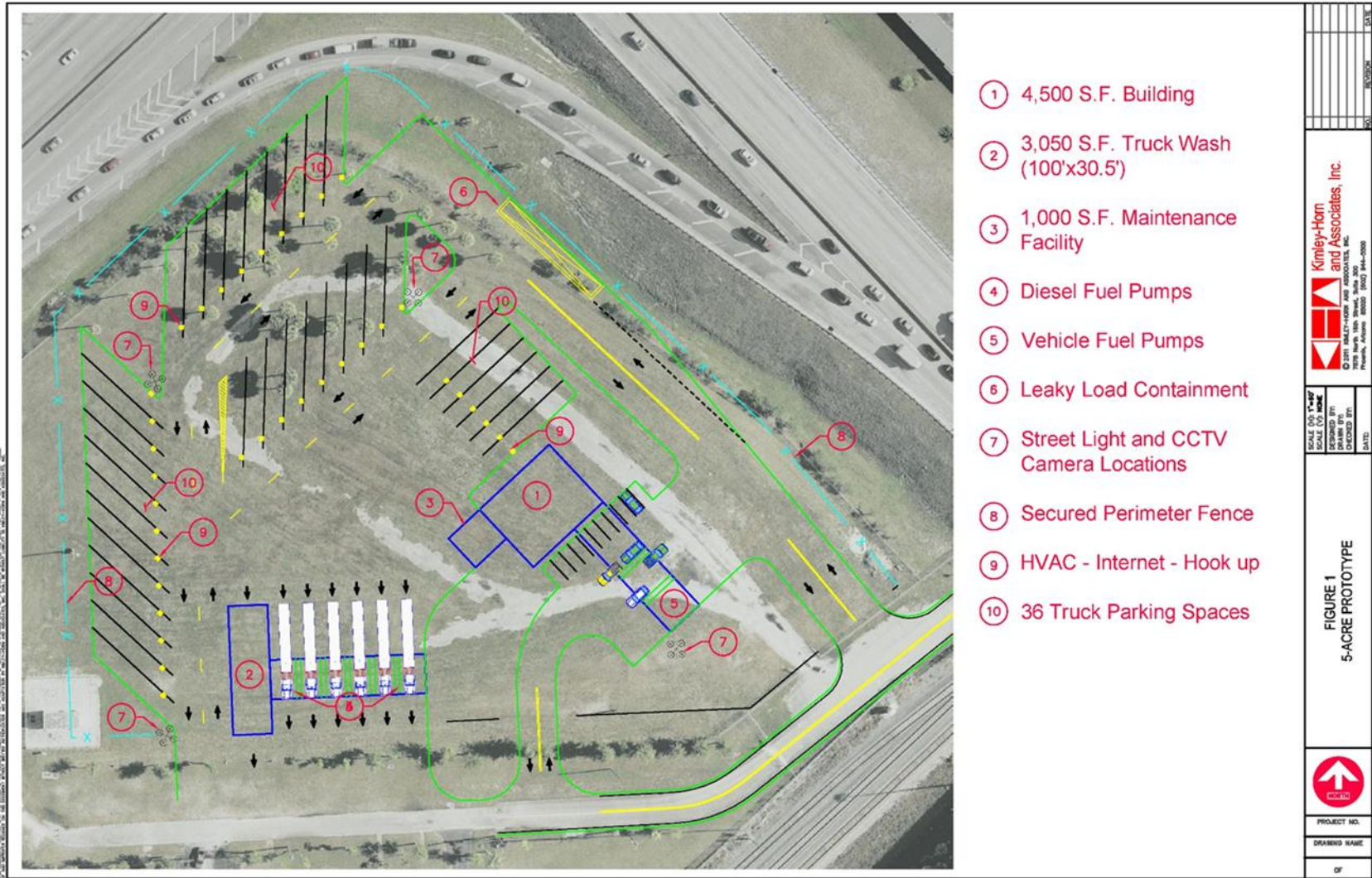


Figure 8: 5-Acre Truck Parking Prototype (Site Q)

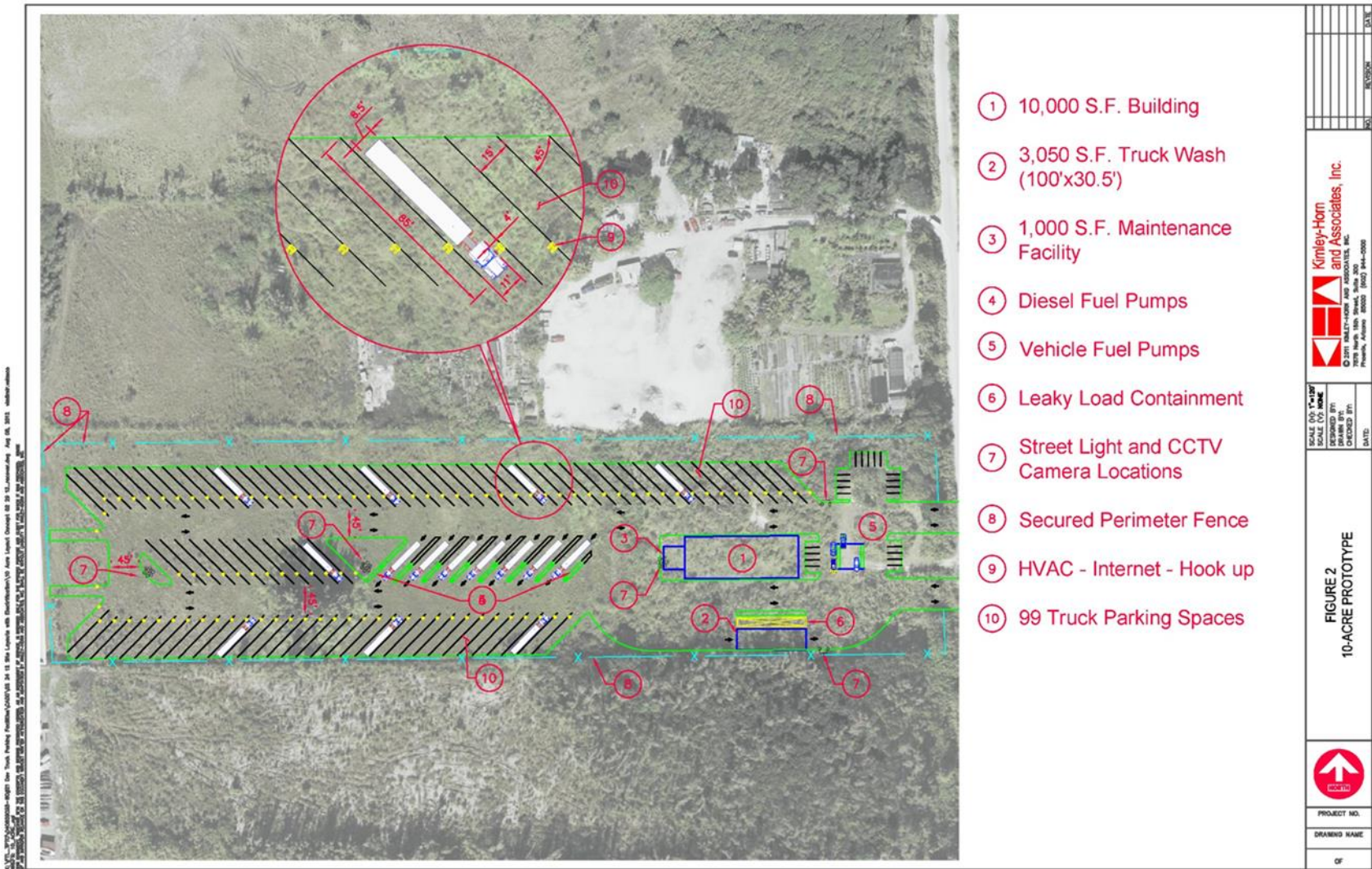
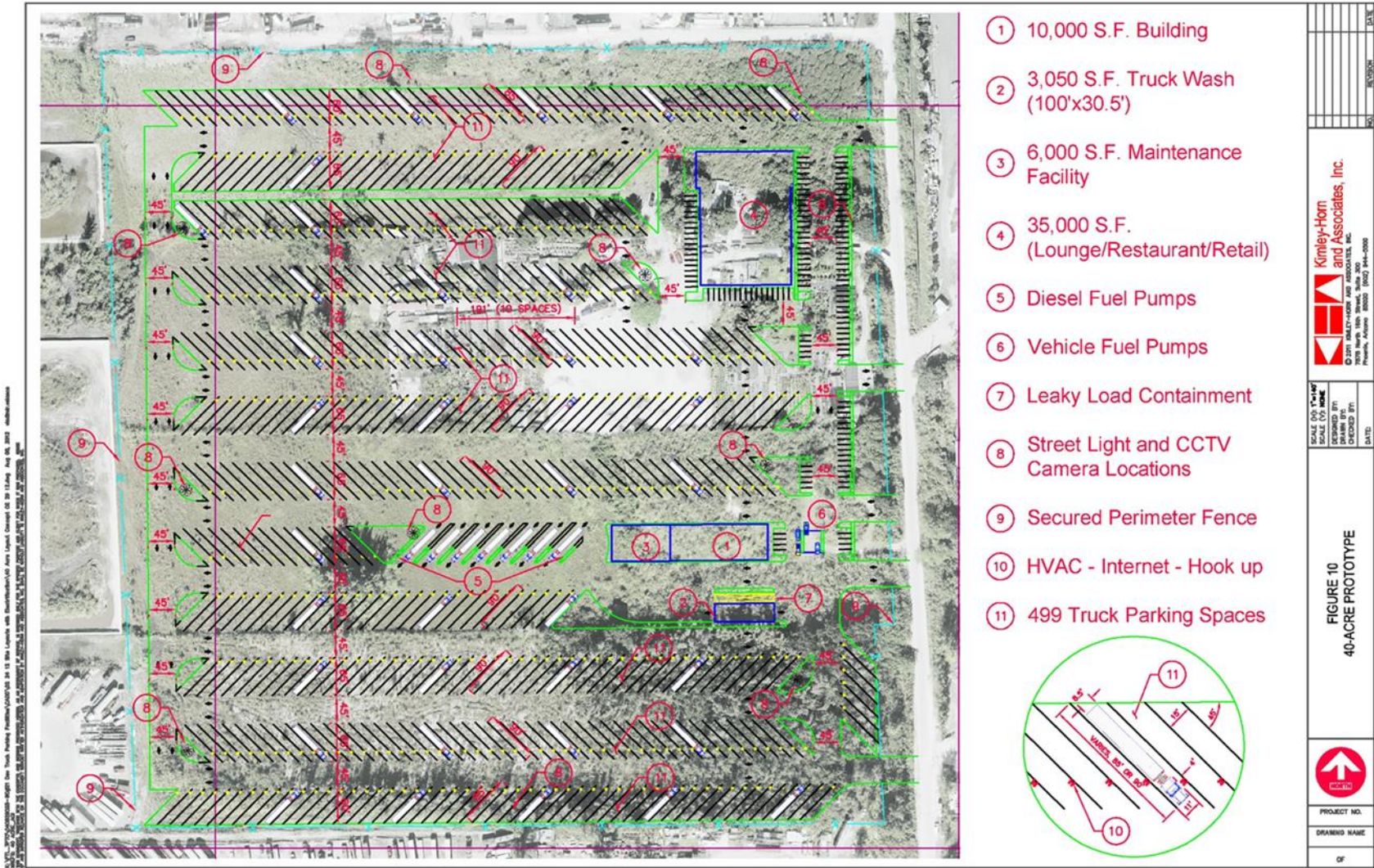


Figure 9: 10-Acre Truck Parking Prototype (Site I)



- ① 10,000 S.F. Building
- ② 3,050 S.F. Truck Wash (100'x30.5')
- ③ 6,000 S.F. Maintenance Facility
- ④ 35,000 S.F. (Lounge/Restaurant/Retail)
- ⑤ Diesel Fuel Pumps
- ⑥ Vehicle Fuel Pumps
- ⑦ Leaky Load Containment
- ⑧ Street Light and CCTV Camera Locations
- ⑨ Secured Perimeter Fence
- ⑩ HVAC - Internet - Hook up
- ⑪ 499 Truck Parking Spaces

<p>Kimley-Horn and Associates, Inc. 2301 N.W. 110th Street, Suite 100 Pembroke Park, Florida 33027-844-0000</p>	
SCALE: 1/8" = 1'-0" DATE: 08/15/2017 DRAWN BY: [Name] CHECKED BY: [Name]	PROJECT NO. DRAWING NAME OF
FIGURE 10 40-ACRE PROTOTYPE	

Figure 10: 40-Acre Truck Parking Prototype (Sites G, H, I, and J)



Table 3: Truck Parking Amenities (TPO Phase II Study)

Core Amenities
<ul style="list-style-type: none"> • Diesel Fuel Station • Vehicle Fuel Station • Maintenance Facility • Truck Wash • Leaky Load Containment • Café/Convenience Store • Restrooms • Showers • Truck Parking Electrification • Security (i.e. fencing, lighting, guards, and/or CCTV cameras if required)
Primary Amenities
<ul style="list-style-type: none"> • Restaurant • Laundry Facility • Banking Facility/ATM • Wireless Internet Access (Wi-Fi) • Truck Scale
Secondary Amenities
<ul style="list-style-type: none"> • Lounge • Business Center • Retail • Intelligent Transportation Systems (ITS)



Figure 11: Diesel Fuel Station



Figure 12: Vehicle Fuel Station



Figure 13: Maintenance Facility



Figure 14: Truck Wash



Figure 15: Leaky Load Cont.



Figure 16: Convenience Store



Figure 17: Parking Electrification



Figure 18: Security



In total the 5-acre, 10-acre, and 40-acre prototype site layouts yielded 36, 99, and 499 truck parking spaces.

Table 4: TPO Phase II Study Design Criteria

Amenity/Infrastructure	Dimension
Traffic Flow Lane	22.5-ft.
<i>Truck Parking Space with Room for Electrification</i>	
Angle	45°
Width	15-ft.
Length	85-ft or 90-ft.
<i>Vehicle Parking Space</i>	
Angle	90°
Width	8-ft.
Length	22-ft.
General Use Building	10,000-sq. ft. (big) or 4,500-sq. ft. (small)
Truck Wash	3,050-sq. ft. (i.e. 100-ft. by 30.5-ft.)
Maintenance Facility	6,000-sq. ft. (big) or 4,000-sq. ft. (small)
Diesel Fuel Pump	690-sq. ft. (i.e. 115-ft. by 6-ft.)
Vehicle Fuel Station	Approx. 2,550-sq. ft.
Leaky Load Containment	2,375-sq. ft. (i.e. 125-ft. by 19-ft.)

Based on vendor provided information, local area construction costs, and the FDOT’s Long Range Estimate (LRE) a capital cost estimate was created for

each of the three (3) prototypes. In obtaining the cost per item, it was revealed that truck parking electrification was the costliest capital investment for implementing a truck parking facility. Hence, the capital cost estimate was divided into three (3) classifications:

- 25% of truck parking spaces electrified
- 50% of truck parking spaces electrified
- 100% of truck parking spaces electrified

The capital cost per prototype site layout is summarized in **Table 5**.

Table 5: TPO Phase II Study Capital Cost Estimate

Prototype Acreage	25% Truck Parking Electrified	50% Truck Parking Electrified	100% Truck Parking Electrified
5	\$3,100,000	\$3,400,000	\$3,800,000
10	\$4,100,000	\$4,600,000	\$5,600,000
40	\$9,400,000	\$11,800,000	\$16,800,000

DRAFT Preliminary Engineering Report for the Truck Travel Center Project Development & Environment (PD&E) Study

(FM No. 437533-1/ETDM No. 14231) - July 2016

Based on the TPO Phase II Study, FDOT completed a planning and conceptual engineering study to develop a park-n-ride and truck parking facility in Sites O and N. Located on the northwest quadrant of the SR 821/Homestead Extension of Florida’s Turnpike (HEFT) and NW 12th Street interchange, these sites along with a Miami-Dade Expressway Authority (MDX) owned parcel were determined to be feasible for development including the construction of a new roadway segment of NW 122nd Avenue connecting NW 12th Street and NW 25th Street.

FDOT, in partnership with Florida’s Turnpike Enterprise (FTE), began a Project Development & Environment (PD&E) study to obtain detailed engineering information for the development of the Truck Travel Center in Site O. The study for this 35-acre site was intended to be coordinated with the PD&E Study of the adjacent park-n-ride (FM No. 437143-1) to leverage efficiencies throughout the project development and delivery process. However, the truck parking PD&E study was ordered to cease and desist while the park-and-ride has proceeded to construction as a partnership between FDOT, Miami-Dade Department of Transportation and Public Works (MDTPW), previously known as Miami-Dade Transit, and MDX.



Figure 19: Dolphin Station Park-n-Ride and Transit Terminal and Truck Travel Center Right-of-Way Map

The recommended site layout from the planning and conceptual engineering study and draft PD&E Study included two ponds totaling 3.77-acres to meet Miami-Dade County Environmental Resources Management criteria, 131 truck parking spaces, 12 tandem truck parking spaces, three diesel fuel pumps, one vehicle fuel pump station, one 1,000-sq. ft. maintenance building, one leaky load center, one 3,050-sq. ft. truck wash, one 10,000-sq. ft. building, and 10 car parking spaces. The segment of NW 122nd Avenue was divided into two typical sections.

The first section was designed using a 35-mph speed with four 12-ft. lanes, two 7-ft. bicycle lanes, two 3-ft. utility strips, two 5-ft. sidewalks, and a center raised median measuring 22-ft. The second section was design with a 12-ft. center two-way left turn lane, two 12-ft. travel lanes, two 7-ft. bicycle lanes, two 3-ft. utility strips, and two 5-ft. sidewalks for the same speed. An additional 10.27-acre pond within the parcel was recommended to meet drainage criteria for the roadway improvements.

As of the completion of this study, FDOT does not have any future efforts programmed for the development of the Dolphin Truck Travel Center (DTTC). Based on the termination of this DRAFT PD&E Study and the ongoing construction of the Dolphin Station Park-n-Ride/Transit Terminal, Sites O and N are no longer under consideration for development of truck parking.

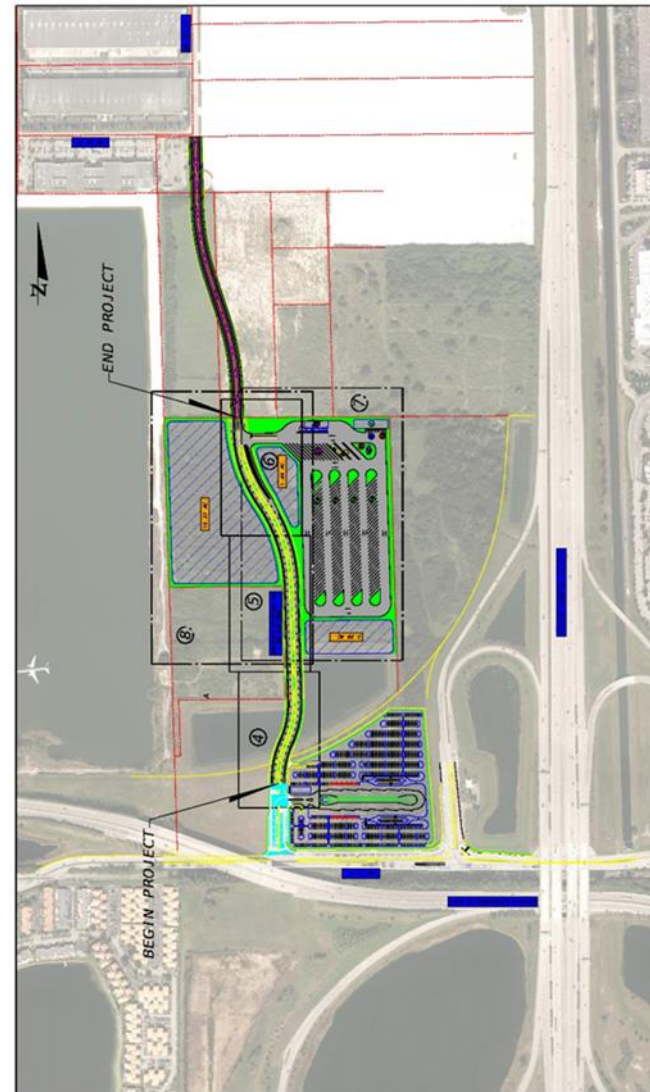


Figure 20: Dolphin Station Park-n-Ride and Transit Terminal and Truck Travel Center Recommended Layout



[South Florida Truck Stop Market Analysis](#)

May 2016

When conducting the DTTC PD&E Study, FDOT was looking at possibilities to package and deliver the DTTC along with the Golden Glades Truck Travel Center (GGTTC), for which a PD&E Reevaluation study was completed in early 2017 (FM No. 251684-6). Therefore, FDOT commissioned a market analysis of both locations to understand the economics of operating successfully a truck travel center and determine partnering potentials with the private sector.

This analysis performed intercept interviews of truckers and fleet operators, surveyed 65 competitors within a 150-mile radius from Miami, performed on-site field visits, and developed an economic analysis based on truck traffic, diesel fuel/gasoline sales projections, truck parking availability, retail opportunities, and other truck-related services. Of the competitors, only the Turnpike Service Plazas received a 5-star rating based on principal business category. These 65 facilities provide a total of 2,130 truck parking spaces.

The analysis found that the GGTTC is better suited for a small operations truck stop with convenience store, gasoline sale, auto wash, food offering and auto lube amenity. A small number of diesel fuel pumps could be provided but the site was deemed not safe from a traffic flow standpoint for a traditional truck stop due being difficult to access from I-95, having a single entrance,

heavy current and future traffic, and a lack of potential customers (as determined from interviews).

The DTTC, on the other hand, was deemed suitable for a full-service facility offering diesel fuel pumps, gasoline sales, truck wash, truck shop, tire shop and food offerings (such as a concessionaires/QSR/C-Store/Restaurant). Car wash and auto lube facilities could also be accommodated at the expense of parking spaces since this site is smaller than regular full-service facilities. Certified scales were also encouraged for both sites as these tend to routinely pay for installation and generate revenue.

Miami was determined to be a medium/low diesel fuel market as most truckers prefer fueling in North/Central Florida where prices are cheaper, less congestion exists, and access to truck stops are on-route. Despite not having huge fuel sales projections, Miami was deemed a prime market for truck parking as evident by the full lot (more than 400 parking spaces) each night at the 595 Truck Stop. The market analysis revealed that most truckers in the Miami area pay \$12 to \$20 per night to park with the fee sometimes being waived if the truckers purchase diesel or food. Aside from parking being a potential profit center, it also invites an average of 1.2 truckers to other profit centers such as fueling operations, food offerings, etc.



Figure 21: Golden Glades Truck Travel Center Recommended Layout

Truck Parking Utilization Study

July 2015

In determining its own challenges and needs at the Turnpike Service Plazas, FTE performed a truck parking utilization study of all its service plazas. This study confirmed a truck parking shortage throughout Florida's Turnpike with four of the seven service plazas had higher truck parking demand than available parking spaces during evening hours. Two of the remaining service plazas were near capacity most nights. Of the four over-capacity plazas, two are found within the 150-mile radius used for within the market analysis.

Truck Parking Availability System (TPAS)

FDOT completed a two-part research project with Florida International University (FIU) to assess parking lot utilization and technology use (BDK80 977-1) at Welcome Center, weigh stations, and rest areas. Following this research, FDOT's Transportation Systems Management and Operations (TSM&O) began working on a Truck Parking Availability System (TPAS) that will be deployed as a series of design-build projects let by each FDOT district encompassing public parking facilities along I-4, I-10, I-75 and I-95. These projects will install in-pavement sensors to detect truck presence at Welcome Centers and use MVDs to monitor ingress/egress at weigh stations. CCTV cameras will be installed to verify the parking availability information at the Welcome Centers and rest areas. The information from the on-site system will be transmitted through existing ITS LAN/WAN infrastructure and assembled at the District Regional Traffic Management Centers (RTMCs) through utilizing SunGuide® software. The truck parking availability will then be disseminated through DMS located upstream of parking facilities, through in-cab equipment as well as through the FDOT Data Integration and Video Aggregation System (DIVAS) providing information to the FL 511 website and apps as well as third party data feeds. All new truck parking facilities should integrate Intelligent Transportation Systems (ITS) and take full advantage of the TPAS to increase awareness and traffic flow into the facility.

[Southeast Florida Regional Freight Plan 2014 Update](#)

FDOT purchased 2011 commodity flows and patterns data from Transearch to assist in the development of the Southeast Florida Regional Freight Plan (SFRFP) 2014 Update. The data was used to evaluate the movement of goods throughout the counties of Miami-Dade, Broward, and Palm Beach as well as the rest of Florida and neighboring states. With a focus on truck and rail movements, the data contained a variety of commodity flow information including origin, destination, commodity type, mode, value, and tonnage which was provided at a traffic analysis zone (TAZ) level for a better understanding of goods movement within each county. In reviewing the results for Miami-Dade County, the most concentrated flows are around the major freight hubs of PortMiami (>2.5 million truck tonnage) and MIA (1 million – 2.5 million truck tonnage), as anticipated. Other areas of the County with high activity include the western region, where mining and warehousing activities are abundant. Other locations observed to have significant movement of goods are detailed in **Table 6**. Note that the area west of US-1 on the southernmost point of Miami-Dade County is mostly comprised of Everglades National Park, hence; activity associated with this area is most likely due to intensive freight movement along US-1 which, consequently, makes it seem as if the entire TAZ area was generating a large amount of freight activity.

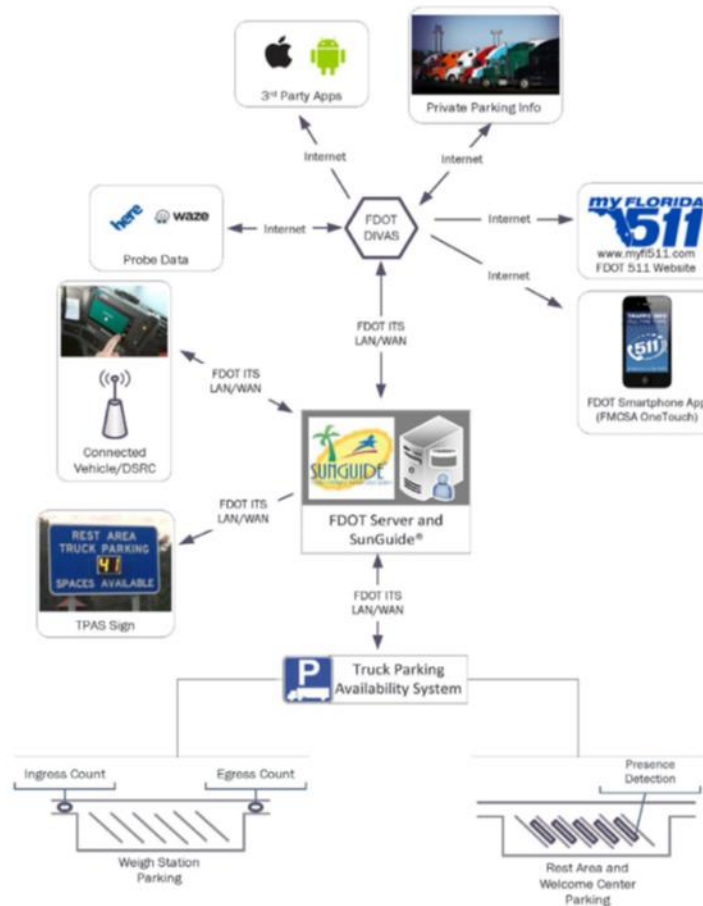


Figure 22: TPAS Communication Network

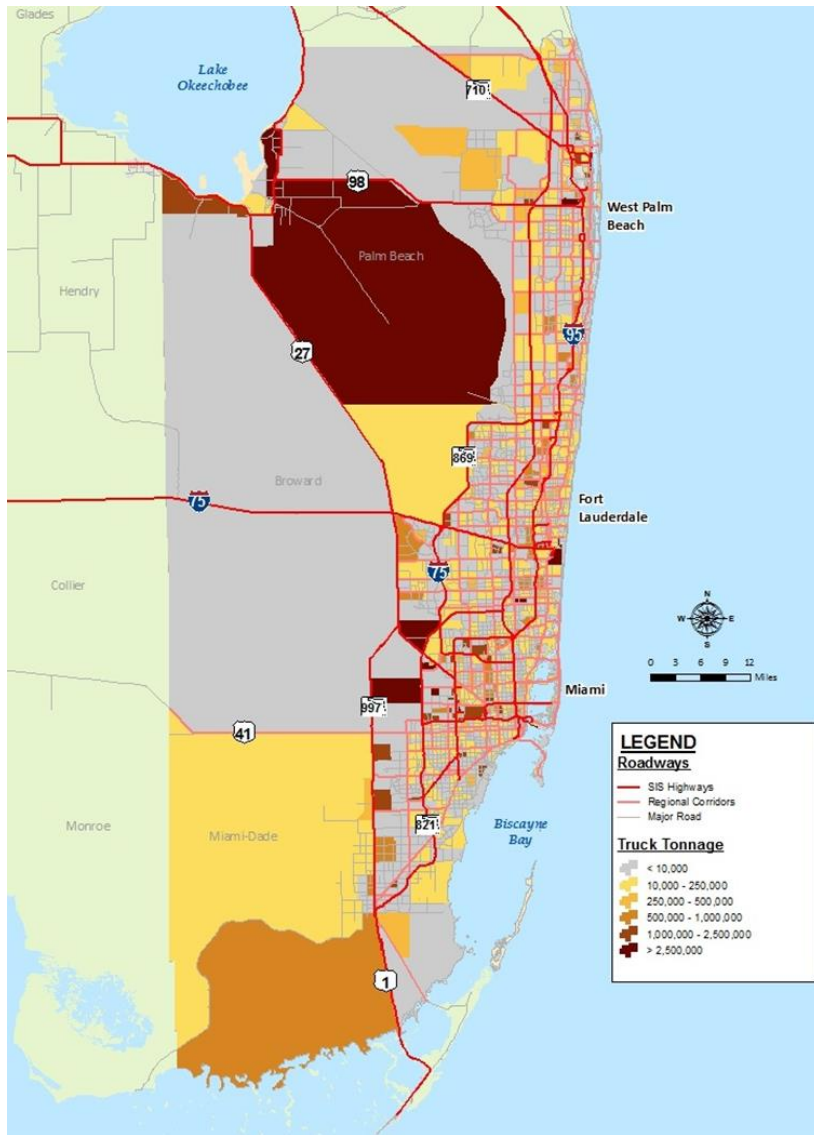


Figure 23: SFRFP Truck Tonnage by TAZ



Table 6: Locations with Significant Truck Activity in Miami-Dade County

No.	General Area Description (Bounded by:)				Estimated Truck Tonnage (Millions)
	South	North	West	East	
1	PortMiami				> 2.5
2	SR 25/Okeechobee Road	NW 202 nd Street	SR 25/Okeechobee Road	SR 821/HEFT	> 2.5
3	Beacon Station Boulevard	SR 25/Okeechobee Road	SR 821/HEFT	SR 25/Okeechobee Road	> 2.5
4	NW 41 st Street	NW 90 th Street	SR 997/Krome Avenue	SR 821/HETF	> 2.5
5	NW 57 th Terrace	NW 74 th Street	NW 107 th Avenue	NW 97 th Avenue	> 2.5
6	NW 25 th Street	NW 36 th Street	SR 826/Palmetto Expressway	NW 72 nd Avenue	> 2.5
7	MIA				1.0 - 2.5
8	Opa Locka Airport				1.0 - 2.5
9	Miami Lakes Drive	SR 826/Palmetto Expressway	NW 67 th Avenue and Miami Lakeway N	SR 823/Red Road	1.0 - 2.5
10	SR 924/NW 119 th Street	SR 916/NW 135 th Street	NW 42 nd Avenue/NW 37 th Avenue (Douglas Road)	NW 32 nd Avenue	1.0 - 2.5
11	W 68 th Street	NW 138 th Street	W 24 th Avenue	SR 826/Palmetto Expressway	1.0 - 2.5
12	NW 58 th Street	NW 74 th Street	NW 84 th Street	SR 826/Palmetto Expressway	1.0 - 2.5
13	NW 54 th Street	NW 58 th Street	NW 87 th Street	SR 826/Palmetto Expressway	1.0 - 2.5
14	SR 948/NW 36 th Street	NW 50 th Street	SR 826/Palmetto Expressway	NW 72 nd Avenue	1.0 - 2.5
15	NW 25 th Street	NW 33 rd Street	NW 87 th Avenue	NW 82 nd Avenue	1.0 - 2.5
16	SR 836/Dolphin Station	NW 25 th Street	NW 82 nd Avenue	SR 826/Palmetto Expressway	1.0 - 2.5
17	NW 12 th Street	NW 25 th Street	SR 821/HEFT	SR 985/NW 107 th Avenue	1.0 - 2.5
18	NW 12 th Street	NW 19 th Street	SR 985/NW 107 th Avenue	NW 97 th Avenue	1.0 - 2.5
19	SE 12 th Street and NW 41 st Street	SE 8 th Street	SE 9 th Court	NW 32 nd 19 Avenue	1.0 - 2.5



No.	General Area Description (Bounded by:)				Estimated Truck Tonnage (Millions)
	South	North	West	East	
20	NW 20 th Street	SR 112/Airport Expressway	SR 9/NW 27 th Avenue	NW 22 nd Avenue	1.0 - 2.5
21	SW 56 th Street	SR 976/SW 40 th Street	SR 874/Don Shula Expressway	SW 67 th Avenue	1.0 - 2.5
22*	Ingraham Highway	Grand Avenue	SW 42 nd Avenue	Main Highway	1.0 - 2.5
23	SW 56 th Street	SW 26 th Street	SR 997/Krome Avenue	SW 167 th Avenue	1.0 - 2.5
24*	SW 152 nd Street	SW 104 th Street	SR 997/Krome Avenue	SW 157 th Avenue	1.0 - 2.5
25	SW 136 th Street	SW 128 th Street	SR 825/SW 137 th Avenue	SR 821/HEFT	1.0 - 2.5
26	Campbell Drive	SW 296 th Street	Old Dixie Highway	SW 162 nd Avenue/NE 18 th Avenue	1.0 - 2.5

*These general areas do not have land uses that are conducive of high freight activity; hence, it speculated that these areas resulted as high freight activity TAZs due to the freight movements along SR 5/South Dixie Highway and SR 977/Krome Avenue (Location 21)



APPROACH

How we did it.



Methodology

Using the information acquired through the Literature Review, the Study Team developed a tiered process for assessing previously identified and newly identified potential truck parking locations. This process includes three tiers: Preliminary Screening (Tier 1), Detailed Screening (Tier 2), and a finally Engineering Feasibility and Stakeholder Support Screening (Tier 3).

Since the TPO Phase II Study was completed in 2012, Tier 1 involves a preliminary assessment of the originally eliminated sites (illustrated in yellow in **Figure 24**) to determine if their conditions have changed and if they warrant further analysis. In addition, Tier 1 will also assess three (3) potential locations identified by FDOT during the scope development of this study. These three (3) sites have been included in the Tier 1 analysis given that they were not part of the TPO Phase II Study and, therefore, have never been screened. **Figure 24** illustrates the three newly identified sites in red and the other Tier 1 locations in yellow.

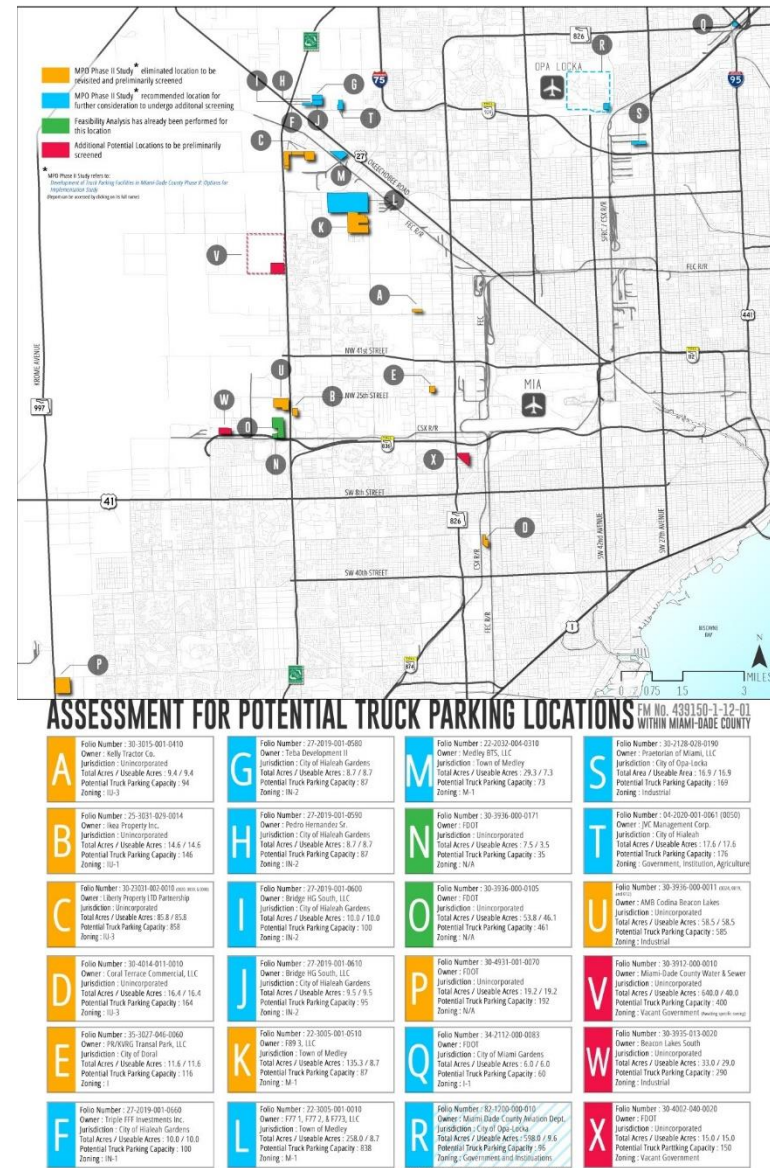


Figure 24: Identified Assessed Locations

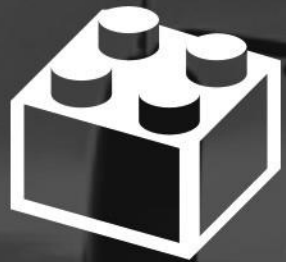
Sites that advance from Tier 1 proceeded into the Detailed Screening, or Tier 2 analysis. During this step, the locations recommended for further analysis by the TPO Phase II Study were also assessed. These locations are colored blue in **Figure 24**. Note that, as previously mentioned, Sites N and O were not assessed in this study given that Site N is under construction for the development of the Dolphin Station Park-n-Ride/Transit Terminal and consideration of a truck parking facility in Site O is no longer viable. Similarly, Site R was also excluded from this assessment given FAA regulation on development within the Runway Protection Zone of airports.

Locations that advance from Tier 2 moved to Engineering Feasibility and Stakeholder Support Screening, or Tier 3 analysis, where preliminary engineering conceptual designs of truck parking layouts were created to determine the true physical capacity of each site. This, along with collected traffic counts along entry/exit points and adjacent roadways revealed some of the impacts and/or potential demand for each site. Stakeholder outreach occurred during this tier to determine marketability and property owner interest given some of these sites are privately-owned. Additional interagency coordination also took place to finally select recommended locations to proceed for project development.

In addition to the tiered analysis, this study went back to the drawing board to identify more sites that have not

been considered for truck parking development. Identified locations will have to be assessed using a similar approach to the one methodology used herein.





DEVELOPMENT

What we did.



Tier 1: Preliminary Screening

The Tier 1 analysis comprises of a preliminary screening of 11 of the 24 locations identified for potential truck parking development (see **Figure 24**). The criteria used for the Tier 1 analysis was adopted and updated from the TPO Phase I and Phase II studies. Each of the 11 potential sites was assessed against original items such as zoning, existing conditions, location within the Urban Development Boundary (UDB), existing and future land use, existing and future adjacent land use, usable acreage, accessibility, visibility, existing and future surrounding truck traffic, closeness to major freight activity areas, and economic feasibility. Each site was then scored using a negative scoring system that penalized the sites if these criteria did not match the criteria required/desired for the development of a truck parking facility. Data for each parcel was acquired through a desktop review consisted of obtaining information from the Miami-Dade Appraiser’s Property Search website and Google Earth®.

Table 8 summarizes the required/desired criteria for successful truck parking development. For a truck parking facility to be developed within unincorporated Miami-Dade County, the location must be zoned industrial (IU-1, IU-2, IU-3 or BU-3). Municipalities within Greater Miami have different zoning codes for industrial land use than those chosen by the County. **Table 7** presents the zoning codes compatible with truck parking development within selected municipalities.

Table 7: Municipal Zoning Codes for Industrial Land Use

Municipality	Industrial Zoning Code
Hialeah Gardens	IN-1, IN-2, IN-C
Hialeah	M-1, M-2, M-3
Medley	M-1, M-2, M-3

Some individual criteria were determined to be fatal flaws because the magnitude of their implications would require significant resources or policy changes for truck parking development. These fatal flaw criteria are:

- Site development (if a site requires significant demolition and reconstruction)
- Site located outside the UDB, and
- Cost per Usable Acre.

The UDB was incorporated into the County’s Comprehensive Development Master Plan (CDMP) in 1983. This imaginary line restrains growth in the County by separating housing, commercial, and industrial development from the Everglades, farmland, and large-lot homes. The UDB is drafted to contain a 10 plus 5-year supply of land for residential development within the urban area. Proposed changes to the UDB require a two-thirds vote from the County Board of Commissioners. In 2008, the UDB contained 269,000 acres (420 square miles), of which approximately six percent was undeveloped. Very little land has been added to the UDB in the last 20 years. Moving the UDB is a contentious issue that stretches over decades pits farmers and environmentalists versus the building industry and urban growth issues facing the County.



The cost feasibility per usable acre was a criterion developed by the TPO Phase II study using the most conservative of two alternatives. The first alternative examined the income statements for TravelCenters of America (the only publicly traded major national overnight truck parking facility operator) which resulted in a present value real estate cost per acre feasibility threshold of \$128,400. The second alternative examined the land acquisition costs for two (2) existing facilities in Miami-Dade County which resulted in a cost per acre of \$1,135,500. Since the second alternative resulted in the most conservative cost (i.e. the highest cost), \$1,135,500 was used as threshold for cost feasibility per usable acre. The Miami-Dade County's Appraised Value was used to determine the parcel value. Note that this is an estimated value provided by the Miami-Dade County's Office of the Property Appraiser and may not accurately reflect the actual market value of a parcel or owner interests. Note that the Property Appraiser, Miami-Dade County, and all entities responsible for this report assume no liability for the property value information presented in this report

The access score was determined based the existing conditions of the transportation system around each site. **Table 9** summarizes the scoring system used to determine the access score and **Table 11** shows the results per site.

The overall scoring system developed for Tier 1 is based on negative points assigned to sites with undesirable conditions. The scoring system penalized existing land use more heavily than future land use because it is easier to change Municipal and County plans to accommodate planned infrastructure projects than it is for a specific infrastructure project to fit well within existing conditions. Usable Acreage and access were given more importance over all other criteria because they determine the capacity of truck parking space and willingness for truck drivers to use the facility, respectively. Visibility from freeway and distance from Freight Activity Center are penalized the least because they are less influential measure of a driver's willingness to use the facility.

Tables 10 summarizes the parcel characteristics of each site including parcel folio number, property owner, parcel address, municipality, required zoning code for truck parking development, existing zoning code, and site development. **Table 12** documents the initial screening results and score per location. **Appendix A** contains maps developed to aid the project team in performing the Tier 1 analysis.



Table 8: Tier 1 Evaluation Criteria

Criteria	Required/Desired Outcome	Scoring System
Existing Zoning Code	Matches required zoning code per municipality/county legislation	-2 if False 0 if True
Site Developed	No/Minor development	FF (Fatal Flaw) if False 0 if True
Located within the UDB	True	FF (Fatal Flaw) if False 0 if True
Existing Land Use	Vacant, Industrial, Office, or Streets	-2 if False 0 if True
2030 Adopted Land Use; based on the County's CDMP	Vacant, Industrial, Office, or Streets	-1 if False 0 if True
Adjacent Existing Land Use Compatibility	Vacant, Industrial, Office, or Streets	-2 if False 0 if True
Adjacent 2030 Adopted Land Use Compatibility; based on the County's CDMP	Vacant, Industrial, Office, or Streets	-1 if False 0 if True
Usable Acreage; based on the County's Office of Property Appraiser (Roll Year 2015 Details) or as measures using Miami-Dade County's Geographic Information System (GIS)	≥ 10 acres	-3 if False 0 if True
Access Score; based on existing conditions of surrounding roadway network	Preferred	-2 if Poor -1 if Average 0 if Preferred
Visible from Freeway	True	-1 if False 0 if True
Freeway Truck Percentage; based on FDOT's Traffic Online website	≥ 5% of AADT	-2 if False 0 if True
Near Major Freight Activity Areas; based on distance from identified major freight activity areas (see Figure 23 and Table 6)	≤ 1.5 miles	-1 if False 0 if True
Future Freeway Truck Percentage (2030); as estimated by the TPO <i>Truck Route System for Miami-Dade County Study (2007)</i>	High	-2 if Low (< 10%) -1 if Moderate (10% - 15%) 0 if High (> 15%)
Cost per Usable Acre; as determined from the TPO Phase II Study	≤ \$1,135,500/Acre	FF (Fatal Flaw) if False 0 if True



Table 9: Tier 1 Access Score Criteria

Criteria	Required/Desired Outcome	Scoring System
Nearest Driving Distance to Strategic Intermodal System (SIS) Roadways/Freeways	≤ 1.25-mile of intersections/interchanges	0 if False 1 if True (per roadway)
Nearest Driving Distance to Arterial	≤ 0.5-miles of intersection	0 if False 1 if True
Lane Capacity of Nearest Arterial	≥ 4 lanes	0 if False 1 if True
Number of Signalized Intersections to Nearest Arterial	0	-1 per intersection
Lane Capacity of Adjacent Roadways	≥ 4 lanes	0 if False 1 if True
Lane Width of Adjacent Roadways (ft.)	≥ 12 feet	0 if False 1 if True (per roadway)
Pavement Conditions of Adjacent Roadway	Paved	-1 if False 0 if True
Need for Roadway Construction	No	-1 if False 0 if True
Access Score	Preferred	Poor: ≤ 0 – 2 Average: 3 – 4 Preferred: ≥ 5



Table 10: Tier 1 Parcel Characteristics

Site	Folio No.	Property Owner	Address	Municipality	Required Zoning Code	Existing Zoning Code	Site Developed	Sub-Score
A	30-3015-001-0410	Kelly Tractor Co.	5900 NW 84 th Ave., Miami, FL 33166	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-3	No	0
B	25-3031-029-0014	Ikea Property Inc.	1801 NW 117 th Ave. Sweetwater, FL 33172	Sweetwater	I-1, I-2, or I-3	C-2	Yes	FF
C	30-2031-001-0040	Tarmac Florida Inc.	11000 NW 121 st Way Miami, FL 33178	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-1	Partially	0
	30-2031-002-0010	Liberty Property Ltd. Partnership	11500 NW 123 rd St., Miami, FL 33178	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-3	No	
	30-2031-002-0020	Liberty Property Ltd. Partnership	11450 NW 122 nd St., Miami, FL 33178	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-3	Yes	
	30-2031-002-0030	Liberty Property Ltd. Partnership	11047 NW 122 nd St., Miami, FL 33178	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-3	No	
D	30-4014-038-0010	Kireland Coral Terrace LLC	7050 SW 24 th St., Miami, FL 33155	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	BU-2	Yes	FF
	30-4014-038-0020	Pan American Coral Terrace Ltd.	7050 Coral Way, Miami, FL 33155	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	BU-2	No	
	30-4014-037-0020	Kireland Coral Terrace LLC	7050 SW 24 th St., Miami, FL 33155	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	BU-2	Yes	
	30-4014-037-0030	Kireland Coral Terrace LLC	7050 SW 24 th St., Miami, FL 33155	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	BU-2	Yes	
	30-4014-037-0010	Kireland Coral Terrace LLC	7050 SW 24 th St., Miami, FL 33155	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	BU-2	Yes	
	30-4014-039-0010	Braman IT Ports Inc.	7050 SW 24 th St., Miami, FL 33155	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-3	No	
E	35-3027-072-0010	PR/KVRG Transal Park LLC	8301 NW 27 th St., Doral, FL 33122	Doral	IC, I, or I-R	I	Yes	FF
K	22-3005-001-0510	F89 3 LLC	97000 NW 97 th Ave. Medley, FL 33178	Medley	M-1, or M-3	N/A	No	0
	22-3005-001-0540	Lowell Dunn & W. Betty	8800 NW 97 th Ave., Medley, FL 33178	Medley	M-1, or M-3	N/A	No	



Site	Folio No.	Property Owner	Address	Municipality	Required Zoning Code	Existing Zoning Code	Site Developed	Sub-Score
P	30-4931-001-0070	FDOT	SW 177 th Ave., Miami, FL 33196	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	GU	No	-2
U	30-3936-000-0011	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	12298/12240 NW 25 th St., Miami, FL 33182	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	U1 & BU-1A	To be Developed	FF
	30-3936-000-0024	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	12298-12240 NW 25 th St., Miami, FL 33182	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	U1 & BU-1A	To be Developed	
	30-3936-000-0019	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	12298/12240 NW 25 th St., Miami, FL 33182	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	U1	To be Developed	
	30-3936-000-0012	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	12298/12240 NW 25 th St., Miami, FL 33182	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	U1	To be Developed	
V	30-3912-000-0010	Miami-Dade County Water and Sewer	NW 74 th St., Miami, FL 33178	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	GU	No	-2
W	30-3935-013-0020	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	13101 NW 14 th St., Miami, FL 33182	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	BU-2	No	-2
X	30-4002-040-0020	FDOT	7400-7628 NW 7 th St., Miami, FL 33126	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-C	No	0

Table 11: Tier 1 Access Score

Site	Nearest Driving Distance			Lane Capacity of Nearest Arterial	Number of Signalized Intersections to Nearest Arterial	Lane Capacity of Adjacent Roadways		Lane Width of Adjacent Roadways (ft.)		Pavement Conditions of Adjacent Roadway		Need for Roadway Construction	Access Score
	SIS/Freeways		Arterial			1	2	1	2	1	2		
	1	2											
A	SR 826: 0.84 mi	N/A	NW 58 th St. 0.07 mi	NW 58 th St. 4 lanes	0	2	4	10	11	Paved	Paved	No	4 (Average)
B	HEFT: 1.85 mi	SR 836: 1.85 mi	NW 25 th St. 0.28 mi	NW 25 th St. 4 lanes	0	2	N/A	10	N/A	Paved	N/A	No	2 (Poor)
C	HEFT: 1.53 mi	SR 25 1.01 mi	Beacon Station Rd. 1.61 mi	Beacon Station Rd. 6 lanes	0	2	N/A	12	N/A	Unpaved	N/A	Yes	1 (Poor)
D	SR 826: 0.63 mi	N/A	SW 24 th St. 0.00 mi	SW 24 th St. 4 lanes	0	2	2	10	10	Paved	Paved	No	3 (Average)
E	SR 826: 0.65 mi	N/A	NW 25 th St. 0.18 mi	NW 25 th St. 4 lanes	0	4	N/A	12	N/A	Paved	N/A	No	5 (Preferred)
K	HEFT: 2.56 mi	SR 25 1.84 mi	NW 107 th Ave. 0.52 mi	NW 107 th Ave. 2 lanes	0	2	N/A	13	N/A	Paved	N/A	Yes	2 (Poor)
P	HEFT: 6.18 mi	SR 997 0.00 mi	SR 997 0.00 mi	SR 997 2 lanes	0	2	N/A	10	N/A	Paved	N/A	No	1 (Poor)
U	HEFT: 2.21 mi	SR 836: 2.21 mi	NW 25 th St. 0.00 mi	NW 25 th St. 4 lanes	0	4	N/A	11	N/A	Paved	N/A	No	3 (Average)
V	HEFT: 1.41 mi	N/A	NW 58 th St. 1.47 mi	NW 58 th St. 2 lanes	0	2	N/A	12	N/A	Unpaved	N/A	Yes	-1 (Poor)
W	HEFT: 2.30 mi	SR 836: 0.75 mi	NW 137 th Ave. 0.07 mi	NW 137 th Ave. 4 lanes	0	2	N/A	11	N/A	Paved	N/A	No	3 (Average)
X	SR 826: 1.17 mi	SR 836: 0.64 mi	NW 72 nd Ave. 0.31 mi	NW 72 nd Ave. 6 lanes	0	2	N/A	12	N/A	Paved	N/A	No	5 (Preferred)

Table 12: Tier 1 Preliminary Screening Results

Site	Located within UDB	Land Use		Adjacent Land Use		Total Acreage	Usable Acreage	Access Score	Visible from Freeway	Freeway Truck % (2014)	Near Major Freight Activity Areas	Future Freeway Truck % (2030)	MDC's Appraised Value (2015 \$)	Cost per Usable Acre	Sub-Score	Table 10 Sub-Score	Prelim. Score
		Existing	Adopted 2030	Existing	Adopted 2030												
A	Yes	Vacant	Industrial & Office	Yes	Yes	9.43	9.43	4 (Average)	No	SR 826 6.10%	Yes (12 & 13)	Low <10%	\$5,758,637	\$610,555	-7	0	-7
B	Yes	Commercial	Industrial & Office	No	Yes	14.59	14.59	2 (Poor)	Yes	HEFT 7.40% SR 836 3.30%	Yes (Within 17; close to 4 & 18)	Moderate 10% - 15%	\$33,852,000	\$2,319,462	FF	FF	FF
C	Yes	Industrial	Industrial & Office	Yes	Yes	85.84	85.84	1 (Poor)	Yes	HEFT 7.40%	Yes (Within 3)	High >15%	\$17,232,077	\$200,754	-2	0	-2
D	Yes	Commercial	Industrial & Office	No	Yes	16.44	16.44	3 (Average)	No	SR 826 6.00%	No	Low <10%	25,838,717	\$8,618,628	FF	FF	FF
E	Yes	Vacant	Industrial & Office	Yes	Yes	11.62	11.62	5 (Preferred)	No	SR 826 6.00%	Yes (Within 15)	Low <10%	\$8,106,713	\$697,832	-3	FF	FF
K	Yes	Industrial	Industrial & Office	Yes	Yes	145.45	4.63	2 (Poor)	No	HEFT 7.40%	Yes (3, 4, & 5)	High >15%	\$333,230	\$71,972	-6	0	-6
P	No	Agricultural	Agricultural	No	No	19.24	19.24	1 (Poor)	No	HEFT 7.40%	Yes (23)	Moderate 10% - 15%	\$548,340	\$28,500	FF	-2	FF
U	Yes	Vacant	Industrial & Office	Yes	Yes	58.47	58.47	3 (Average)	Yes	HEFT 7.40% SR 836 3.30%	Yes (4, 17, & 18)	Moderate 10% - 15%	\$21,014,253	\$359,383	-2	FF	FF
V	No	Industrial	Vacant	Yes	No	640.00	623.29	-1 (Poor)	Yes	HEFT 7.40%	Yes (Within 4; close to 3 & 5)	Low <10%	\$14,983,645	\$24,040	FF	-2	FF
W	Yes	Vacant	Business & Office	Yes	No	32.94	32.94	3 (Average)	Yes	HEFT 7.40% SR 836 3.30%	No	Moderate 10% - 15%	\$11,477,464	\$348,480	-5	-2	-7
X	Yes	Streets	Industrial & Office	Yes	Yes	15.10	15.10	5 (Preferred)	Yes	SR 826 6.00% SR 836 3.30%	Yes (7/MIA, 6 & 16)	Low <10%	\$5,591,657	\$370,260	-2	0	-2



Tier 1 Results

Of the 11 potential sites examined in Tier 1, six were determined to have Fatal Flaws. The sites that were determined to have Fatal Flaws are:

- Site B,
- Site D,
- Site E,
- Site P,
- Site U, and
- Site V.

In addition to the six sites with Fatal Flaws, Site K is also not recommended to proceed for further analysis given that the Miami-Dade Appraiser assessed market value (\$333,230) seems underestimated compared to the total acreage (145.45 acres) of the site. Even though this site has 125.91 acres submerged in water, it is assumed this site costs more than the feasibility threshold used in Tier 1 based on its location and potential for infill for more lucrative uses. Furthermore, this site has poor accessibility and would require roadway construction to connect to NW 102nd Avenue or NW 95th Avenue with the acquisition of abutting parcels. **Table 13** summarizes the sites and reasons for elimination by the Tier 1 Analysis.

The remaining four locations that are recommended to proceed to the Detailed Screening, Tier 2 analysis, in order of most favorable to least favorable obtained score, are:

- Site C and Site X (tied), and
- Site A and Site W (tied).

Note that even though Site C has some development, two parcels are still undeveloped, and access is not precluded due to the existing developments.

Table 13: Tier 1 Eliminated Sites

Location	Reason for Elimination
B	This site has been developed and is currently classified with a commercial zoning code (C-2). Also, this site is not a cost feasible option, has poor accessibility, and is more than 1.0 mile away from the nearest freeway/SIS roadway.
D	This site has been mostly developed except for two parcels which have an area of approximately 2 acres; less than the desirable 10 acres of usable land. Moreover, this parcel is not close to identified areas of major freight activity, is not visible from the nearest freeway, and is not cost feasible.
E	This site would have been an excellent candidate, but it has also been developed, a fact that is not reflected in the current land use designation.
K	Even though this parcel is large in total acreage, most of the land is submerged and only 4.63 acres could really be developed as truck parking. Furthermore, this site has poor accessibility and would require roadway construction to connect to NW 102 nd Avenue or NW 95 th Avenue with the acquisition of abutting parcels.



Location	Reason for Elimination
P	This parcel is more than 6 miles away from the nearest freeway and has non-compatible land use and zoning code. Even though this parcel is adjacent to an SIS roadway (SR 977/Okeechobee Road), it is located outside the UDB and therefore may not be developed into a potential truck parking facility.
U	This site has been recently prepared for development, and construction is scheduled to begin soon. Additionally, 2 of the 4 parcels comprising this site are zoned as Commercial.
V	This parcel is located outside the UDB and has a non-compatible zoning code and future land use. Furthermore, Site V has poor accessibility and would require a good amount of roadway construction either to connect to SR 821/HEFT or NW 58 th Street.

Tier 2: Detailed Screening

Tier 2 evaluated the remaining 13 sites that were not included in Tier 1 (refer to locations colored blue and green in **Figure 24**) plus the four sites that advanced from Tier 1. Out of these 17 sites, three (3) were eliminated from the get-go as explain previously. These three sites are:

- Site N,
- Site O, and
- Site R.

Hence, the first step of the Detailed Screening is to update the Tier 1 information for the 10 sites that were not included in Tier 1 (refer to locations colored blue in **Figure 24** except for Site R). Sites that are determined to have a Fatal Flaw during this step will not be evaluated further.

The second step of the Detailed Screening was a more involved evaluation of the combined sites that passed the Preliminary Screening based on a new set of criteria comprising of environmental, social, physical, and economic issues. These issues are typical of Project Development and Environmental (PD&E) Studies performed by FDOT to comply with the National Environmental Policy Act (NEPA). Data to measure these issues were obtained by using available GIS hosted by the FDOT and Miami-Dade County, as well as long range cost estimate models developed by FDOT.



Table 14 lists the scoring system and criteria used for the secondary analysis. The logic behind the scoring system is that any criterion that is measured using a broad, or areawide, scope receives a -2 score while any criterion that is measured using a site-specific, or smaller scope, is given a -0.5 score per site. The score from the Preliminary Screening and Detailed Screening are added together to obtain a Total Score (see **Table 18**).

Note that the Tier 2 criteria contains one Fatal Flaw issue. To protect its sole source for drinking water, the County created Wellfield Protection Areas encapsulating the cones of influence of each well. Given that the Biscayne Aquifer is extremely porous and the County's water table is very close to the ground, the acquirer is vulnerable to pollution and the Wellfield Protection Areas try to prevent this issue. Hence, by the County's Code of Ordinances, Chapter 24, Article III, Division 2, Section 24 – 43.1, the following land uses are not permitted within Wellfield Protection Areas:

- Diesel or gasoline stations (only permits natural gas, LP gas, and bottling plants)
- Auto pound (only permits parking lot and parking garage)
- Tow yard
- On-site vehicle repair

Given that a diesel/gasoline station and repair shop were identified as core amenities for a truck parking/travel

center, a site located within a Wellfield Protection Area was determined to have a Fatal Flaw (FF).

Appendix B contains maps developed to aid the project team in performing the Tier 2 analysis.



Table 14: Tier 2 Evaluation Criteria

Criteria	Required/Desired Outcome	Scoring System
Impacts wetlands	False	0 if False -2 if True
Located within a floodplain	False or Zone X	0 if False -2 if True
Located within a wellfield protection area	False	Fatal Flaw (FF)
Site contaminated or potentially contaminated due to nearby a contaminated site(s)	False	0 if False -2 if True
Located within a protected wildlife area	False	0 if False -2 if True
Located within a protected habitat area	False	0 if False -2 if True
Proximity to education facilities	Least possible within 1-mile buffer	-0.5 per Facility
Proximity to religious institutions	Least possible within 1-mile buffer	-0.5 per Facility
Proximity to medical facilities	Least possible within 1-mile buffer	-0.5 per Facility
Proximity to emergency response facilities	Least possible within 1-mile buffer	-0.5 per Facility
Proximity to civic facilities and governmental buildings	Least possible within 1-mile buffer	-0.5 per Facility
Proximity to cemeteries	Least possible within 1-mile buffer	-0.5 per Facility
Proximity to parks and publicly-used lands	Least possible within 1-mile buffer	-0.5 per Facility
Proximity to historical/archaeological districts and/or sites	Least possible within 1-mile buffer	-0.5 per Facility
Near a railroad crossing	False	0 if False -2 if True
Proximity to Noise Receptors; based on FDOT'S PD&E Manual, Part 2, Chapter 17, Table 17.1	False, F/E, G, or D	0 if False -2 if True



Table 15: Tier 2 Parcel Characteristics

Site	Folio No.	Property Owner	Address	Municipality	Required Zoning Code	Existing Zoning Code	Site Developed	Sub-Score
F	27-2019-001-0660	Triple FFF Investments Inc. % Leslie A Rozenywaig P.A.	13970 NW 112 th Ave., Hialeah Gardens, FL 33018	Hialeah Gardens	IN-1, IN-2, or IN-C	IN-3	Yes	FF
G	27-2019-001-0580	Teba Development II LLC C/O Cadwalader Wickersham	14410 NW 107 th Ave., Hialeah Gardens, FL 33018	Hialeah Gardens	IN-1, IN-2, or IN-C	IN-2	No	0
H	27-2019-001-0590	Pedro Hernandez Sr.	13800-13950 NW 107 th Ave., Hialeah Gardens, FL 33018	Hialeah Gardens	IN-1, IN-2, or IN-C	IN-2	Partially	FF
I	27-2019-001-0600	Bridge Hg South LLC C/O Bridge Development Partners	13950 NW 107 th Ave., Hialeah Gardens, FL 33018	Hialeah Gardens	IN-1, IN-2, or IN-C	IN-2	No	0
J	27-2019-001-0610	Bridge Hg South LLC C/O Bridge Development Partners	13950 NW 107 th Ave., Hialeah Gardens, FL 33018	Hialeah Gardens	IN-1, IN-2, or IN-C	IN-2	No	0
L	22-3005-001-0010	F77 1, F77 2, & F77 3 LLCs	9838 NW 106 th St., Medley, FL 33178	Medley	M-1, M-2, or M-3	M-1	No	0
M	22-2032-004-0310	Medley BTS LLC	10400 NW 122 nd St., Medley, FL 33178	Medley	M-1, M-2, or M-3	M-1	Partially	FF
Q	34-2112-000-0083	FDOT	16930 Seaboard Rd., Miami, FL 33169	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-1	No	0
S	30-2128-028-0190	Praetorian of Miami LLC	3025 NW 123 rd St., Miami, FL 33167	Unincorporated Miami-Dade	IU-1, IU-2, IU-3 or BU-3	IU-1	Yes	FF
T	04-2020-001-0061	J V C Management Corp.	10350 NW 142 nd St., Hialeah, FL 33018	Hialeah	M-1, M-2, or M-3	Annexation	Partially	FF
	04-2020-001-0050	J V C Management Corp.	4030 W 88 th St., Hialeah, FL 33018	Hialeah	M-1, M-2, or M-3	Annexation	Partially	FF

Table 16: Tier 2 Access Score

Site	Nearest Driving Distance				Lane Capacity of Nearest Arterial	Number of Signalized Intersections to Nearest Arterial	Lane Capacity of Adjacent Roadways		Lane Width of Adjacent Roadways (ft.)		Pavement Conditions of Adjacent Roadway		Need for Roadway Construction	Access Score
	SIS/Freeways			Arterial			1	2	1	2	1	2		
	1	2	3											
F	HEFT: 0.59 mi	SR 25 0.37 mi	N/A	SR 25 0.37 mi	SR 25 6 lanes	0	2	2	11	11	Paved	Paved	No	4 (Average)
G	HEFT: 1.35 mi	SR 25 0.85 mi	N/A	SR 25 0.85 mi	SR 25 6 lanes	1	2	N/A	12	N/A	Paved	N/A	Yes	1 (Poor)
H	HEFT: 1.3 mi	SR 25 0.8 mi	N/A	SR 25 0.8 mi	SR 25 6 lanes	1	2	N/A	12	N/A	Paved	N/A	No	2 (Poor)
I	HEFT: 1.22 mi	SR 25 0.72 mi	N/A	SR 25 0.72 mi	SR 25 6 lanes	1	2	N/A	12	N/A	Paved	N/A	No	3 (Average)
J	HEFT: 1.14 mi	SR 25 0.64 mi	N/A	SR 25 0.64	SR 25 6 lanes	1	2	N/A	12	N/A	Paved	N/A	No	3 (Average)
L	HEFT: 1.95 mi	SR 25 1.25 mi	N/A	Beacon Station Rd. 0.47 mi	Beacon Station Rd. 6 lanes	0	2	N/A	12	N/A	Paved	N/A	No	4 (Average)
M	HEFT: 2.25 mi	SR 25 0.38 mi	N/A	SR 25 0.38 mi	SR 25 6 lanes	1	4	4	12	11	Paved	Paved	No	5 (Preferred)
Q	Florida Turnpike 0.45 mi	SR 826 0.84 mi	I-95 2.60 mi	NW 7 th Ave. Ext. 0.28 mi	NW 7 th Ave. Ext. 4 lanes	0	2	N/A	12	N/A	Paved	N/A	No	5 (Preferred)
S	I-95 3.03 mi	N/A	N/A	SR 924 0.39 mi	SR 924 6 lanes	0	4	2	12	12	Paved	Paved	No	5 (Preferred)
T	I-75 1.15 mi	SR 25 1.28 mi	N/A	SR 25 1.28 mi	SR 25 6 lanes	2	2	N/A	12	N/A	Paved	N/A	No	1 (Poor)

Table 17: Tier 2 Preliminary Screening Results

Site	Located within UDB	Land Use		Adjacent Land Use		Total Acreage	Usable Acreage	Access Score	Visible from Freeway	Freeway Truck % (2014)	Near Major Freight Activity Areas	Future Freeway Truck % (2030)	MDC's Appraised Value (2015 \$)	Cost per Usable Acre	Sub-Score	Table 15 Sub-Score	Prelim. Score
		Existing	Adopted 2030	Existing	Adopted 2030												
F	Yes	Industrial/Vacant (Truck Parking)	Industrial & Office	Yes	Yes	10.00	10.00	4 (Average)	No	HEFT 7.40%	Yes (2 & 3)	High >15%	\$1,636,000	\$163,600	-2	FF	FF
G	Yes	Vacant	Industrial & Office	Yes	Yes	8.70	8.70	1 (Poor)	No	HEFT 7.40%	Yes (2 & 3)	High >15%	\$1,894,860	\$217,800	-6	0	-6
H	Yes	Vacant (Truck Parking and Residential)	Industrial & Office	Yes	Yes	8.70	6.44	2 (Poor)	No	HEFT 7.40%	Yes (2 & 3)	High >15%	\$1,894,860	\$217,800	-6	FF	FF
I	Yes	Vacant	Industrial & Office	Yes	Yes	10.00	8.54	3 (Average)	No	HEFT 7.40%	Yes (2 & 3)	High >15%	\$2,178,000	\$255,083	-5	0	-5
J	Yes	Vacant	Industrial & Office	Yes	Yes	9.54	8.13	3 (Average)	No	HEFT 7.40%	Yes (2 & 3)	High >15%	\$2,077,810	\$255,483	-5	0	-5
L	Yes	Vacant	Industrial & Office	Yes	Yes	257.95	112.51	4 (Average)	No	HEFT 7.40%	Yes (3, 4, & 5)	High >15%	\$11,905,765	\$105,820	-2	0	-2
M	Yes	Industrial (Warehouse)	Industrial & Office	No	Yes	29.32	6.00	5 (Preferred)	No	HEFT 7.40%	Yes (2 & 3)	High >15%	\$20,385,000	\$695,367	-6	FF	FF
Q	Yes	Industrial (Vacant)	Industrial/Roadway	Yes	Yes	5.85	5.78	5 (Preferred)	Yes	Florida's Turnpike 8.30% SR 826 6.00% I-95 4.5%	No	Low <10%	FDOT Property	FDOT Property	-6	0	-6
S	Yes	Parking Lot	Industrial & Office	Yes	Yes	16.88	16.88	5 (Preferred)	No	I-95 4.5%	Yes (8)	Low <10%	\$4,861,441	\$287,935	-5	FF	FF
T	Yes	Industrial (Truck Parking)	Industrial & Office	Yes	Yes	17.56	17.56	1 (Poor)	No	I-75 4.90%	Yes (2 & 3)	High >15%	\$3,427,476	\$195,187	-5	FF	FF

Table 18: Tier 2 Detailed Screening Results

Site	Environmental Issues						Social Issues								Physical Issues		Sub-Score	Prelim. Score	Total Score
	Wetlands	Floodplains	Wellfield Protection Area	Contaminated Site	Protected Wildlife	Protected Habitat	Education Facilities	Religious Institutions	Medical Facilities	Emergency Response	Civic Facilities and Governmental Buildings	Cemeteries	Publicly-used Lands	Historical or Archaeological Districts and/or Sites	RxR	Proximity to Noise Receptors			
A	Yes (Basins)	Yes (Zone X)	No	Potentially	No	No	Yes (2)	No	No	No	No	No	No	No	No	Yes (B, C, & D)	-7	-7	-14
C	Yes (Basins & Depressional Soils)	Yes (Zone AH & X)	Yes (Max)	No	No	No	Yes (2)	No	No	No	No	No	No	No	Yes	No	FF	-2	FF
G	Yes (Depressional Soils)	Yes (Zone AH & X)	No	Potentially	No	No	Yes (1)	No	No	No	No	No	No	No	No	Yes (B & C)	-8.5	-6	-14.5
I	Yes (Depressional Soils)	Yes (Zone AH)	No	No	No	No	Yes (2)	No	No	No	No	No	No	No	No	Yes (B & C)	-7	-5	-12
J	Yes (Depressional Soils)	Yes (Zone AH & X)	No	No	No	No	Yes (1)	No	No	No	No	No	No	No	No	Yes (B & C)	-6.5	-5	-11.5
L	Yes (Basins & Depressional Soils)	Yes (Zone AE & X)	No	No	No	No	No	No	No	Yes (1)	No	No	No	No	Yes	Yes (B & C)	-8.5	-2	-10.5
Q	No	Yes (Zone X)	No	Potentially	No	No	Yes (22)	No	Yes (1)	Yes (1)	No	No	No	No	Yes	Yes (B & C)	-18	-6	-24
W	Yes (Depressional Soils)	Yes (Zone AH)	Yes (Max)	No	No	No	Yes (2)	No	No	No	No	No	No	No	Yes	Yes (B & C)	FF	-7	FF
X	No	Yes (Zone AH)	No	No	Yes	No	Yes (23)	No	Yes (2)	No	No	No	No	No	No	Yes (B & C)	-18.5	-2	-20.5



Tier 2 Results

Of the 14 potential sites examined in Tier 2, seven (7) were determined to have Fatal Flaws. The sites that were determined to have Fatal Flaws are:

- Site F,
- Site H,
- Site M,
- Site S,
- Site T,
- Site C, and
- Site W.

Due to potential contamination, two more locations were eliminated. It is anticipated that contamination redemption at these sites will make the development of truck parking facilities infeasible. These sites are:

- Site A, and
- Site G.

Table 19 explains the reasoning behind each sites elimination.

Table 19: Tier 2 Eliminated Sites

Location	Reason for Elimination
A	Site A is likely contaminated due to its proximity to the NW 58 th Street Landfill (Superfund), exceeding the cost feasibility threshold determined for truck parking development.
C	This location has been mostly developed (Tarmac America Inc.) and would require substantial fill and grading for a truck parking facility to be built since it is likely being used as a quarry. Moreover, per the TPO Phase II Study, this location is under contract for development. Location C is also within the maximum cone of a wellfield protection area and has poor accessibility.
F	Location F is currently being used as an informal surface truck parking lot. Due to its current use, redeveloping this location into a new truck parking facility will not be beneficial in reducing the deficit of truck parking spaces within Miami-Dade County since this location is already serving this purpose.
G	Site G is likely contaminated due to its proximity to a Superfund site, exceeding the cost feasibility threshold determined for truck parking development.
H	This location has been partially developed with what seems to be a mix of residential, warehouse, and truck parking activities. Furthermore, this is likely contaminated due to its proximity to a Superfund site and would require retention/detention storage to meet drainage requirements. Therefore, the usable area for truck parking would be greatly reduced.



Location	Reason for Elimination
M	This location has also been developed (FedEx Ground) except for 6.00 acres on the north portion of the parcel. This means the usable acreage is less than 10 acres (meaning less than 100 potential truck parking spaces) and development of truck parking facility could face impediment current owners who may be planning a future expansion.
S	Location S is currently working as a surface parking lot for the various private companies in the area. In 2014 this location was being advertised by a real estate agency but seems to have been acquired since then due to the existing use of the facility. Moreover, this location is about 3 miles away from the nearest freeway (I-95).
T	Location T is currently being used as a surface truck parking lot and seems to have been developed to some extent. Due to its current use, redeveloping this location into a new truck parking facility will not be beneficial in reducing the deficit of truck parking spaces within Miami-Dade County since this location may have been accounted for in the supply model developed by the TPO. Moreover, this location is likely contaminated and would require remediation if redeveloped.
W	The owners of this location were initially interested in developing a truck parking facility in partnership with FDOT. Through coordination, ownership interest preferred developing the site as a warehouse complex. As of 2017, construction on this location has begun. See Appendix C for more information.

The remaining five sites have been ranked by Total Score in **Table 20**.

Economic issues were measured separately given these issues were ranked amongst the remaining sites and no score was assigned to each issue. Marketable, constructability, and construction cost estimate are critical issues for accomplishing the goal of this study. This is because FDOT has no planned interest in maintaining or operating truck parking facilities. FDOT’s plan for solving the parking shortage is to partner with the private sector who has traditionally played the role of rest stop/truck parking owner-operators. Ultimately, customers and public are better served by fair competition in this industry. Hence, sites without good economic metrics may not be feasible to accomplish the purpose of this study.

Table 20: Detailed Screening Score of Remaining Sites

Location	Detailed Screening Total Score
L	-10.5
J	-11.5
I	-12
X	-20.5



Location	Detailed Screening Total Score
Q	-24

All remaining sites are recommended to proceed to the last tier.

A Marketability Rank was developed by estimating the number of truck parking spaces that could fit within a site multiplied by the tonnage of the nearest Freight Activity Area (see **Table 6** for more information on Freight Activity Areas). Since competition would divert potential customers to existing facilities, the tonnage of the Freight Activity Area was divided by one plus existing truck stops within a 2-mile radius of the site. The number of competitor truck parking locations was obtained using a GIS shape-file provided by USDOT in its freight portal (https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/index.htm). The TPO Phase II Study estimated 10 truck parking spaces per acre. This estimate was maintained to obtain a potential value of truck parking spaces able to be provided per site. **Table 21** summarizes the Marketability Rank each site obtained.

A Constructability Rank was developed using a high-level construction cost estimate divided by the Access Score times 1,000. This high-level cost estimate was calculated using the TPO Phase II Study estimate of \$295,000.00 per truck parking space, assuming the electrification of 50% of the total provided spaces. Access Score was multiplied by a factor of 1,000 to obtain more manageable scores. **Table 22** summarizes the Constructability Rank each site obtained.



Table 21: Remaining Sites Ranked by Marketability

Marketability						
Location	Usable Acreage	Estimated Truck Parking Spaces (10 spaces/Acre)	Proximity to Major Freight Activity Areas ($\Sigma i * \text{Tonnage (M)}$)	Number of Competitors within 2-mile Radius	Score	Rank
L	112.51	1,125	7.5	2	2812.5	1
X	15.1	151	6.75	0	1019.25	2
I	8.54	85	5	3	106.25	3
J	8.13	81	5	3	101.25	4
Q	5.78	58	0	1	0	5

Table 22: Remaining Sites Ranked by Constructability

Constructability				
Location	High-Level Cost Estimate (2010 \$ assuming 50% parking electrification)	Access Score	Score	Rank
L	\$331,875,000.00	4	82968.75	1
X	\$44,545,000.00	5	8909.00	2
I	\$25,075,000.00	3	8358.33	3
J	\$23,895,000.00	3	7965.00	4
Q	\$17,110,000.00	5	3422.00	5

Tier 3: Engineering Feasibility and Stakeholder Support Screening

In this tier, conceptual designs of the remaining sites were created to illustrate the points of access, truck circulation, site amenities, parking spaces, and potential drainage impacts of each site. These preliminary designs were then used to more accurately estimate construction costs. Furthermore, traffic data was collected for each site to determine any potential impacts to the transportation system and better understand the truck traffic around each site.

Preliminary Engineering Conceptual Designs

The preliminary engineering conceptual designs were developed using the 10 core amenities recommended by the TPO Phase II Study (see **Table 3**). Building areas were obtained for average conditions and are summarized below. Small and large buildings were considered depending on available site acreage.

- Large building of 35,000-sq. ft.
- Small building of 4,500-sq. ft.
- Maintenance facility of 1,000-sq. ft.
- Truck wash of 3,000-sq. ft.
- Vehicle fuel station of 2,500-sq. ft.
- Diesel fuel pump(s) of 6,000-sq. ft. each

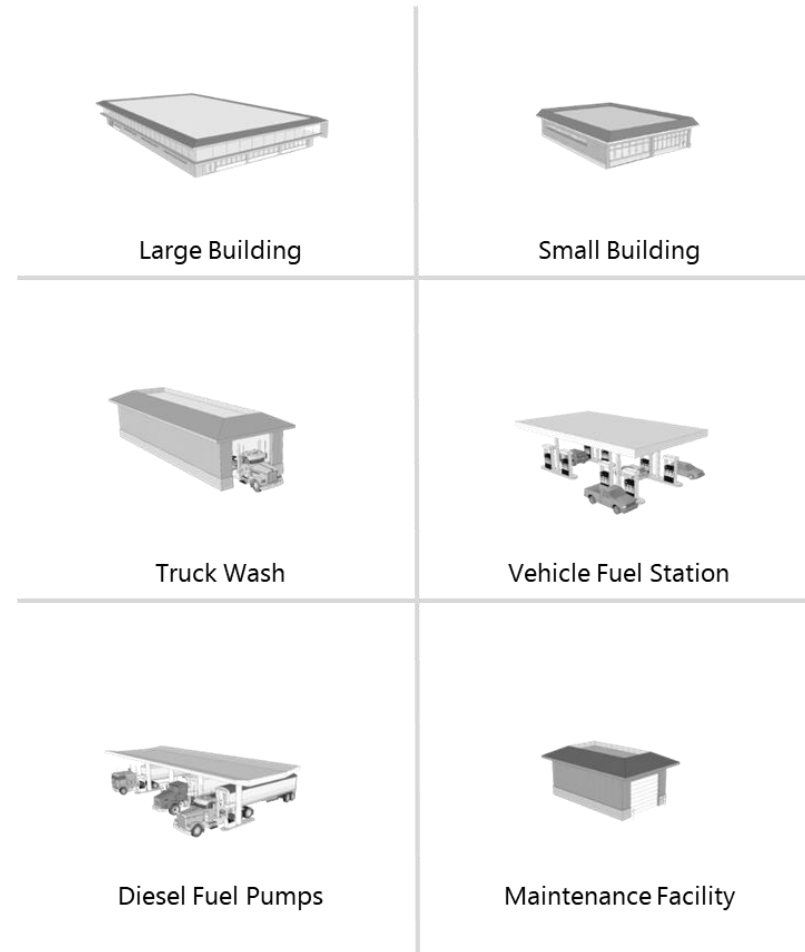
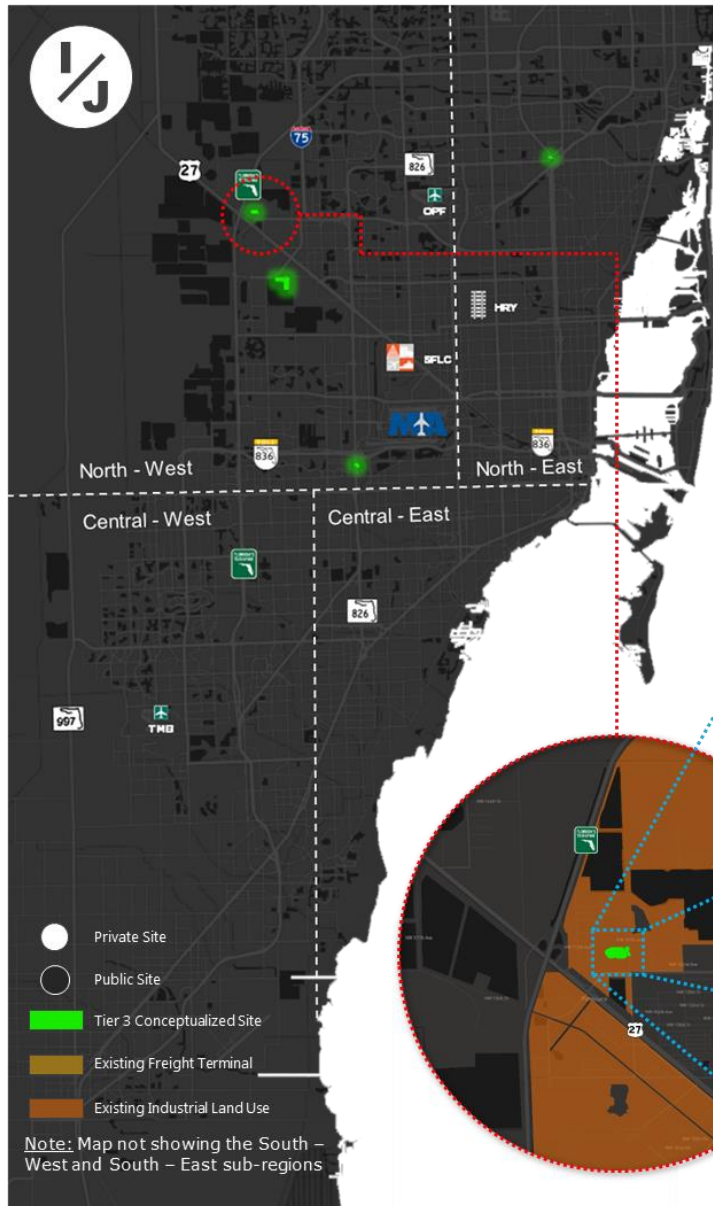


Figure 25: Designed Core Amenities



Sites I & J

Sites I and J are adjacent parcels envisioned to function as a single truck parking facility given that a more efficient design can be achieved by joining these sites. Located in the City of Hialeah Gardens, these privately-owned sites have a combined area of 16.5 acres. The conceptualized truck parking facility accommodates 100 truck parking spaces, three (3) diesel pumps, one (1) security outhouse, and all the remaining essential amenities.

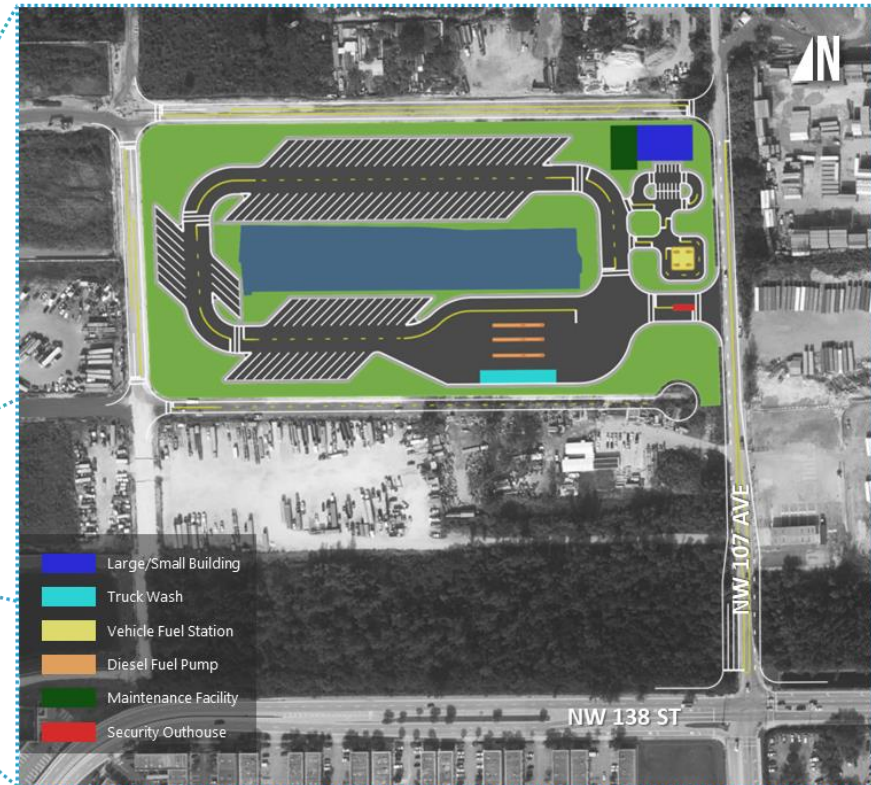
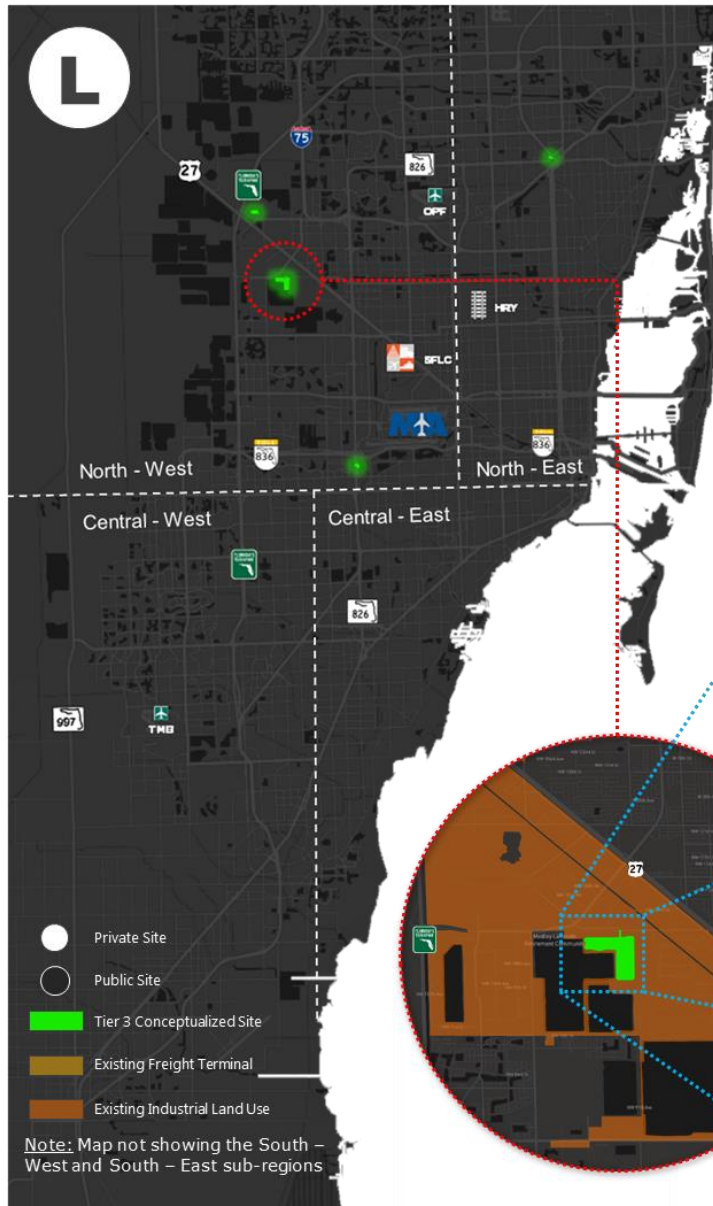


Table 23: Sites I & J Preliminary Engineering Concept

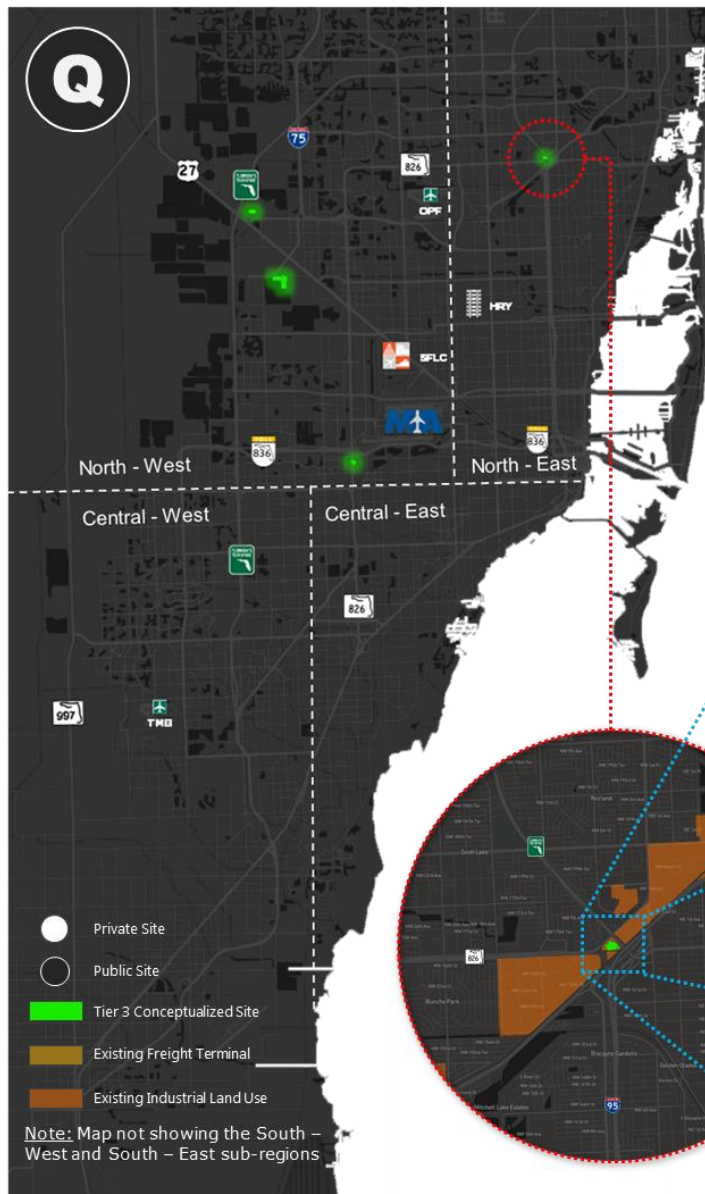


Site L

Site L scored most favorable in the Tier 2 analysis. It is the largest of all the remaining sites, making it the most attractive for an all-inclusive major truck parking facility. Located in the heart of one of the County's most industrial municipalities, Town of Medley, this privately-owned site has an area of 112.5 acres. The conceptual truck parking design accommodates 412 truck parking spaces, 62 tandem truck parking spaces, five (5) diesel pumps, one (1) security outhouse, and all the remaining essential amenities.



Table 24: Sites L Preliminary Engineering Concept



Site Q

Site Q scored lowest in the Tier 2 analysis. This site is within unincorporated Miami-Dade County, at center of the Golden Glades Interchange and near three (3) major freeways (Florida’s Turnpike, SR 826/Palmetto Expressway, and I-95). This site is owned by FDOT and has an area of 6.0 acres. The conceptual design accommodates 29 truck parking spaces, four (4) diesel pumps, one (1) security outhouse, and all the remaining essential amenities.

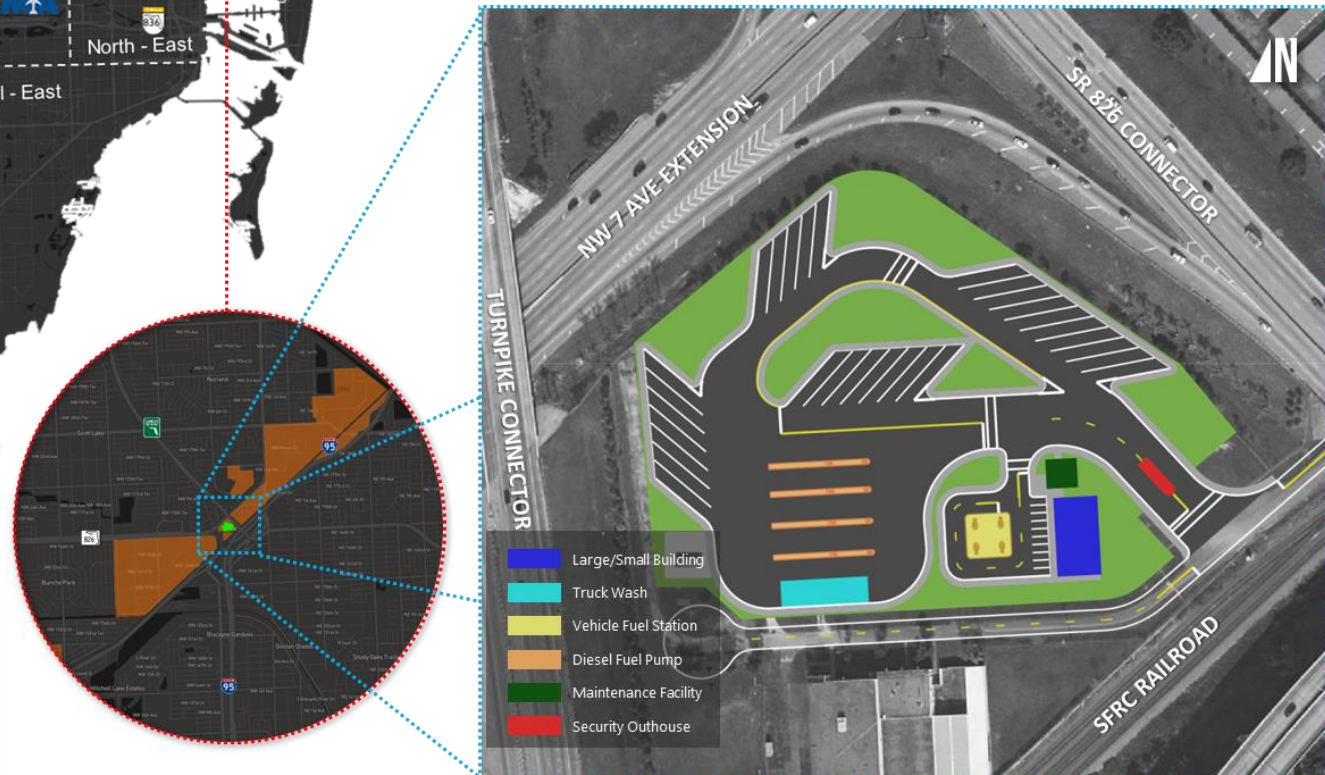


Table 25: Sites Q Preliminary Engineering Concept

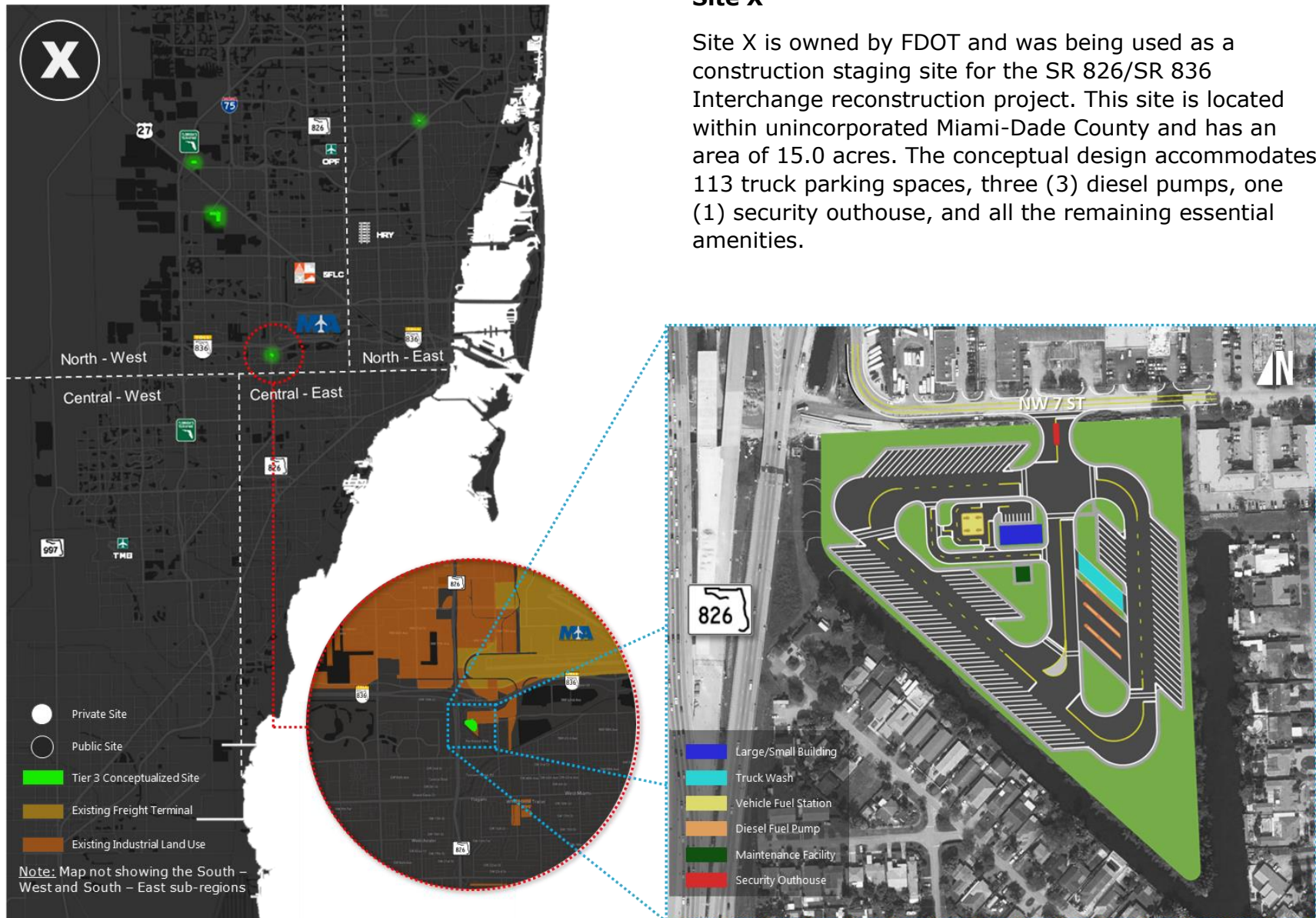


Table 26: Site X Preliminary Engineering Concept

Preliminary Cost Estimates

Preliminary cost estimates were developed for each conceptual truck parking facility. These capital cost estimates were divided in seven components including earthwork, roadway infrastructure, drainage, pavement markings, lighting, landscaping, and amenities. All components were estimated using FDOT’s Master Pay Item List, except for lighting, landscaping, and buildings. The former three components were estimated based on unit prices obtained from the cost estimate developed by the Miami-Dade TPO Phase II Study. The total cost estimate does not include costs associated with signage, signalization, and utility relocation (i.e. water, sanitary sewer, electrical, or security systems). **Table 27** presents the total capital costs estimated for Sites I & J, L, Q, and X. **Tables 28 – 31** present the itemized capital cost estimate for each site, respectively.

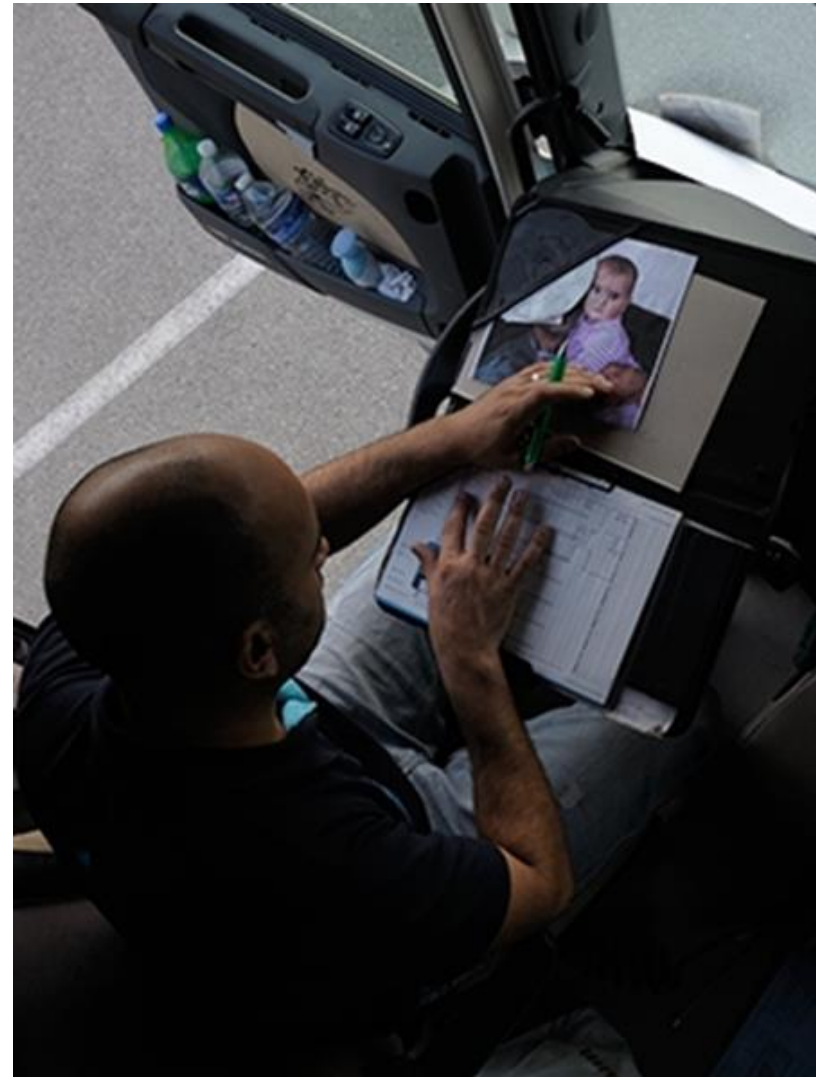


Table 27: Summary of Preliminary Cost Estimates

Site	Total Capital Cost Estimate	Total Truck Parking	Approximate Cost per Parking Space
I & J	\$14,356,000.00	100	\$144,000.00
L	\$61,539,600.00	474	\$130,000.00
Q	\$5,833,200.00	29	\$202,000.00
X	\$11,943,000.00	113	\$106,000.00
Average			\$145,500.00



Table 28: Sites I & J Itemized Preliminary Cost Estimate

Site	Component	Pay Item	Description	Unit	Unit Price	Quantity	Extended Amount	
I & J	Earthwork	110-1-1	Clearing and Grubbing	LS/AC	\$13,388.02	15.69	\$211,000.00	
		120-1	Regular Excavation	CY	\$9.87	94699.97	\$935,000.00	
	Roadway	160-4	Stabilization Type B	SY	\$0.41	41045.81	\$17,000.00	
		285701	Optional Base Group 1 Type B (4" thick)	SY	\$18.81	41045.81	\$773,000.00	
		350-3-10	Plain Cement Concrete (10.5" thick)	SY	\$53.00	41045.81	\$2,176,000.00	
		520-1-10	Conc. Curb & Gutter (Type F)	LF	\$18.23	4462.00	\$82,000.00	
		520-2-4	Conc. Curb & Gutter (Type D)	LF	\$17.71	13385.00	\$238,000.00	
		522-1	Conc. Sidewalk (4" thick; including Ped. Ramps)	SY	\$37.64	5467.46	\$206,000.00	
		570-1-2	Performance Turf, Sod	SY	\$2.30	25055.59	\$58,000.00	
		550-10-221	Chain Link Fence (Type B; 5' height; with Barb Attmt.)	LF	\$121.00	3790.56	\$459,000.00	
		542-70	Bumper Guards (Concrete; 2 #4 Bars Each)	EA	\$60.00	12.00	\$1,000.00	
		Drainage	425-1-521	Inlets, DT Bot., Type C, < 10'	EA	\$2,628.72	19.00	\$50,000.00
	425-1-541		Inlets, DT Bot., Type D, < 10'	EA	\$4,100.00	37.00	\$152,000.00	
	425-2-41		Manholes, P-7, < 10'	EA	\$4,808.85	19.00	\$92,000.00	
	430-175-124		Pipe Culvert (Opt. Matl.; Round; Up to 24")	LF	\$71.25	2917.14	\$208,000.00	
	443-70-4		French Drain (24")	LF	\$128.16	9116.07	\$1,169,000.00	
	Pavement Markings	711-16-101	Thermoplastic (Solid White 6")	GM	\$3,087.63	2.52	\$8,000.00	
		711-11-102	Thermoplastic (Solid White 8")	GM	\$4,240.00	0.19	\$1,000.00	
		711-11-123	Thermoplastic (Solid White 12")	LF	\$1.94	774.72	\$2,000.00	
		711-15-201	Thermoplastic (Solid Yellow 6")	GM	\$2,975.88	0.21	\$1,000.00	
		711-16-231	Thermoplastic (Skip Yellow 6")	GM	\$824.25	0.26	\$1,000.00	
	Lighting	-	Includes all lighting items	LS/AC	\$54,560.60	16.50	\$901,000.00	
	Landscaping	-	Landscaping	LS/AC	\$20,000.00	16.50	\$330,000.00	
		-	Irrigation system	LS/AC	\$3,000.00	16.50	\$50,000.00	
	Amenities	-	Convenience Building(s)	LS/SQ FT	\$50.00	10000.00	\$500,000.00	
		-	Maintenance Building	LS/SQ FT	\$150.00	6000.00	\$900,000.00	
		-	Security Outhouse/Access Control	LS	\$7,500.00	1.00	\$8,000.00	
		-	Truck Wash Facility	LS/SQ FT	\$8.20	5250.00	\$44,000.00	
		-	Diesel Fueling Pumps (Master and Slave w/DEF)	EA	\$32,000.00	3.00	\$96,000.00	
		-	Unleaded Fueling Pumps	EA	\$24,700.00	4.00	\$99,000.00	
		-	Diesel Fueling Tanks	EA	\$20,000.00	1.00	\$20,000.00	
		-	DEF Fueling Tanks	EA	\$20,000.00	1.00	\$20,000.00	
		-	Unleaded Fueling Tanks	EA	\$20,000.00	2.00	\$40,000.00	
		-	Diesel Fueling Canopy	EA	\$44,000.00	1.00	\$44,000.00	
		-	Unleaded Fueling Canopy	EA	\$44,000.00	2.00	\$88,000.00	
		-	Truck Parking Electrification	EA	\$14,595.77	100.00	\$1,460,000.00	
	Subtotal Cost							\$11,440,000.00
	Maintenance of Traffic	102-1	-	%	10	-	\$1,144,000.00	
	Mobilization	101-1	-	%	10	-	\$1,144,000.00	
	Initial Contingency	999-25	-	LS/AC	\$39,999.58	15.69	\$628,000.00	
	Total Cost							\$14,356,000.00



Table 29: Site L Itemized Preliminary Cost Estimate

Site	Component	Pay Item	Description	Unit	Unit Price	Quantity	Extended Amount
L	Earthwork	110-1-1	Clearing and Grubbing	LS/AC	\$13,388.02	73.18	\$980,000.00
		120-1	Regular Excavation	CY	\$9.87	441570.80	\$4,359,000.00
		160-4	Stabilization Type B	SY	\$0.41	281333.10	\$116,000.00
	Roadway	285701	Optional Base Group 1 Type B (4" thick)	SY	\$18.81	281333.10	\$5,292,000.00
		350-3-10	Plain Cement Concrete (10.5" thick)	SY	\$53.00	281333.10	\$14,911,000.00
		520-1-10	Conc. Curb & Gutter (Type F)	LF	\$18.23	4236.00	\$78,000.00
		520-2-4	Conc. Curb & Gutter (Type D)	LF	\$17.71	12706.00	\$226,000.00
		522-1	Conc. Sidewalk (4" thick; including Ped. Ramps)	SY	\$37.64	13200.19	\$497,000.00
		570-1-2	Performance Turf, Sod	SY	\$2.30	172909.50	\$398,000.00
		550-10-221	Chain Link Fence (Type B; 5' height; with Barb Attmt.)	LF	\$121.00	9519.77	\$1,152,000.00
		542-70	Bumper Guards (Concrete; 2 #4 Bars Each)	EA	\$60.00	0.00	\$0.00
		Drainage	425-1-521	Inlets, DT Bot., Type C, < 10'	EA	\$2,628.72	19.00
	425-1-541		Inlets, DT Bot., Type D, < 10'	EA	\$4,100.00	37.00	\$152,000.00
	425-2-41		Manholes, P-7, < 10'	EA	\$4,808.85	19.00	\$92,000.00
	430-175-124		Pipe Culvert (Opt. Matl.; Round; Up to 24")	LF	\$71.25	2917.14	\$208,000.00
	443-70-4		French Drain (24")	LF	\$128.16	9116.07	\$1,169,000.00
	Pavement Markings	711-16-101	Thermoplastic (Solid White 6")	GM	\$3,087.63	15.38	\$48,000.00
		711-11-102	Thermoplastic (Solid White 8")	GM	\$4,240.00	1.11	\$5,000.00
		711-11-123	Thermoplastic (Solid White 12")	LF	\$1.94	1553.44	\$4,000.00
		711-15-201	Thermoplastic (Solid Yellow 6")	GM	\$2,975.88	0.72	\$3,000.00
		711-16-231	Thermoplastic (Skip Yellow 6")	GM	\$824.25	2.89	\$3,000.00
	Lighting	-	Includes all lighting items	LS/AC	\$54,560.60	112.50	\$6,139,000.00
	Landscaping	-	Landscaping	LS/AC	\$20,000.00	112.50	\$2,250,000.00
		-	Irrigation system	LS/AC	\$3,000.00	112.50	\$338,000.00
		-	Convenience Building(s)	LS/SQ FT	\$50.00	36000.00	\$1,800,000.00
	Amenities	-	Maintenance Building	LS/SQ FT	\$150.00	6000.00	\$900,000.00
		-	Security Outhouse/Access Control	LS	\$7,500.00	1.00	\$8,000.00
		-	Truck Wash Facility	LS/SQ FT	\$8.20	10500.00	\$87,000.00
		-	Diesel Fueling Pumps (Master and Slave w/DEF)	EA	\$32,000.00	5.00	\$160,000.00
		-	Unleaded Fueling Pumps	EA	\$24,700.00	4.00	\$99,000.00
		-	Diesel Fueling Tanks	EA	\$20,000.00	3.00	\$60,000.00
		-	DEF Fueling Tanks	EA	\$20,000.00	1.00	\$20,000.00
		-	Unleaded Fueling Tanks	EA	\$20,000.00	2.00	\$40,000.00
-		Diesel Fueling Canopy	EA	\$44,000.00	3.00	\$132,000.00	
-		Unleaded Fueling Canopy	EA	\$44,000.00	2.00	\$88,000.00	
-		Truck Parking Electrification	EA	\$14,599.59	478.00	\$6,979,000.00	
Subtotal Cost							\$48,843,000.00
Maintenance of Traffic	102-1	-	%	10	-	\$4,884,300.00	
Mobilization	101-1	-	%	10	-	\$4,884,300.00	
Initial Contingency	999-25	-	LS/AC	\$39,999.58	73.18	\$2,928,000.00	
Total Cost							\$61,539,600.00



Table 30: Site Q Itemized Preliminary Cost Estimate

Site	Component	Pay Item	Description	Unit	Unit Price	Quantity	Extended Amount	
Q	Earthwork	110-1-1	Clearing and Grubbing	LS/AC	\$13,388.02	5.84	\$79,000.00	
		120-1	Regular Excavation	CY	\$9.87	35243.46	\$348,000.00	
	Roadway	160-4	Stabilization Type B	SY	\$0.41	16539.19	\$7,000.00	
		285701	Optional Base Group 1 Type B (4" thick)	SY	\$18.81	16539.19	\$312,000.00	
		350-3-10	Plain Cement Concrete (10.5" thick)	SY	\$53.00	16539.19	\$877,000.00	
		520-1-10	Conc. Curb & Gutter (Type F)	LF	\$18.23	894.00	\$17,000.00	
		520-2-4	Conc. Curb & Gutter (Type D)	LF	\$17.71	2680.00	\$48,000.00	
		522-1	Conc. Sidewalk (4" thick; including Ped. Ramps)	SY	\$37.64	2845.47	\$108,000.00	
		570-1-2	Performance Turf, Sod	SY	\$2.30	7082.69	\$17,000.00	
		550-10-221	Chain Link Fence (Type B; 5' height; with Barb Attmt.)	LF	\$121.00	1976.56	\$240,000.00	
		542-70	Bumper Guards (Concrete; 2 #4 Bars Each)	EA	\$60.00	0.00	\$0.00	
		Drainage	425-1-521	Inlets, DT Bot., Type C, < 10'	EA	\$2,628.72	9.00	\$24,000.00
	425-1-541		Inlets, DT Bot., Type D, < 10'	EA	\$4,100.00	17.00	\$70,000.00	
	425-2-41		Manholes, P-7, < 10'	EA	\$4,808.85	9.00	\$44,000.00	
	430-175-124		Pipe Culvert (Opt. Matl.; Round; Up to 24")	LF	\$71.25	1346.81	\$96,000.00	
	443-70-4		French Drain (24")	LF	\$128.16	4208.77	\$540,000.00	
	Pavement Markings	711-16-101	Thermoplastic (Solid White 6")	GM	\$3,087.63	0.87	\$3,000.00	
		711-11-102	Thermoplastic (Solid White 8")	GM	\$4,240.00	0.07	\$1,000.00	
		711-11-123	Thermoplastic (Solid White 12")	LF	\$1.94	383.53	\$1,000.00	
		711-15-201	Thermoplastic (Solid Yellow 6")	GM	\$2,975.88	0.15	\$1,000.00	
		711-16-231	Thermoplastic (Skip Yellow 6")	GM	\$824.25	0.05	\$1,000.00	
	Lighting	-	Includes all lighting items	LS/AC	\$54,560.60	6.00	\$328,000.00	
	Landscaping	-	Landscaping	LS/AC	\$20,000.00	6.00	\$120,000.00	
		-	Irrigation system	LS/AC	\$3,000.00	6.00	\$18,000.00	
	Amenities	-	Convenience Building(s)	LS/SQ FT	\$50.00	4500.00	\$225,000.00	
		-	Maintenance Building	LS/SQ FT	\$150.00	1200.00	\$180,000.00	
		-	Security Outhouse/Access Control	LS	\$7,500.00	1.00	\$8,000.00	
		-	Truck Wash Facility	LS/SQ FT	\$8.20	3050.00	\$26,000.00	
		-	Diesel Fueling Pumps (Master and Slave w/DEF)	EA	\$32,000.00	4.00	\$128,000.00	
		-	Unleaded Fueling Pumps	EA	\$24,700.00	4.00	\$99,000.00	
		-	Diesel Fueling Tanks	EA	\$20,000.00	2.00	\$40,000.00	
		-	DEF Fueling Tanks	EA	\$20,000.00	1.00	\$20,000.00	
		-	Unleaded Fueling Tanks	EA	\$20,000.00	2.00	\$40,000.00	
		-	Diesel Fueling Canopy	EA	\$44,000.00	2.00	\$88,000.00	
		-	Unleaded Fueling Canopy	EA	\$44,000.00	2.00	\$88,000.00	
		-	Truck Parking Electrification	EA	\$14,606.04	29.00	\$424,000.00	
	Subtotal Cost							\$4,666,000.00
	Maintenance of Traffic	102-1	-	%	10	-	\$466,600.00	
	Mobilization	101-1	-	%	10	-	\$466,600.00	
	Initial Contingency	999-25	-	LS/AC	\$39,999.58	5.84	\$234,000.00	
Total Cost							\$5,833,200.00	



Table 31: Site X Itemized Preliminary Cost Estimate

Site	Component	Pay Item	Description	Unit	Unit Price	Quantity	Extended Amount	
X	Earthwork	110-1-1	Clearing and Grubbing	LS/AC	\$13,388.02	13.72	\$184,000.00	
		120-1	Regular Excavation	CY	\$9.87	82784.41	\$818,000.00	
	Roadway	160-4	Stabilization Type B	SY	\$0.41	36959.96	\$16,000.00	
		285701	Optional Base Group 1 Type B (4" thick)	SY	\$18.81	36959.96	\$696,000.00	
		350-3-10	Plain Cement Concrete (10.5" thick)	SY	\$53.00	36959.96	\$1,959,000.00	
		520-1-10	Conc. Curb & Gutter (Type F)	LF	\$18.23	1811.00	\$34,000.00	
		520-2-4	Conc. Curb & Gutter (Type D)	LF	\$17.71	5431.00	\$97,000.00	
		522-1	Conc. Sidewalk (4" thick; including Ped. Ramps)	SY	\$37.64	4798.09	\$181,000.00	
		570-1-2	Performance Turf, Sod	SY	\$2.30	21805.89	\$51,000.00	
		550-10-221	Chain Link Fence (Type B; 5' height; with Barb Attmt.)	LF	\$121.00	1101.20	\$134,000.00	
		542-70	Bumper Guards (Concrete; 2 #4 Bars Each)	EA	\$60.00	0.00	\$0.00	
		Drainage	425-1-521	Inlets, DT Bot., Type C, < 10'	EA	\$2,628.72	18.00	\$48,000.00
	425-1-541		Inlets, DT Bot., Type D, < 10'	EA	\$4,100.00	36.00	\$148,000.00	
	425-2-41		Manholes, P-7, < 10'	EA	\$4,808.85	18.00	\$87,000.00	
	430-175-124		Pipe Culvert (Opt. Matl.; Round; Up to 24")	LF	\$71.25	2874.60	\$205,000.00	
	443-70-4		French Drain (24")	LF	\$128.16	8983.11	\$1,152,000.00	
	Pavement Markings	711-16-101	Thermoplastic (Solid White 6")	GM	\$3,087.63	2.74	\$9,000.00	
		711-11-102	Thermoplastic (Solid White 8")	GM	\$4,240.00	0.27	\$2,000.00	
		711-11-123	Thermoplastic (Solid White 12")	LF	\$1.94	842.10	\$2,000.00	
		711-15-201	Thermoplastic (Solid Yellow 6")	GM	\$2,975.88	0.28	\$1,000.00	
		711-16-231	Thermoplastic (Skip Yellow 6")	GM	\$824.25	0.25	\$1,000.00	
	Lighting	-	Includes all lighting items	LS/AC	\$54,560.60	15.00	\$819,000.00	
	Landscaping	-	Landscaping	LS/AC	\$20,000.00	15.00	\$300,000.00	
		-	Irrigation system	LS/AC	\$3,000.00	15.00	\$45,000.00	
	Amenities	-	Convenience Building(s)	LS/SQ FT	\$50.00	4500.00	\$225,000.00	
		-	Maintenance Building	LS/SQ FT	\$150.00	1200.00	\$180,000.00	
		-	Security Outhouse/Access Control	LS	\$7,500.00	1.00	\$8,000.00	
		-	Truck Wash Facility	LS/SQ FT	\$8.20	4300.00	\$36,000.00	
		-	Diesel Fueling Pumps (Master and Slave w/DEF)	EA	\$32,000.00	3.00	\$96,000.00	
		-	Unleaded Fueling Pumps	EA	\$24,700.00	4.00	\$99,000.00	
		-	Diesel Fueling Tanks	EA	\$20,000.00	1.00	\$20,000.00	
		-	DEF Fueling Tanks	EA	\$20,000.00	1.00	\$20,000.00	
		-	Unleaded Fueling Tanks	EA	\$20,000.00	2.00	\$40,000.00	
		-	Diesel Fueling Canopy	EA	\$44,000.00	1.00	\$44,000.00	
		-	Unleaded Fueling Canopy	EA	\$44,000.00	2.00	\$88,000.00	
		-	Truck Parking Electrification	EA	\$14,596.14	113.00	\$1,650,000.00	
		Subtotal Cost						
	Maintenance of Traffic	102-1	-	%	10	-	\$949,500.00	
	Mobilization	101-1	-	%	10	-	\$949,500.00	
	Initial Contingency	999-25	-	LS/AC	\$39,999.58	13.72	\$549,000.00	
Total Cost							\$11,943,000.00	



Traffic Data

Vehicle classification and 4-hour Turning Movement Counts (TMCs) during the AM and PM peak periods were collected for all Sites I, J, L, Q, and X. For Sites I & J, traffic data from the ongoing PD&E Study for the SR 924/Gratigny Expressway West Extensions (ETDM No. 11502) were used instead of collecting new data. In total, five 72-hour directional traffic machine counts and four 4-hour TMCs were collected. The locations of each traffic count are depicted in **Figures 27 – 40**, for each potential truck parking site. The following observations were made of each site.

Sites I & J

Overall, traffic around Site I & J is operating at capacity or above capacity. Failing segments along NW 138th Street include the westbound approach between NW 102nd Avenue and NW 107th Avenue and the eastbound approach between NW 97th Avenue and Hialeah Gardens Boulevard. Segments that are at capacity include westbound NW 138th Street between Hialeah Gardens Boulevard and NW 97th Avenue during the PM peak hour, westbound SR 25/Okeechobee Road between NW 138th Street and the HEFT SB Ramp during both peak hours and the AM peak hour respectively, and eastbound SR 25/Okeechobee Road west of SR 821/HEFT during the AM peak hour. Unsignalized intersections with failing legs include NW 138th Street and NW 97th Avenue (NB and SB), NW 102nd Avenue (NB and SB), NW 107th Avenue (EB and WB), and Frontage Road (EB and WB). Overall,

the roadways surrounding Sites I & J have high truck traffic volumes with an approximate truck AADT of 12,418 on NW 138th Street.

Site L

For trucks, the main access to Site L should be NW 106th Way/NW 106th Street/Beacon Station Boulevard which connects to SR 821/HEFT and US 27/SR 25/Okeechobee Road. This roadway has an approximate truck AADT of 3,226 with a 10:00 AM peak hour and no PM peak hour which is different from the general traffic peak hours of 7:00 AM and 4:00 PM. Most of the trucks travelling through NW 106th Way/NW 106th Street/Beacon Station Boulevard are straight trucks or semi-trailers.

Site Q

NW 7th Avenue Extension has an average truck factor of 6%. Site Q is near an industrial area adjacent the NW 7th Avenue Extension which has low truck volume. Since most of the truck traffic from NW 7th Avenue Extension travels northeast and no direct access from I-95 or the Turnpike exists, a full truck parking facility in Site Q does not seem like a reasonable investment.

Site X

Site X is primarily served by NW 72nd Avenue/Milam Dairy Road with a truck AADT of approximately 3%. Most of these trucks travel at 4:00 PM (peak hour different from PM general traffic peak hour of 5:00 PM) and are usually straight trucks and semi-trucks. Travel pattern along NW 72nd Avenue/Milam Dairy Road comprise mostly of north/south movements with very few trucks turning to NW 7th Street or SR 836/Dolphin Expressway.



Figure 26: I-595 Truck Stop (Only Major Truck Stop in South Florida)

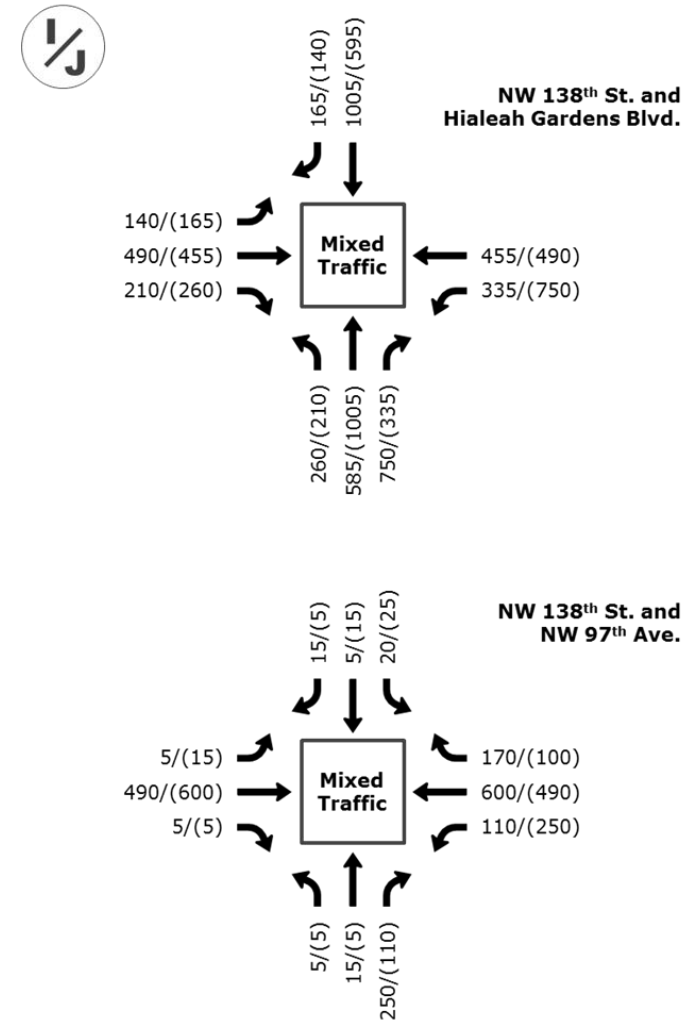
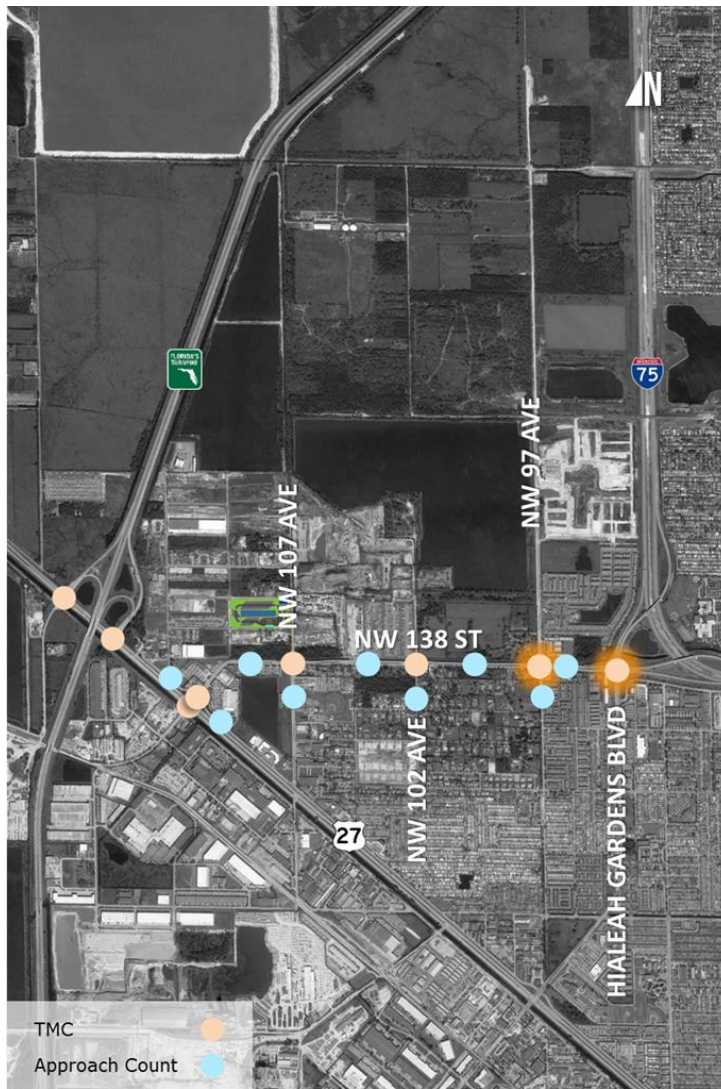


Figure 27: Sites I & J Data Collection Map – NW 138th St. and Hialeah Gardens Blvd.

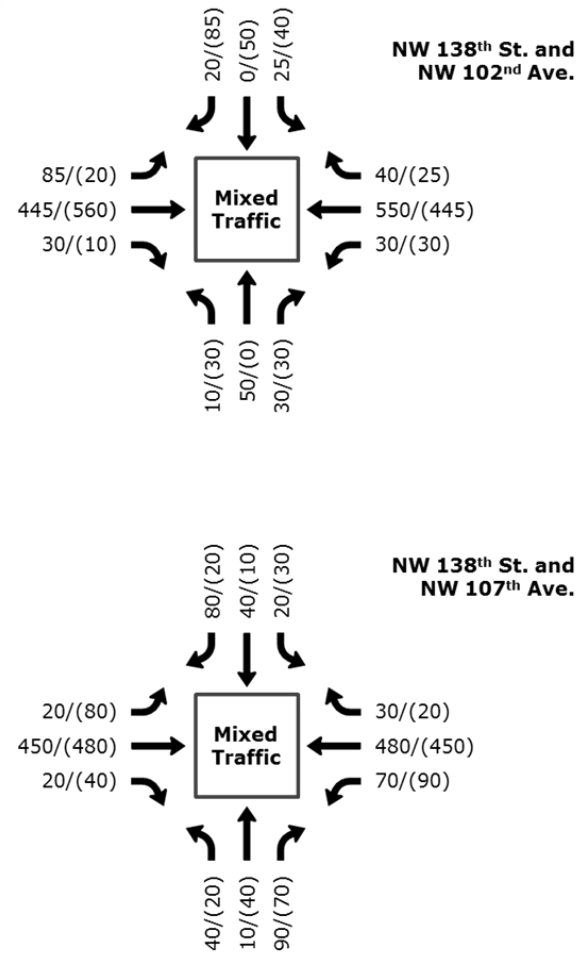
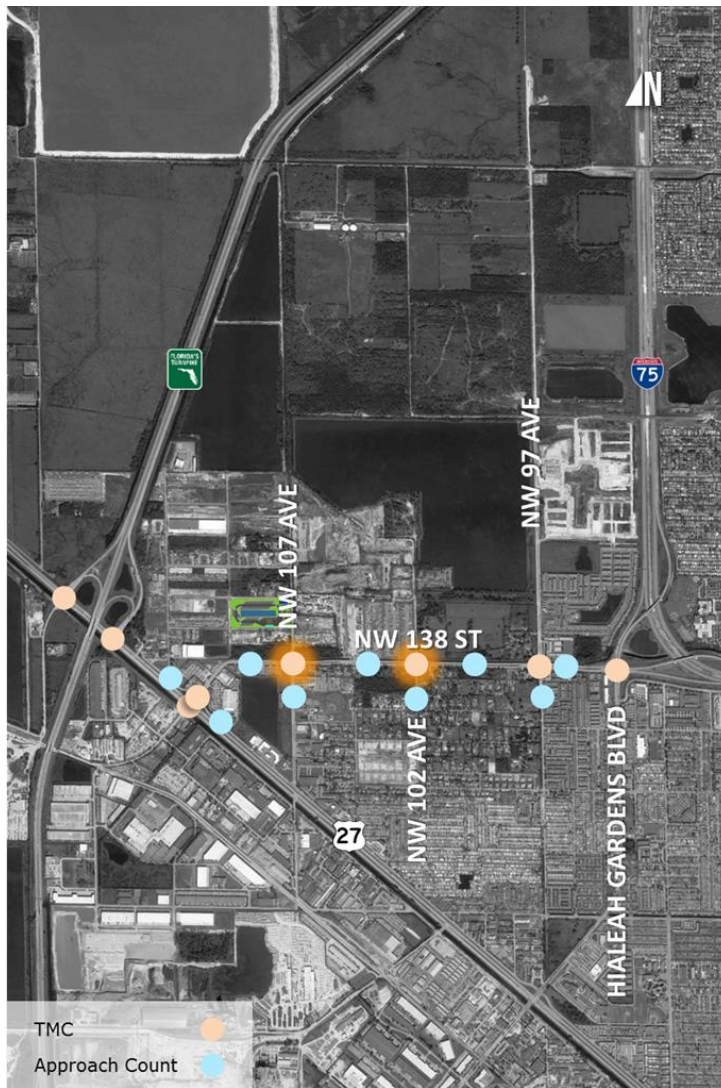


Figure 28: Sites I & J Data Collection Map – NW 138th St. and NW 102nd Ave.

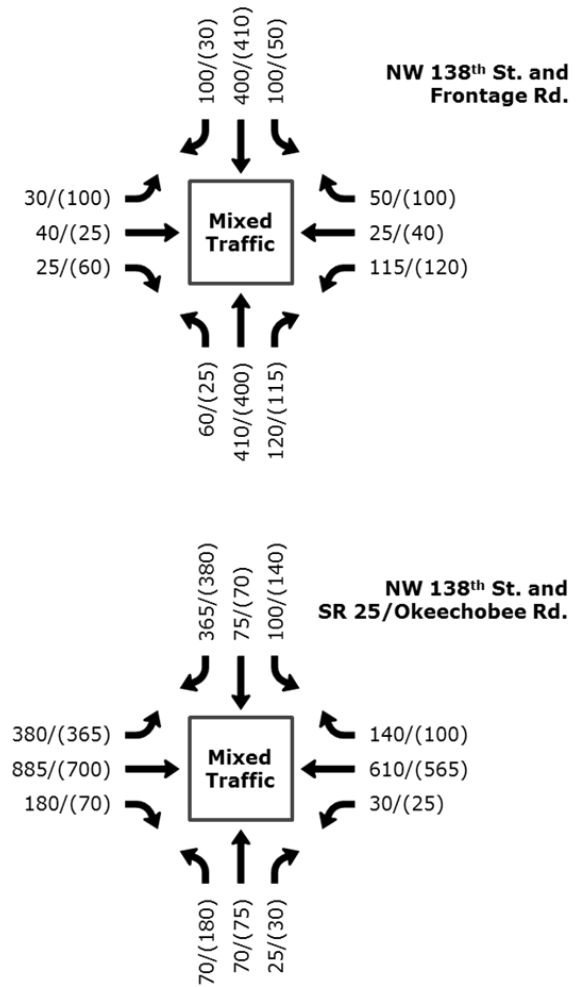
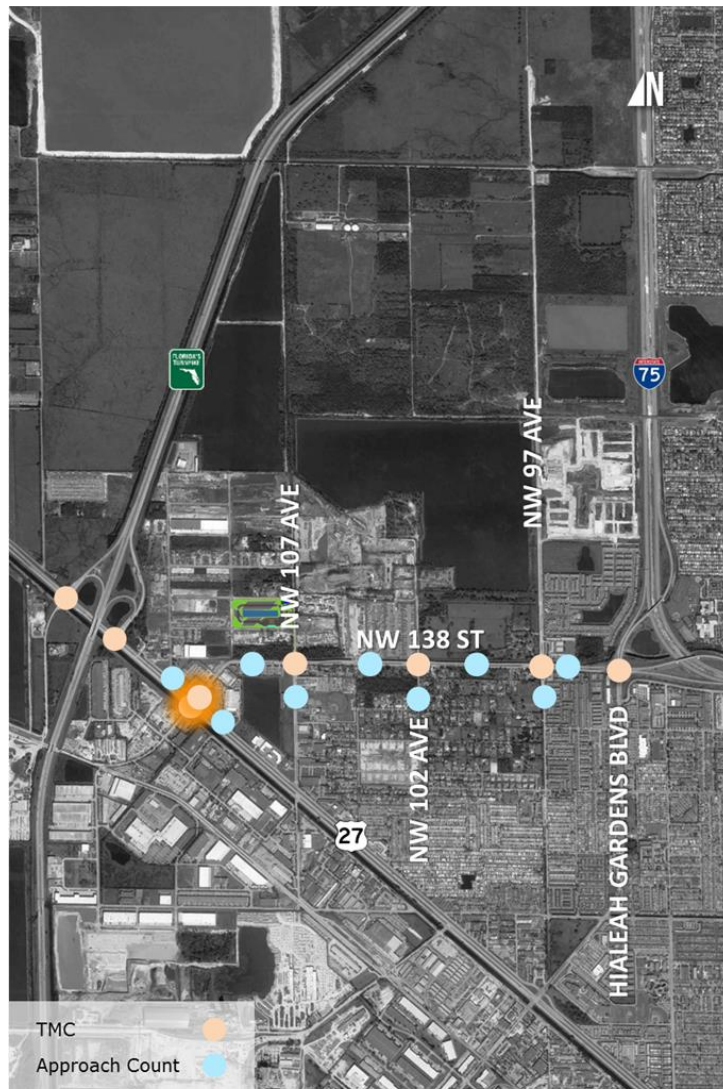


Figure 29: Sites I & J Data Collection Map – NW 138th St. and Frontage Rd.

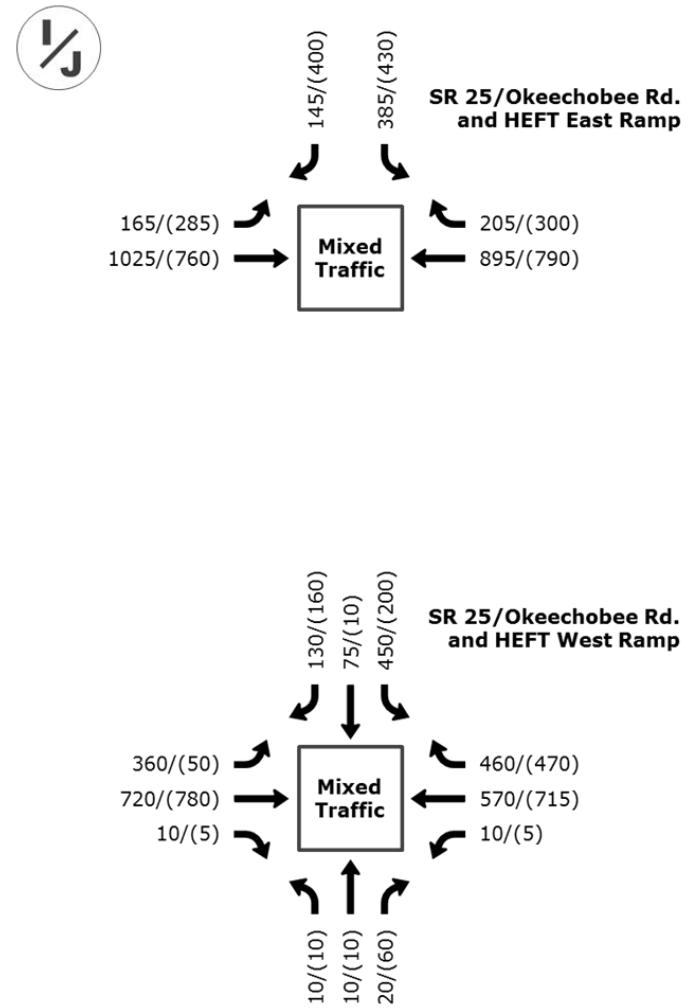
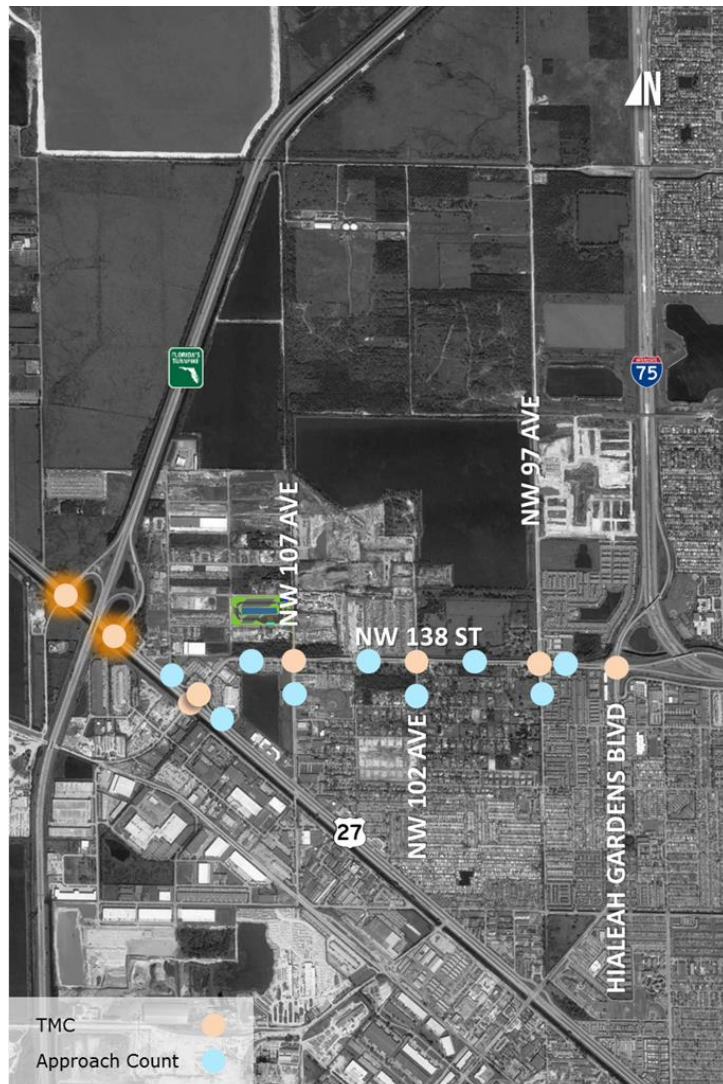


Figure 30: Sites I & J Data Collection Map – SR 25 and HEFT West Ramp

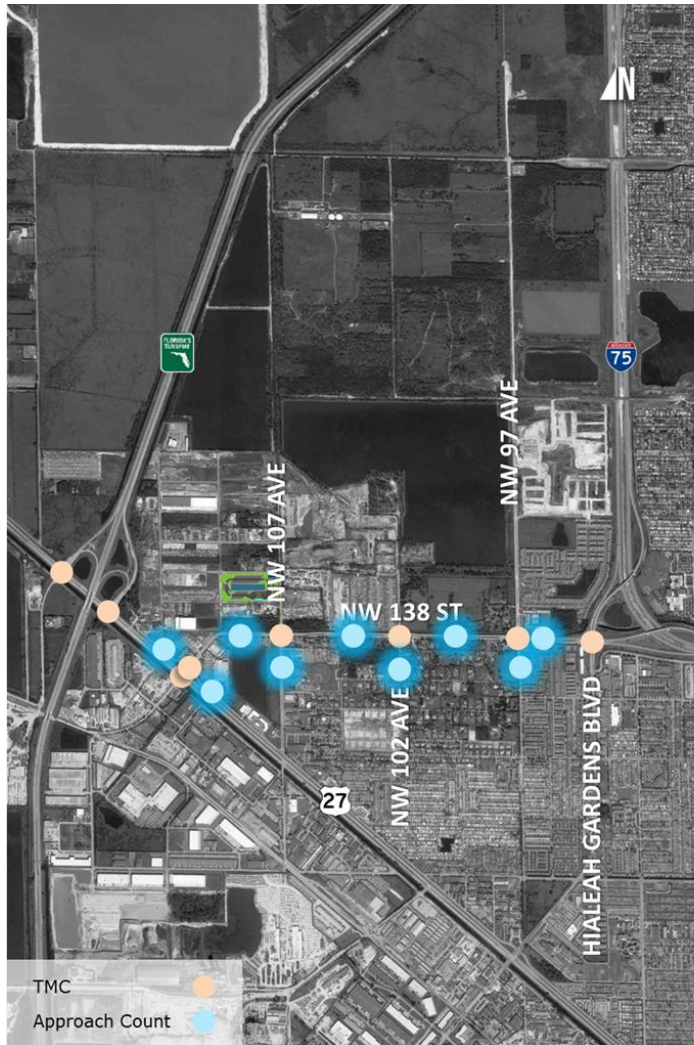


Figure 31: Sites I & J Data Collection Map – Approach Counts



Table 32: SR 924/Gratigny Parkway West Extension PD & E Study Existing 2010 Traffic Operational Analysis

Location	AADT	FDOT Traffic Online T-Factor
NW 138 th Street		
Hialeah Gardens Blvd. – NW 97 th Ave.	18,700	0.22
NW 97 th Ave. – NW 102 nd Ave.	12,200	0.22
NW 102 nd Ave. – NW 107 th Ave.	12,400	0.22
NW 107 th Ave. – Frontage Rd.	11,800	0.12
Frontage Rd. – SR 25/Okeechobee Rd.	12,300	0.12
SR 25/Okeechobee Road		
East of NW 136 th St.	16,000	0.24
NW 136 th St. – HEFT NB Ramp	24,900	0.24
HEFT NB Ramp – HEFT SB Ramp	24,800	0.24
West of HEFT SB Ramp	18,700	0.24

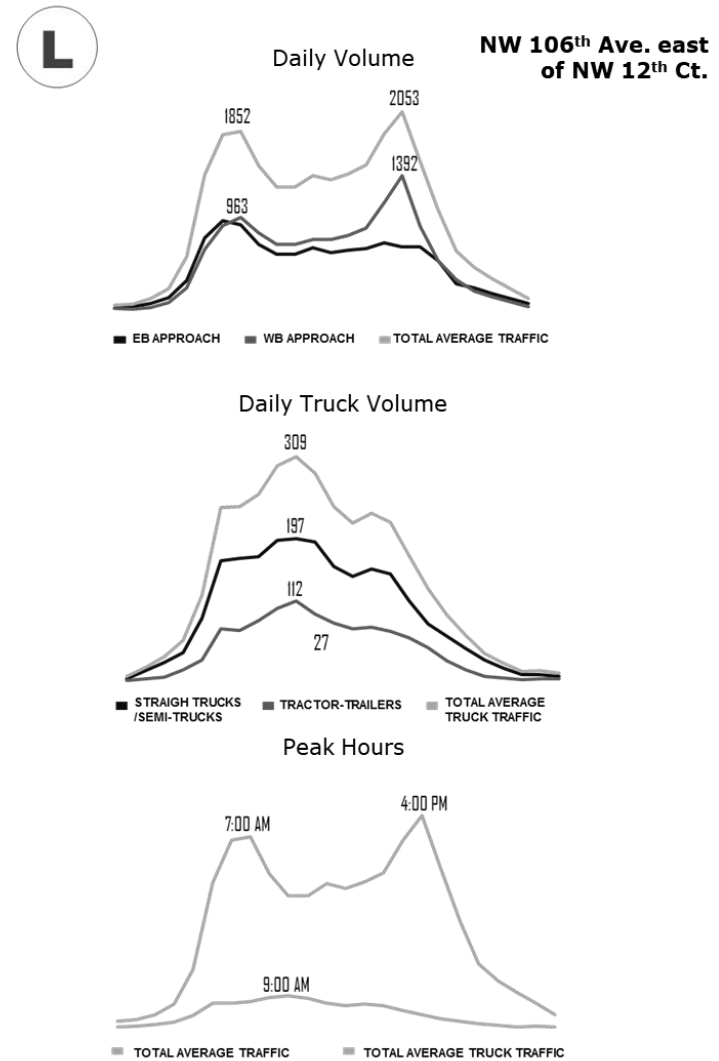


Figure 32: Site L Data Collection Map – NW 106th Ave. East of NW 12th Ct.

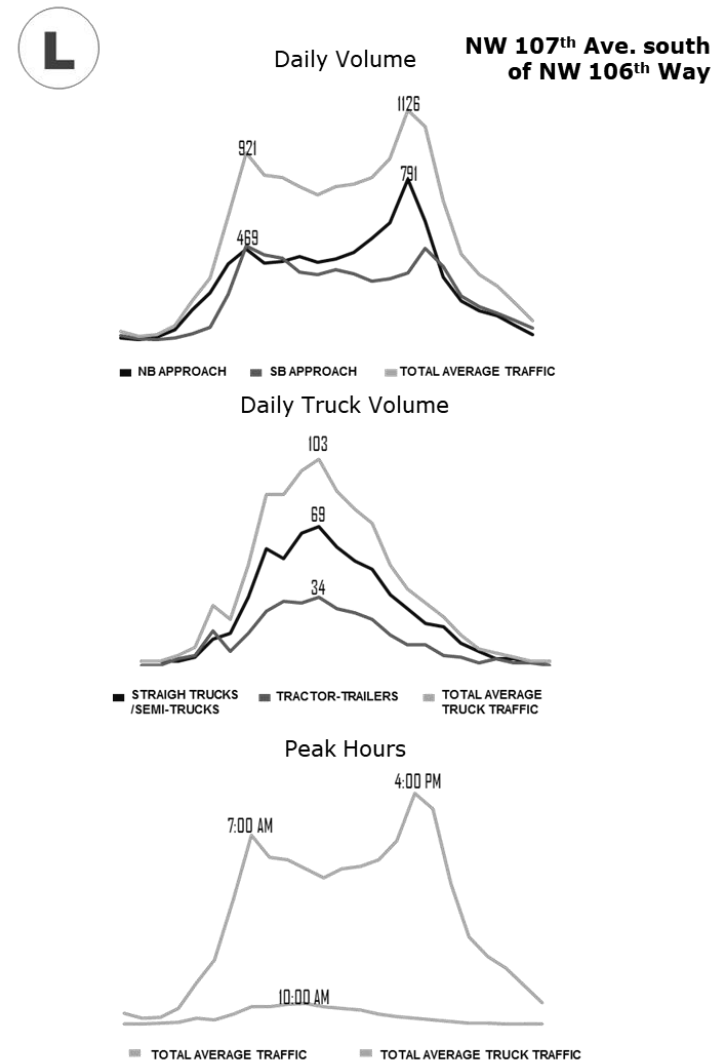
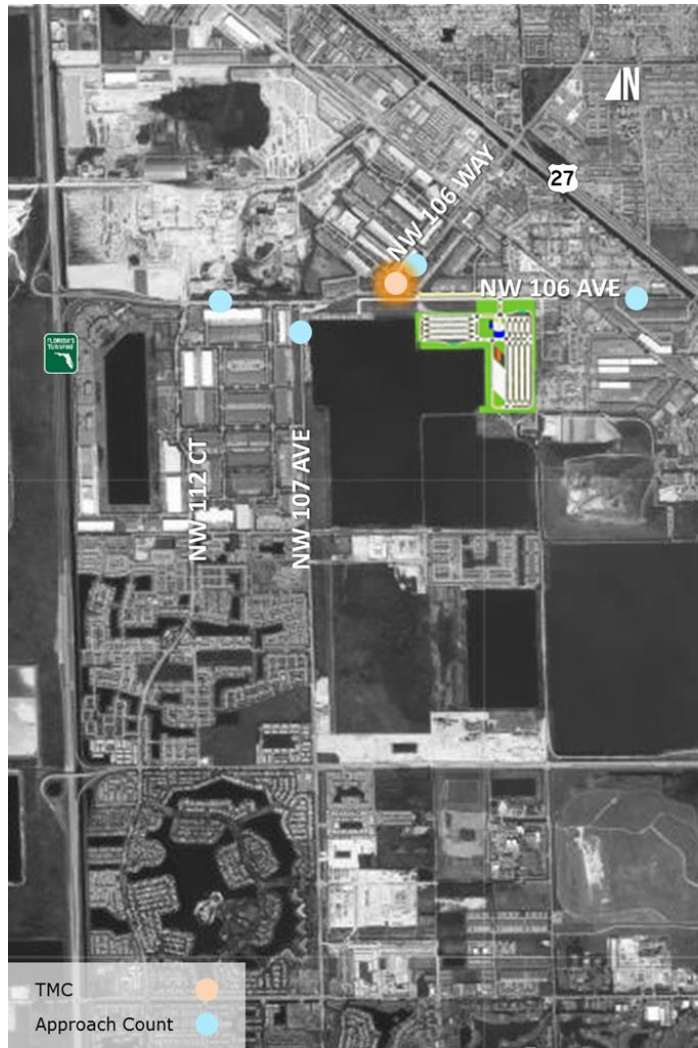


Figure 33: Site L Data Collection Map – NW 107th Ave. South of NW 106th Way



NW 106th Way and NW 106th Ter.

Peak Hours
7:30 AM - 8:30 AM
4:45 PM - 5:45 PM

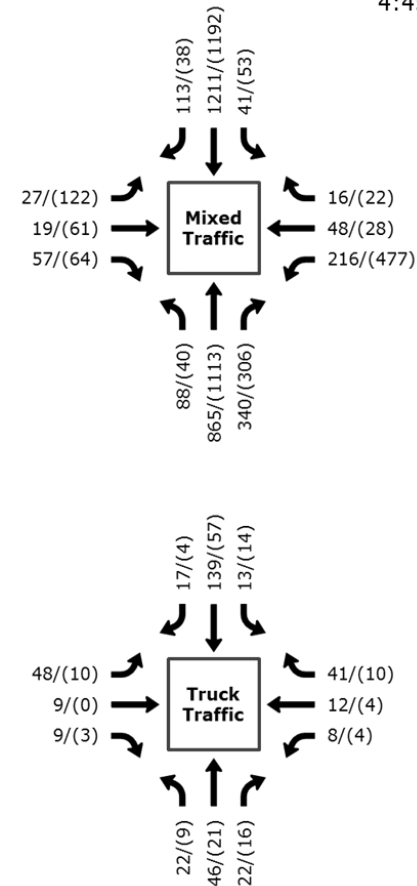


Figure 34: Site L Data Collection Map – NW 106th Way and NW 106th Ter.

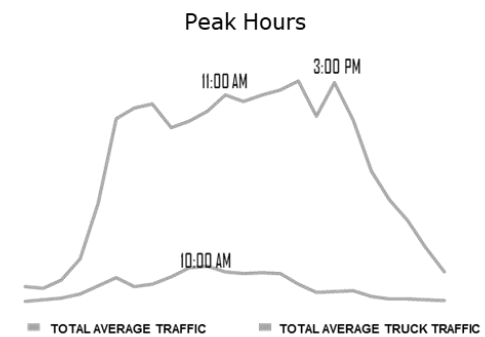
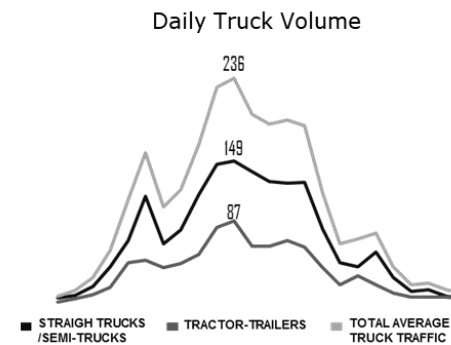
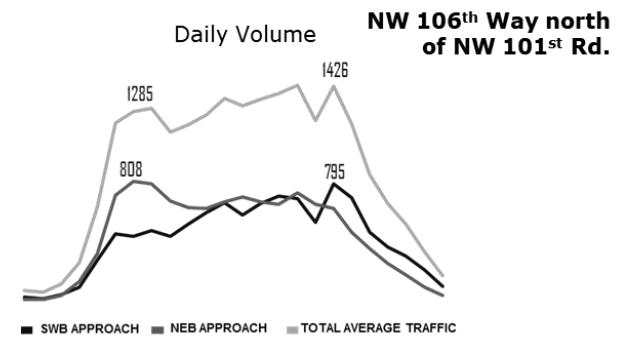
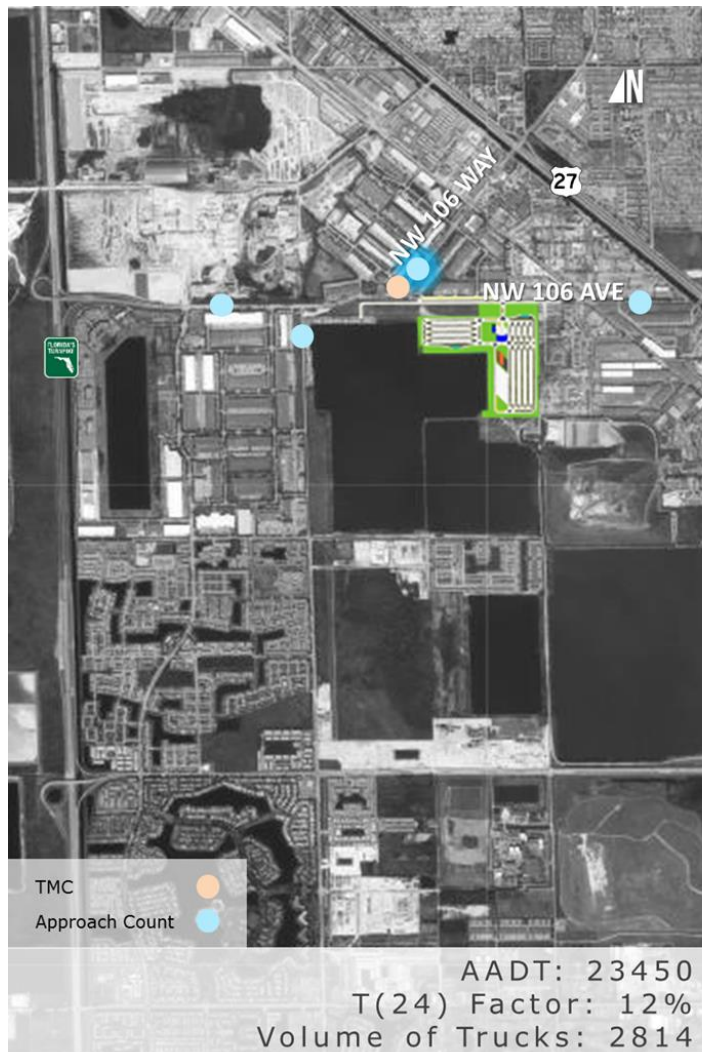
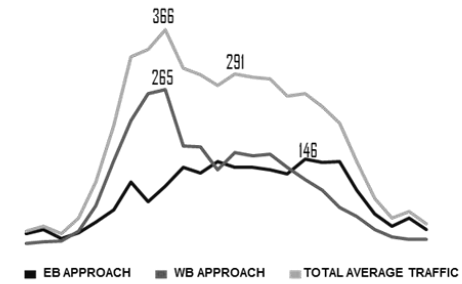


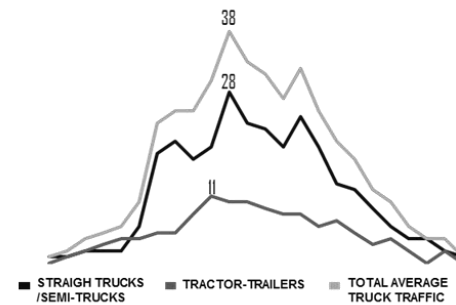
Figure 35: Site L Data Collection Map – NW 106th Way North of NW 101st Rd.



Daily Volume NW 106th Ave. east of NW 105th Cir.



Daily Truck Volume



Peak Hours

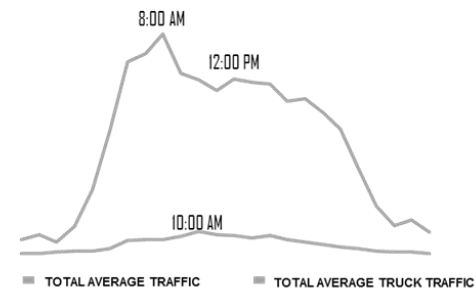
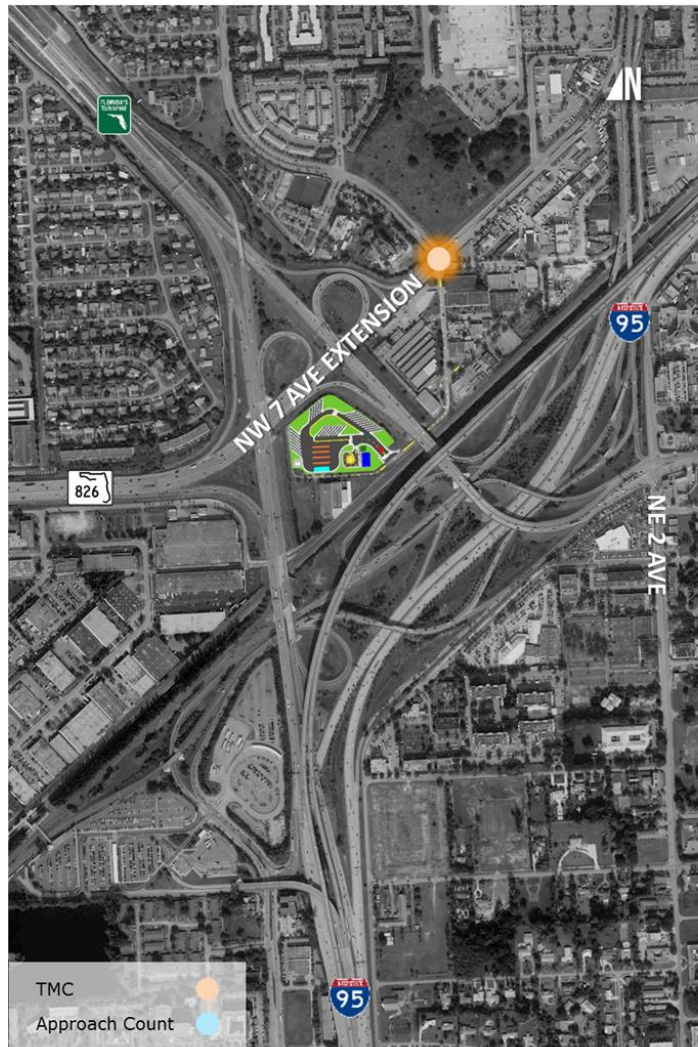


Figure 36: Site L Data Collection Map – NW 106th Ave. East of NW 105th Cir.



Q

NW 7th Ave. Extension and NW 7th Ave., NW 171st St., & NW 4th Ave.

Peak Hours
7:30 AM – 8:30 AM
4:45 PM – 5:45 PM

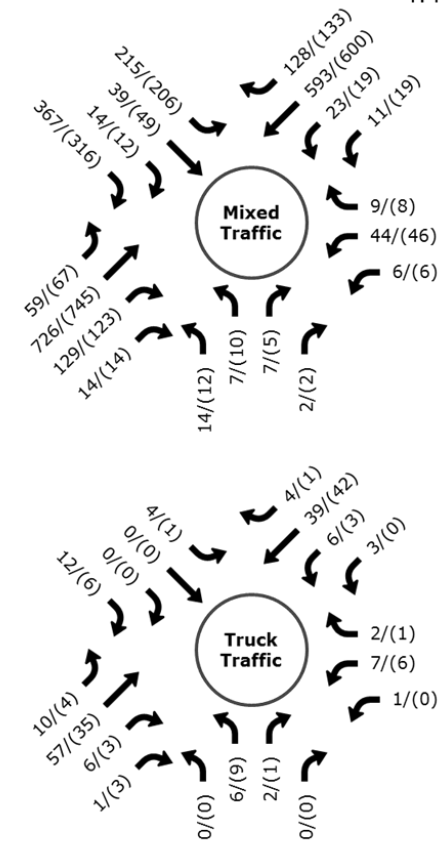


Figure 37: Site Q Data Collection Map – NW 7th Ave. Ext. and NW 171st St.

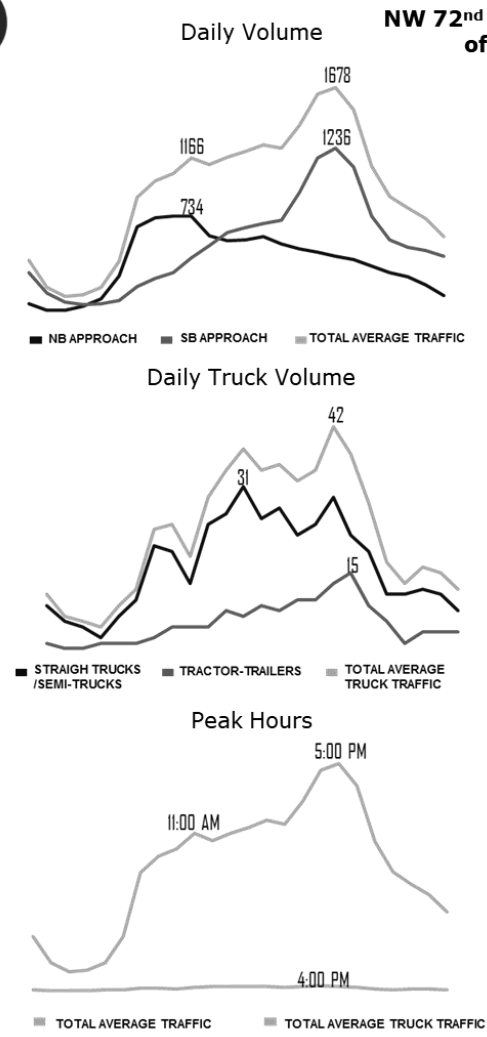
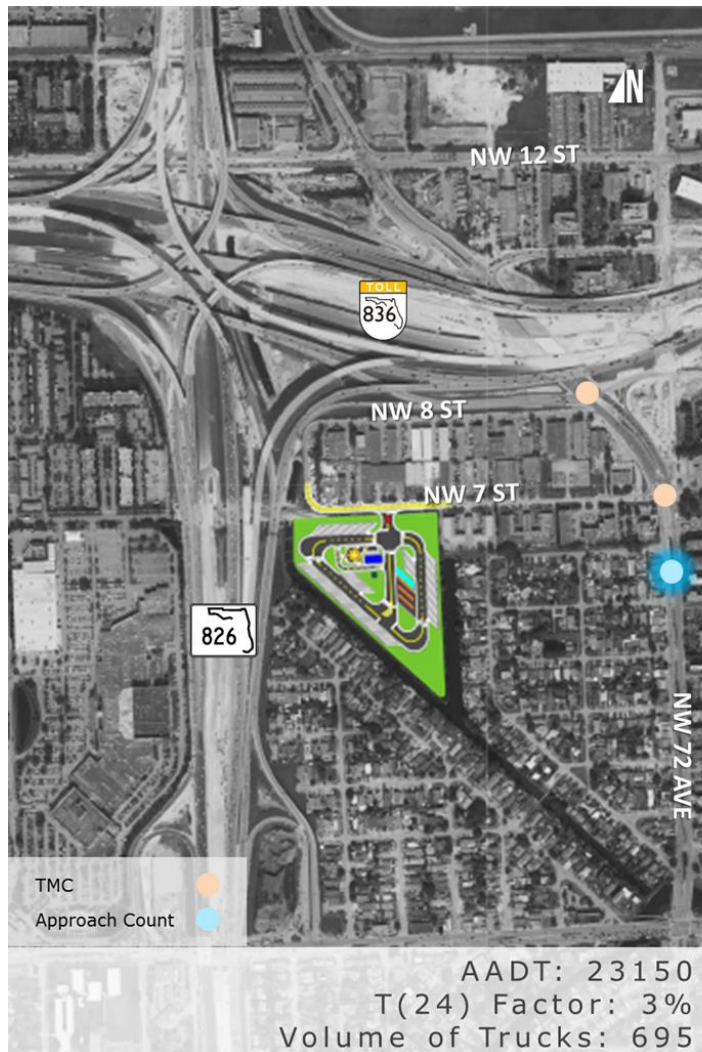
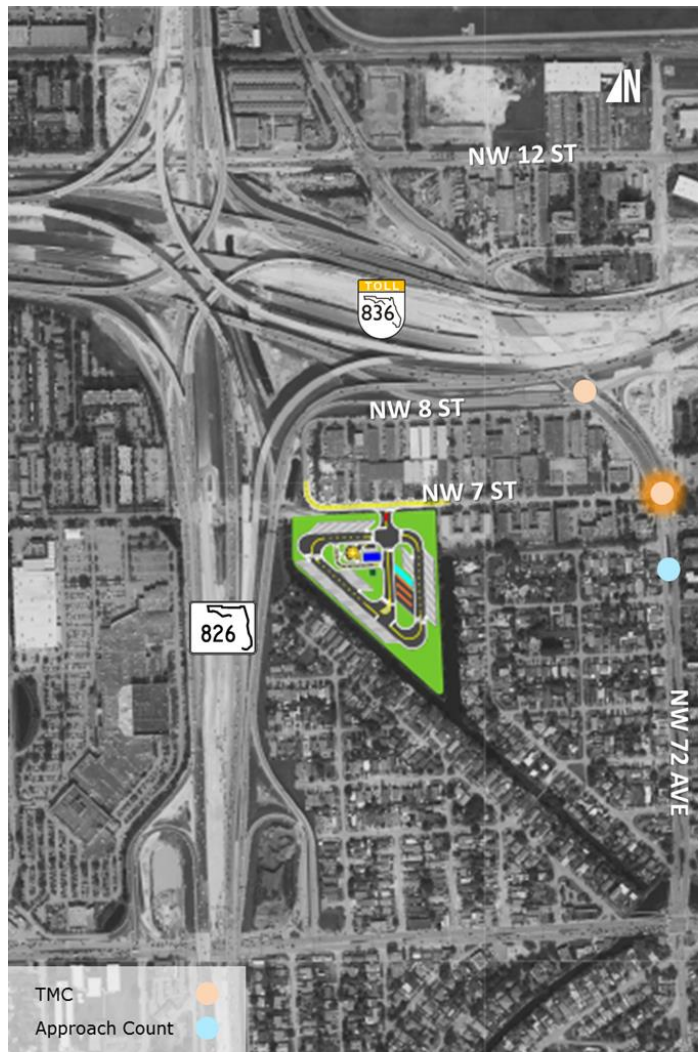


Figure 38: Site X Data Collection Map – NW 72nd Ave. South of NW 7th St.



**NW 72nd Ave.
and NW 7th St.**

Peak Hours
7:45 AM – 8:45 AM
5:00 PM – 6:00 PM

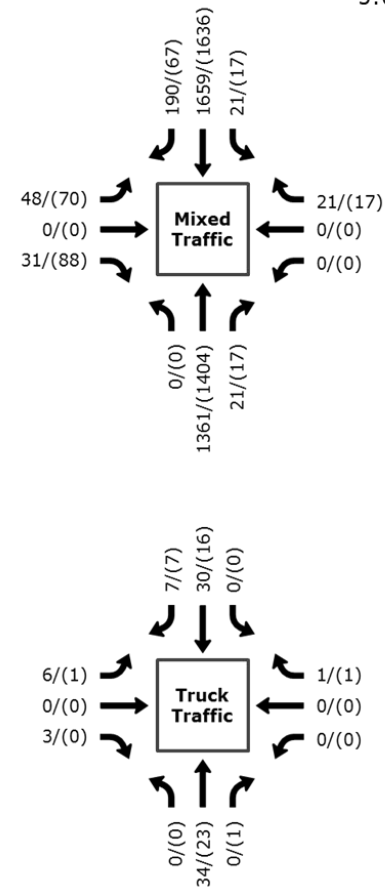
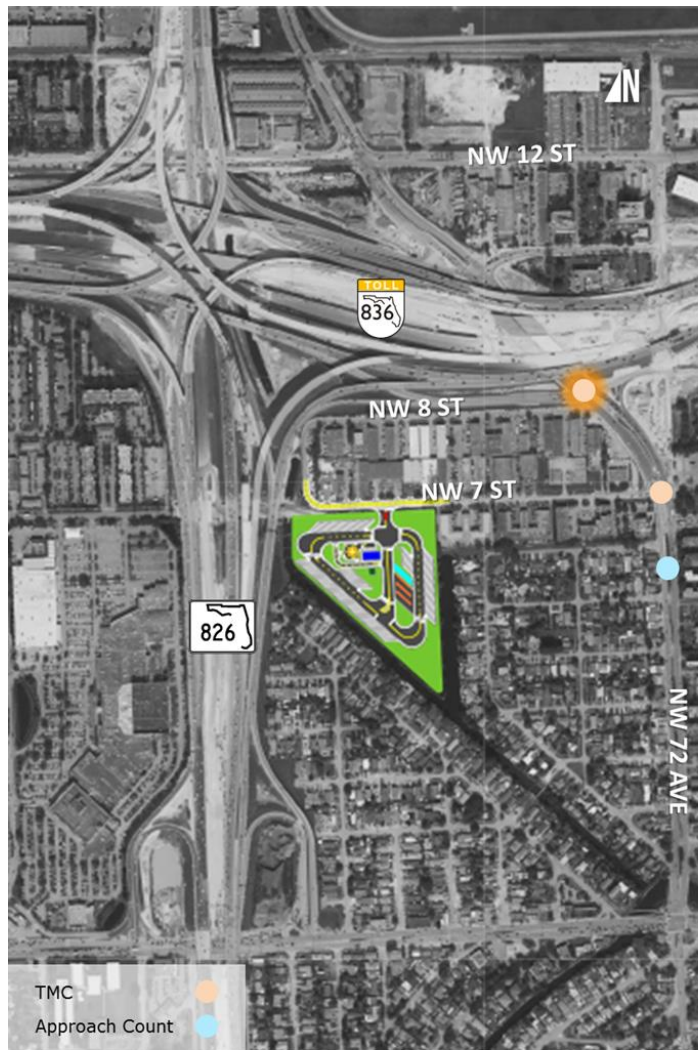


Figure 39: Site X Data Collection Map – NW 72nd Ave. and NW 7th St.



**NW 72nd Ave. and
NW 8th St./EB SR 836 Ramps**

Peak Hours
7:45 AM – 8:45 AM
5:00 PM – 6:00 PM

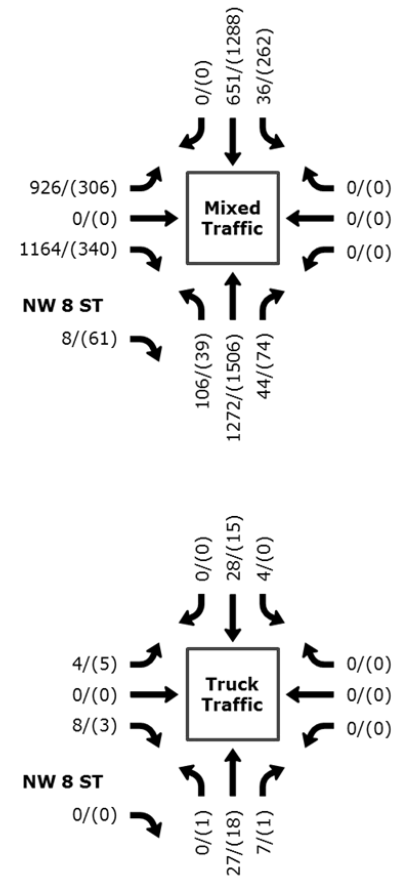


Figure 40: Site X Data Collection Map – NW 72nd Ave. and NW 8th St.



Stakeholder Outreach

Since only Sites Q and X are FDOT-owned, additional research and stakeholder outreach was conducted for Sites I, J, and L to gauge the interest of private owners in partnering with FDOT to develop truck parking facilities. Note that FDOT wishes to reemphasize that this study is a preliminary effort and does not represent or signify any action will be taken on behalf of the Department at this moment. No funds have been allocated by the Department to lease or purchase properties and no eminent domain or property expropriate action will occur. This effort is purely a means of identifying the best locations for truck parking facilities within Miami-Dade County and of determining the viability of the private sector to develop and operate these facilities.

Sites I & J

Sites I & J are both owned by Bridge Hg South LLC and Bridge Development Partners, companies who focus on developing business parks and industrial/commercial buildings. In a business venture with Cushman & Wakefield, a leading global real estate service firm, the owners have advertised a Class A ±920,000 square foot industrial park to be built in Sites I & J. This development, called Bridge Point Crossroads South, shows the stakeholder's interest do not lie in developing and managing a truck parking facility. For this reason, Sites I & J are no longer feasible for truck parking development.

Site L

Site L is owned by the F77 1, F77 2, & F77 3 LLCs. These LLCs are holding corporations of the Lowell Dunn Company. This company specializes in real estate and the oil and gas industry. Research of this site revealed no planned development, but evidence of infill activities was observed. The Lowell Dunn Company was contacted via phone and e-mail on July 26th, 2016. No response was received via e-mail, however, the phone call resulted in a conversation with the company owner who expressed no interest in developing a truck parking facility. For this reason, Site L is no longer feasible for truck parking development.

Internal coordination was also conducted with the District's Right-of-Way and Design offices to determine whether other offices have desired uses for Sites Q and X.

Site Q

Research on the latest progress of the ongoing Golden Glades Interchange improvement projects revealed this parcel will be impacted by the future managed lanes between SR 826/Palmetto Expressway and I-95 (428358-1-22-01). Even though the managed lanes do not impact the entire parcel, the sub-structure of the proposed ramps affect the access to the facility. Due to the limited roadway right-of-way between the existing envelope below the Turnpike Connector/NW 167th Street bridge and the railroad, the managed lane piers fall in

the middle of Seaboard Road (see **Figure 41**). To provide access to Site Q, major design changes of the managed lanes or Turnpike Connector would have to occur to allow Site Q to be developed. Given the site is small, undertaking major design changes and reconstruction is not reasonable. For this reason, Site Q is no longer feasible for truck parking development.



Figure 41: Impacts on Site Q by the Future I-95/SR 826 Managed Lane Ramps

Site X

Site X was used as a construction staging area for the reconstruction of the SR 836/SR 826 Interchange (FM No.249581/MDX Project No. 83608). The interchange reconstruction project was completed in 2016, but Site X is still leased to the contractor awarded the reconstruction project. FDOT plans to retain this parcel and its use as a construction yard for other major infrastructure projects in its Work Program such as the I-595/SR 836/I-95 reconstruction (FM No. 251688-1, 423126-1, 423126-2, and 429300-2).

Site X received a very favorable score during the Tier 1 Analysis but received a very low score during Tier 2 due to the amount of schools located within a 1-mile buffer. Within a 0.5-mile buffer of the site there are only three schools. Additional truck traffic and noise may impact these schools, but further analysis needs to take place to determine the severity of the impact.

Given that Site X is owned by FDOT and has no other major issues that have been identified, additional site characteristics and comparative analysis were performed.

Recommendation and Refined Preliminary Engineering Conceptual Design

The *South Florida Truck Stop Market Analysis* (refer to page 26), performed for the Dolphin Truck Travel Center and the Golden Glades Truck Travel Center (GGTTC), was used to evaluate the marketability of the core amenities included in the preliminary engineering conceptual design. This information proved useful given that the market served and site characteristics of the DTTC are very similar to that of Site X. Considering these sites comparable, a refined conceptual design was developed using the following amenities:

- 2 Diesel Fuel Pumps
- 10,000 square feet Multi-Purpose Building
- 3 Maintenance Facility
- 1 Truck Wash
- 1 Leaky Load Containment

Figure 44 through 50 depict the Refined Preliminary Engineering Conceptual Design for Site X. This refined concept accommodates 192 truck parking spaces. The truck parking capacity increased 70% from the initial concept illustrated in **Figure 26**. This is extra space is attributed to the removal of the extra diesel fuel pump, vehicle fuel station, and better circulation design.

In addition to redesign, the area surrounding Site X was evaluated to understand the appetite for truck parking.

Within a 1-mile radius of the site there are 10 gas stations (see **Figure 42**). This seems to justify the removal of the vehicle fuel station in the refined concept given that the local market is already sufficiently served. This site is also located near the City of Doral’s warehousing and industrial sector. This industrial submarket is the County’s largest with a total inventory of approximately 58 million industrial square feet and 920,000 under construction at the end of 2017. **Figure 43** illustrates nearby freight assets around Site X.

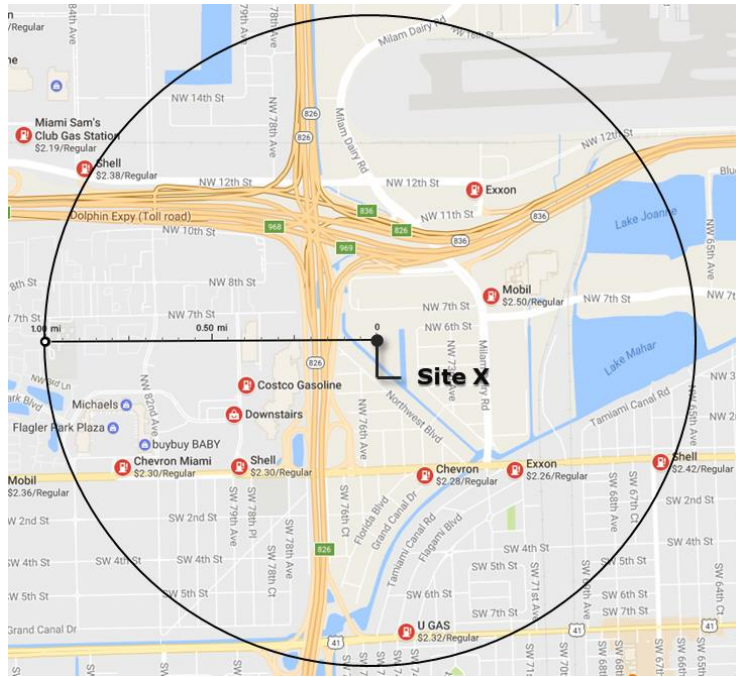


Figure 42: Gas Stations within 1-mile Radius of Site X

1. Exxon Gas Station: 1190 NW 72nd Avenue, Miami, FL 33126
2. Mobil Gas Station: 701 NW 72nd Avenue, Miami, FL 33126
3. Shell Gas Station: 8399 NW 12th Street, Miami, FL 33126
4. Exxon Gas Station: 7100 W Flagler Street, Miami, FL 33144
5. Chevron Gas Station: 7350 W Flagler Street, Miami, FL 33144
6. Shell Gas Station: 7895 W Flagler Street, Miami, FL, 33144
7. Costco Gasoline: 285-303 NW 79th Avenue, Miami, FL 33126
8. Shell Gas Station: 6690 W Flagler Street, Miami, FL 33144
9. Chevron Gas Station: 8219 W Flagler Street, Miami, FL 33144
10. U Gas: 7411 SW 8th Street, Miami, FL 33144

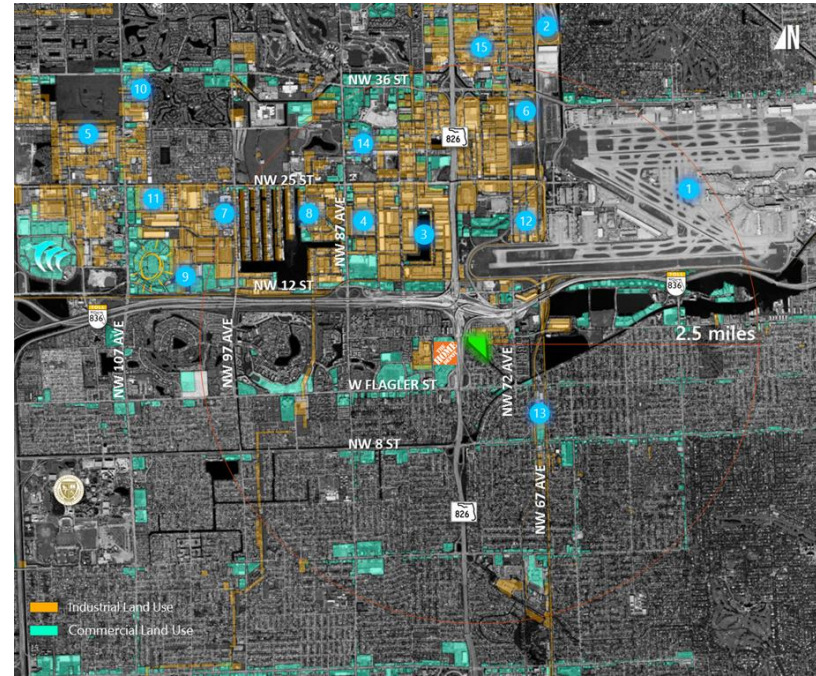


Figure 43: Site X Freight Assets

1. MIA
2. South Florida Logistics Center
3. PS Miami International Commerce Center (MICC)
4. Prologis Beacon Centre
5. Prologis Beacon Industrial Park
6. Prologis MIA Business Center
7. KTR Beacon at 97th Warehouse Complex
8. Fairchild Partners America's Gateway Park
9. Gold Coast Beverage Distributor
10. Hellmann Worldwide Logistics
11. Miami Free Zone
12. Miami Food Distributors, Inc.
13. R & M Distributors Inc.
14. Ryder Truck Rental
15. Cold Air Distributors



Figure 44: Site X Refined Preliminary Engineering Conceptual Design



Figure 45: Site X Refined Concept Rendering (Site Layout)



Figure 46: Site X Refined Concept Rendering (Commercial Building)



Figure 47: Site X Refined Concept Rendering (Diesel Fueling Station)



Figure 48: Site X Refined Concept Rendering (Maintenance Facilities)



Figure 49: Site X Refined Concept Rendering (Secured Perimeter)



Figure 50: Site X Refined Concept Rendering (Security Outhouse)



Planning Screening

With the recommended location identified, a planning screening of environmental issues was performed. For this screening, Site X was renamed as the SR 826 – SR 836 Truck Travel Center. A GIS shapefile was developed to screen the geographical location of Site X through FDOT’S Environmental Screening Tool (EST). This tool comprised of GIS layers developed by resource and regulatory agencies to screen projects for potential effect on natural, physical, cultural, and community resources. This information is used to develop the scope of services for the PD&E Study. The screening resulted in the following degrees of effect:

Social and Economic

Land Use Changes

Degree of Effect: **None**

Social

Degree of Effect: **Moderate**

Relocation Potential

Degree of Effect: **N/A / No Involvement**

Farmlands

Degree of Effect: **N/A / No Involvement**

Aesthetic Effects

Degree of Effect: **Enhanced**

Economic

Degree of Effect: **Enhanced**

Mobility

Degree of Effect: **Enhanced**

Cultural

Section 4(f) Potential

Degree of Effect: **None**

Historic and Archaeological Sites

Degree of Effect: **None**

Recreation Areas

Degree of Effect: **N/A / No Involvement**



Natural

Wetlands

Degree of Effect: **Minimal**

Water Quality and Quantity

Degree of Effect: **Moderate**

Floodplains

Degree of Effect: **Moderate**

Wildlife and Habitat

Degree of Effect: **Minimal**

Coastal and Marine

Degree of Effect: **None**

Physical

Noise

Degree of Effect: **Moderate**

Air Quality

Degree of Effect: **None**

Contamination

Degree of Effect: **Minimal**

Infrastructure

Degree of Effect: **Enhanced**

Navigation

Degree of Effect: **N/A / No Involvement**

Special Designations

Outstanding Florida Waters

Degree of Effect: **N/A / No Involvement**

Aquatic Preserves

Degree of Effect: **N/A / No Involvement**

Scenic Highways

Degree of Effect: **N/A / No Involvement**



Wild and Scenic Rivers

Degree of Effect: **N/A / No Involvement**

Details on the planning screening and how these degrees of effect were determined are summarized in the SR 826 – SR 836 Truck Travel Center Project Fact Sheet found in **Appendix D**. These degrees of effect need to be confirmed with resource and regulatory agencies through FDOT’s Efficient Transportation Decision Making (ETDM). Once funding is secured for this project, the ETDM process can be initiated quickly using the information within the Project Fact Sheet.

Next Steps

Funding

To advance the SR 826 – SR 836 Truck Travel Center to the next step in project development, FDOT must identify and secure funding first. Several funding opportunities exist for truck parking activities. FDOT can fund this project using general state transportation funds or federal funds provided through FHWA. State revenue primarily comes from fuel tax followed by motor vehicle fees, document stamps, rental car fees, and aviation.

Federally, FDOT receives funds through several programs. The following programs have been identified

as potential funding sources for truck parking: National Highway Freight Program, Metropolitan Planning Program, National Highway Performance Program, Surface Transportation Block Program, Highway Safety Improvement Program, and competitive grants such as the Infrastructure for Rebuilding America (INFRA) Grants.

The National Highway Freight Program (NHFP), is worth noting because of its short existence. On December 4, 2015, the President signed the Fixing America’s Surface Transportation (FAST) Act into law (Pub. L. No. 114-94), which reauthorizes Federal surface transportation programs for five fiscal years (FYs 2016-2020). Among the FAST Act provisions which support goods movement and the U.S. economy is a new formula program for freight projects. Section 1116 of the FAST Act amends 23 U.S.C. § 167 to establish the National Highway Freight Program (NHFP). Section 1116 also provides for a new National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Under the NHFP, eligible activities include truck parking facilities eligible for funding under Section 1401 (Jason’s Law) and real-time traffic, truck parking, roadway condition, and multimodal transportation information systems. A proportionate share of each State’s NHFP funds is set aside for the State’s Metropolitan Planning program. This occurs prior to apportionment, and the

set-aside funds are combined with the State’s regular Metropolitan Planning program funds. **Figure 52** illustrates the National Highway Freight Network (NHFN) in Miami-Dade County. The recommended facility is adjacent to SR 826/Palmetto Expressway and SR 836/Dolphin Expressway and both corridors are part of the NHFN.

To receive federal funds, the SR 826 – SR 836 Truck Travel Center project needs to be included in the State Transportation Improvement Program (STIP) and the TPO’s Transportation Improvement Program (TIP). These programs are federally mandated documents which include a listing of projects planned with federal participation in the next four fiscal years. In addition to the TIP, this project also needs to be amended or included in the TPO’s Long Range Transportation Plan (LRTP).

Project Development

Once funding is secured, the SR 826 – SR 836 Truck Travel Center project can proceed through FDOT’s project development process. This comprehensive and multiphase process involves everything from transportation planning through construction (see **Figure 51**). Given the planning process has been completed through this study, the next step is to complete a Project Development and Environment (PD&E) study.

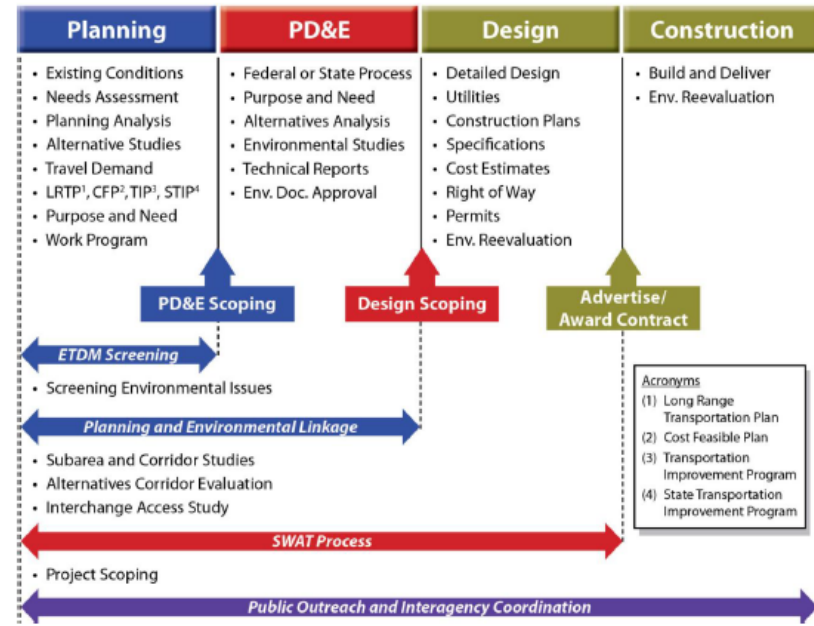


Figure 51: FDOT'S Project Development Process

This study is FDOT’s procedure for evaluating transportation project impacts and complying with the National Environmental Policy Act (NEPA) and applicable laws and regulations for federal and state-funded projects. Once screened through the ETDM to coordinate with resource and regulatory agencies, public and other project stakeholders, a Class of Action (COA) is determined to develop the scope of services for the PD&E Study. During the PD&E phase, FDOT performs alternatives analyses, conducts environmental studies and filed work, and prepares various technical studies and reports necessary to obtain the project’s Location and Design Concept Acceptance (LDCA).



The PD&E phase identifies and addresses environmental issues, if any, on a project. Information obtained during PD&E phase is used to develop the scope of work for the Design phase.

The scope of the Design phase also depends on the delivery method chosen for the project. The Design phase includes preparation of final construction plans, specifications and final estimates. However, the Design phase does not include final construction plans for projects that use alternative contracting methods.

To expedite the PD&E Study, and help the Design phase, a brief design guideline was also developed during this study. This guideline details geometric requirements for truck parking spaces given FDOT's Design Manual has no considerations for truck only facilities. This guideline was developed using the following references:

- 2018 – 2019 FDOT Road Construction Standard Plans (FSP)
- 2018 FDOT Design Manual (FDM)
- 2017 Florida Building Code (FBC)
- 2016 FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook)
- 2016 Turnpike Plans Preparation and Practices Handbook (TPPPH).
- 2011 American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, Sixth Edition (AASHTO Greenbook)
- 2010 FDOT Facilities Design Manual (FFDM)

- 2009 FHWA, Manual on Uniform Traffic Control Devices (MUTCD)
- 2001 AASHTO Guide for Development of Rest Areas on Major Arterials and Freeways

Appendix E contains the full design guideline document.

Project Delivery

To deliver transportation projects, FDOT uses a variety of project delivery methods, which range from the traditional Design-Bid-Build to alternative contracting methods such as Design-Build and Public Private Partnership (P3) Concessionaire Agreements. The choice of delivery method depends on a variety of factors such as context of the project, status of the project, project schedule, risk factors, funding availability, level of complexity, and other project-specific factors.

So far, the SR 826 – SR 836 Truck Travel Center is planned to be delivered using a P3 Concessionaire Agreement. This agreement should work like FDOT's concessions agreement for the PortMiami Tunnel. The tunnel was delivered using a 35-year agreement that included design, build, finance, operation, and maintenance by MAT Concessionaire, LLC, and Bouygues Civil Works Florida (the Design-Build Firm).

FDOT used the assistance of an Owner's Representative to oversee the scoping, design, and construction of the

Tunnel. Since its completion in 2014, the private concessionaire maintains and operates the facility.

Given the truck travel center is envisioned to have vendors and third-party concessionaires operating the quick service restaurants, maintenance facility, diesel fuel station, truck wash, and other potential commercial activities, FDOT may opt to also contract an asset management firm or assign staff to oversee its interest once construction is complete. **Figure 53** depicts a potential dynamic of the envisioned delivery method.

Project Risks

Through stakeholder coordination performed for this study a major risk to the project development of the SR 826 – SR 836 Truck Travel Center was identified. On February 16, 2016 the TPO Governing Board unanimously approved a policy to set as “highest priority” the advancement of rapid transit corridors and transit supportive projects in Miami-Dade County. This policy set in motion the Strategic Miami Area Rapid Transit (SMART) Plan (see **Figure 54**). The SMART Plan intends to advance six of the People’s Transportation Plan (PTP) rapid transit corridors, along with a network of Bus Express Rapid Transit (BERT) service throughout the County. The PTP dates to 2002, when Miami voters approved a one-half percent local surtax with the purpose of improving rapid transit in Miami-Dade.

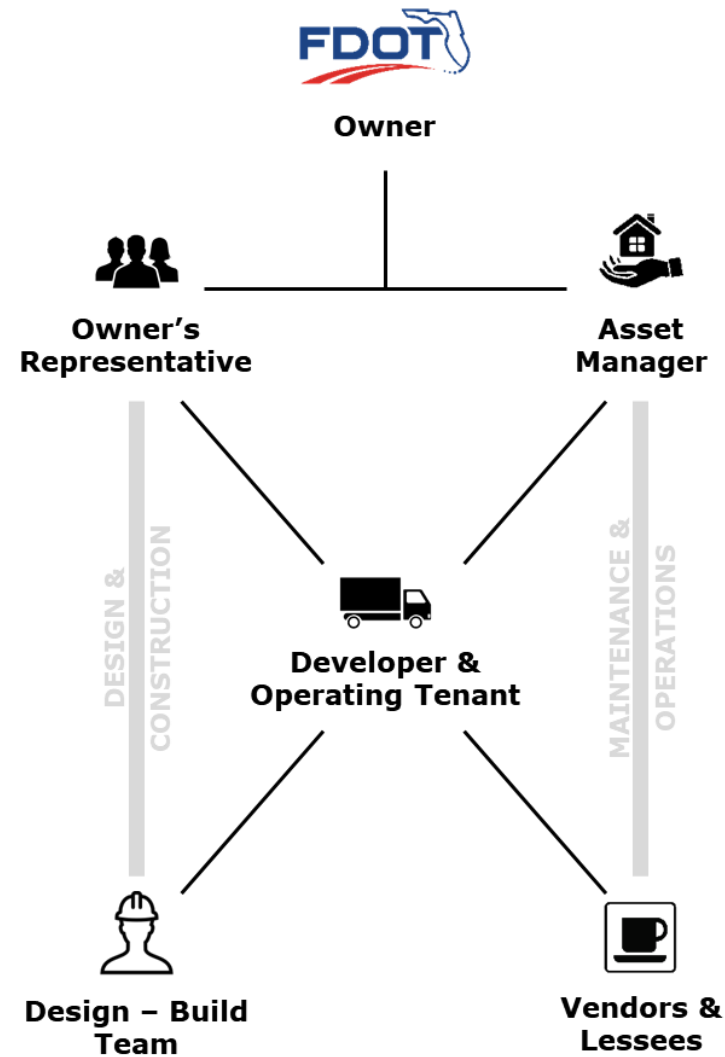


Figure 53: Potential P3 Concessionaire Agreement Scheme



One of the six corridors revived by the SMART Plan is the East-West Corridor. This corridor intends to connect the Miami Intermodal Center (MIC) with Florida International University's (FIU's) Modesto Maidique Campus. Running along SR 836/Dolphin Expressway, and a portion of NW 7th Street between NW 87th Avenue and NW 57th Avenue, the corridor will include transit stations, and Park & Ride lots/transit terminals.

The first hub of the East-West Corridor broke ground in January 2017 with the Dolphin Station Park & Ride Transit Terminal Facility (discussed in pages 24 – 25). The facility is scheduled to be completed by the end of 2018. Two other stations will also service the East-West Corridor: The Panther Station, which will be located at FIU, and the Tamiami Station, will be located at the corner of SW 8th Street and SW 147th Avenue. Both are projected to be completed in 2020 and will launch other express bus routes along SR 836.

The exact alignment and mode of rapid transit is under evaluation by the PD&E Study being conducted by Miami-Dade Department of Transportation and Public Works (MDTPW). So far three distinct modes are being considered. These modes are Bus Rapid Transit (BRT), Commuter Rail (Tri-Rail), and Heavy Rail (Metrorail). While the Commuter Rail is planned to use the existing CSX Transportation railroad along NW 12th Street, the BRT and Heavy Rail modes have proposed alignments running along NW 7th Street which would be the access road to the SR 826 – SR 836 Truck Travel Center.

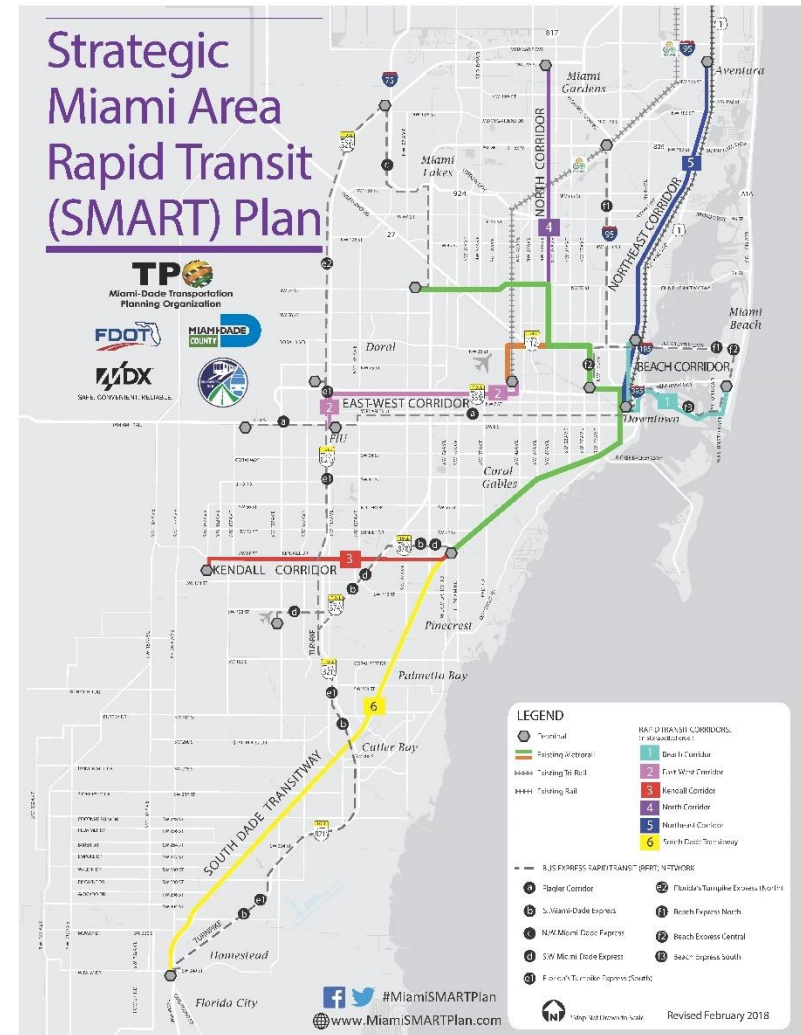


Figure 54: Miami-Dade TPO SMART Plan



Furthermore, a transit station is proposed at the entrance to Site X for the Heavy Rail mode. For the BRT, the nearest station is proposed west of SR 826/Palmetto Expressway and just north of NW 7th Street. **Appendix F** contains plots of the proposed alignments and stations per rapid transit mode being studied for the East-West Corridor.

In addition, the TPO is conducting a Land Use and Visioning study for all its SMART Plan corridors to project potential land use changes, densification, intensification, and Transit-Oriented Development (TOD) along the six PTP corridors. For the East-West Corridor, Site X has been identified as a potential TOD location given it is publicly-owned, undeveloped, at or near proposed transit stations, and along several of the proposed transit alignments.

Given the advancement of rapid transit corridors is the TPO's "highest priority", and TPO support for the development of the SR 826 – SR 836 Truck Travel Center is required by federal and state legislature, it is highly doubtful that a truck parking facility will be supported in Site X

Identifying Additional Potential Truck Parking Locations

In addition to the tier assessment of the original 21 TPO-identified sites, plus 3 FDOT-owned sites discovered during the scoping of this study, there was a need to identify additional potential truck parking locations. To fulfill this need, a desktop review of publicly-owned parcels in Miami-Dade County was conducted. This cursory review focused on brownfields and undeveloped parcels listed on FDOT's surplus ROW online search tool (<https://rowsurplus.fdot.gov/>) and Miami-Dade County's owned real property online search tool (http://www8.miamidade.gov/apps/ISD/ISDOnline/REDD/Search_Prp.aspx).

In total, nine (9) FDOT-owned sites and 709 County-owned sites were identified. Of the nine (9) FDOT sites, one was located outside the Urban Development Boundary (UDB) and was therefore removed from further consideration. The 709 County-owned sites were further filtered by acreage, focusing on sites with 5-acres or more. This resulted in 25 sites of which only 10 were within the UDB. **Tables 33 and 34** list all the additional potential truck parking locations identified, and their preliminarily assessed advantages and disadvantages. **Figures 55 – 72** show satellite imagery of the 9 FDOT-owned and 10 County-owned sites.



Table 33: Additional FDOT-Owned Potential Truck Parking Locations

Site	Property No.	Location	Acreage	Land Use	Pros	Cons
1	5673	Property bounded by SW 288 th St. on the south, SW 142 nd Ave. on the west, and a canal on the north/east.	4.20	Vacant	<ul style="list-style-type: none"> Near SR 821 / SW 288th St. interchange (0.16 mi) 	<ul style="list-style-type: none"> Small property area (Less than desirable 10 AC) Sensitive surrounding land use (residential) Distant from major freight generators
2	5787	Property bounded by SW 288 th St. on the south, SR 821/HEFT on the west, and SW 138 th Ct. on the east.	10.05	Vacant	<ul style="list-style-type: none"> Desirable property area (≥ 10 AC) Adjacent to SR 821/SW 288th St. interchange 	<ul style="list-style-type: none"> Sensitive surrounding land use (residential) Requires major roadway construction/improvements for accessibility Distant from major freight generators
3	30-3052-002-0230	Property bounded by SR 836/Dolphin Expressway on the south, NW 12 th St. on the north, SR 826/Palmetto Expressway on the west, and Milam Dairy Rd. on the east.	6.94	Vacant (Construction Staging Area)	<ul style="list-style-type: none"> Adjacent to SR 826/SR 836 interchange Near major freight generators (MIA/FECR) Appropriate surrounding land use 	<ul style="list-style-type: none"> Small property area (Less than desirable 10 AC) Poor access management
	30-3052-073-0020					
	30-3052-073-0010					
	30-3052-073-0030					
4	N/A	Property part of the envelope for NW 154 th St. west of I-75 and east of NW 97 th Ave.	8.04	Vacant	<ul style="list-style-type: none"> Near I-75/SR 924/NW 138th St. interchange (1.7 mi) Near SR 25/NW 138th St. intersection (2.85 mi) Near SR 821/SR 25 interchange (3.30 mi) Appropriate surrounding land use Near major freight generators 	<ul style="list-style-type: none"> Requires roadway construction / improvements for accessibility Small property area (Less than desirable 10 AC) NW 154th St. west extension envelope (reduced net property area if the roadway connection is deemed necessary) Recent aerial imagery dated 01/23/2016 shows residential construction south of the property (sensitive land use)



Site	Property No.	Location	Acreage	Land Use	Pros	Cons
5	5152	Property bounded by a canal on the south, NW 170 th St. on the north/west, and I-75 on the east.	10.69	Vacant	<ul style="list-style-type: none"> ▪ Desirable property area (≥ 10 AC) ▪ Near I-75/SR 860 interchange (2.2 mi) ▪ Near major freight generators 	<ul style="list-style-type: none"> ▪ Requires minor roadway construction / improvements for accessibility ▪ Sensitive surrounding land use (residential)
6	4463	Property bounded by a canal on the south, NW 170 th St. on the north/east, and I-75 on the west	7.38	Vacant	<ul style="list-style-type: none"> ▪ Near I-75/SR 860 interchange (1.95 mi) ▪ Near major freight generators 	<ul style="list-style-type: none"> ▪ Small property area (Less than desirable 10 AC) ▪ Sensitive surrounding land use (residential)
7	N/A	Property bounded by SR 836/Dolphin Expressway on the south, NW 12 th St. on the north, SR 836/Dolphin Expressway EB On-Ramp on the west, and SR 836/Dolphin Expressway EB Off-Ramp on the east.	7.25	Vacant (Construction Staging Area)	<ul style="list-style-type: none"> ▪ Adjacent to SR 836/SR 973 interchange ▪ Near SR 836/SR 826 interchange (1.25 mi) ▪ Near major freight generators (MIA/FECR) ▪ Appropriate surrounding land use 	<ul style="list-style-type: none"> ▪ Small property area (Less than desirable 10 AC)
8	35-3034-000-0030	Property bounded by NW 12 th St. on the south, NW 78 th Ave. on the west, CSX Railroad on the north, and SR 826/Palmetto Expressway on the east.	3.31	Vacant (Construction Staging Area)	<ul style="list-style-type: none"> ▪ Near SR 836 (Dolphin Expressway)/ SR 826 (Palmetto Expressway) interchange (0.5 mi) ▪ Near major freight generators (MIA/FECR) ▪ Appropriate surrounding land use 	<ul style="list-style-type: none"> ▪ Small property area (Less than desirable 10 AC)



Table 34: Additional County-Owned Potential Truck Parking Locations

Site	Property No.	Location	Acreeage	Land Use	Pros	Cons
1	10-7917-001-0580	Property surrounded by residential land use on the block bounded by SW 328 th St. on the south, NE 18 th Ave. on the west, Mowry Dr. on the north, and SW 152 nd Ave. on the east.	10.00	Vacant	<ul style="list-style-type: none"> Near SR 821(HEFT)/SW 312th St. interchange (1.5 mi) Desirable property area (≥ 10 AC) 	<ul style="list-style-type: none"> Requires minor roadway construction/improvements for accessibility Sensitive surrounding land use and existing zoning (agriculture and Residential) Distant from major freight generators
2	30-5917-000-0030	Property bounded by SW 136 th St. on the south, SW 162 nd Avenue on the northwest, and Kendall Tamiami Airport on the east.	99.99	Vacant	<ul style="list-style-type: none"> Desirable property area (≥ 10 AC) Near SR 821(HEFT) / SW 120th St. interchange (4.0 mi) Near several freight generators Appropriate surrounding land use (industrial/commercial) 	<ul style="list-style-type: none"> Coordination with Miami-Dade County Aviation needed (adjacent to Kendall Tamiami Airport) In conflicts with FAA Regulations Gross property area reduced by existing roadway within parcel
3	30-6914-000-0191	12821 SW 232 nd St.	5.00	Vacant	<ul style="list-style-type: none"> Near SR 821(HEFT)/SR 989 interchange (2.75 mi) Adjacent to US 1 	<ul style="list-style-type: none"> Small property area (Less than desirable 10 AC) Distant from major freight generators Sensitive surrounding land use (religious institution)
4	30-7902-000-0021	Property bounded by Bouganville Blvd. on the south, Nevada Ave. on the west, SW 283 rd Terrace on the north, and SW 127 th Ave. on the east.	38.15	Vacant	<ul style="list-style-type: none"> Near SR 821(HEFT) / SW 288th St. interchange (1.0 mi) Desirable property area (≥ 10 AC) 	<ul style="list-style-type: none"> Sensitive surrounding land use (residential) Distant from major freight generators
5	30-7901-000-0090	Property covers an irregular area adjacent to the Homestead Air Reserve Base and Property No. 10.	82.32	Vacant (Building)	<ul style="list-style-type: none"> Desirable property area (≥ 10 AC) Near SR 821 (HEFT)/ SW 288th St. interchange (3.5 mi) 	<ul style="list-style-type: none"> Coordination with Miami-Dade County Aviation needed (Part of the Homestead Air Reserve Base) In conflict with FAA Regulations Distant from major freight generators



Site	Property No.	Location	Acreage	Land Use	Pros	Cons
					<ul style="list-style-type: none"> ▪ Appropriate surrounding land use (industrial/commercial) ▪ Property may be subdivided to avoid any potential conflicts 	
6	30-7901-000-0120	Property covers an irregular area adjacent to the Homestead Air Reserve Base and Property No. 9.	206.29	Vacant (Building)	<ul style="list-style-type: none"> ▪ Desirable property area (≥ 10 AC) ▪ Near SR 821 (HEFT)/SW 288th St. interchange (3.5 mi) ▪ Appropriate surrounding land use (industrial/commercial) ▪ Property may be subdivided to avoid any potential conflicts 	<ul style="list-style-type: none"> ▪ Coordination with Miami-Dade County Aviation needed (Part of the Homestead Air Reserve Base) ▪ In conflict with FAA Regulations ▪ Distant from major freight generators
7	33-5033-000-0040	Property bounded by SW 174 th St. on the south, SW 88 th Ct. on the west, SW 168 th St. on the north, and SW 88 th Ave. on the east.	8.69			<ul style="list-style-type: none"> ▪ Poor accessibility (> 5 mi to nearest freeway) ▪ Small property area (Less than desirable 10 AC) ▪ Sensitive surrounding land use (residential/religious/educational) ▪ Distant from major freight generators
	33-5033-000-0050					
8	30-3026-000-0063	Property bounded by NW 25 th St. on the south, NW 69 th St. on the west, NW 30 th St. on the north, and MIA on the east.	40.54		<ul style="list-style-type: none"> ▪ Desirable property area (≥ 10 AC) ▪ Near SR 826 (Palmetto)/NW 25th St. interchange (1.0 mi) ▪ Near major freight generators (MIA/Florida Logistic Center) ▪ Appropriate surrounding land use (industrial/commercial) 	<ul style="list-style-type: none"> ▪ Coordination with FEC Railroad needed ▪ Coordination with Miami-Dade County Aviation needed (adjacent to Kendall Tamiami Airport) ▪ In conflict with FAA Regulations ▪ Gross property area reduced by existing roadway ▪ For full advantage this property also includes privately owned parcels by FEC RR Co. C/O J. R. Williams RE MGR and Parcel 10A 10B LLC
	30-3026-000-0064					
	30-3026-000-0080					



Site	Property No.	Location	Acreage	Land Use	Pros	Cons
9	30-3016-000-0012	Property bounded by NW 58 th St. on the south, SFWMD office on the west, NW 62 nd St. on the north (Doral Landfill), and MDC Solid Waste Recycling Center on the east.	47.33		<ul style="list-style-type: none"> ▪ Desirable property area (≥ 10 AC) ▪ Near SR 826 (Palmetto)/NW 58th St. interchange (1.3 mi) ▪ Near major freight generators ▪ Appropriate surrounding land use (industrial/commercial) 	<ul style="list-style-type: none"> ▪ Coordination with Miami-Dade County Solid Waste, Parks and Rec, and SFWMD needed
10	35-3017-001-0170	Property bounded by NW 104 th Ave. on the west, NW 74 th St. on the north, and NW 102 nd Ave. on the east.	9.63		<ul style="list-style-type: none"> ▪ Near SR 826 (Palmetto)/NW 58th St. interchange (3.5 mi) ▪ Near SR 821 (HEFT)/SR 934 interchange (1.45 mi) ▪ Near major freight generators 	<ul style="list-style-type: none"> ▪ Small property area (Less than desirable 10 AC) ▪ Sensitive surrounding land use (residential)

FDOT-Owned Additional Potential Truck Parking Locations



Figure 55: FDOT-Owned Potential Location 1



Figure 57: FDOT-Owned Potential Location 2



Figure 59: FDOT-Owned Potential Location 3



Figure 56: FDOT-Owned Potential Location 4



Figure 58: FDOT-Owned Potential Location 5



Figure 60: FDOT-Owned Potential Location 6



Figure 61: FDOT-Owned Potential Location 8



Figure 62: FDOT-Owned Potential Location 9

County-Owned Additional Potential Truck Parking Locations



Figure 63: County-Owned Potential Location 1



Figure 64: County-Owned Potential Location 2



Figure 65: County-Owned Potential Location 3



Figure 66: County-Owned Potential Location 4



Figure 68: County-Owned Potential Location 5



Figure 70: County-Owned Potential Location 6



Figure 67: County-Owned Potential Location 7



Figure 69: County-Owned Potential Location 8



Figure 71: County-Owned Potential Location 9



Figure 72: County-Owned Potential Location 10

These additional potential truck parking locations need to be assessed to determine their feasibility. This assessment could be a continuation of this study, or Phase II assessment, and should focus on evaluating other publicly-owned land, not by FDOT, but by municipalities, County, or federal agencies.



OUTREACH

Who we talked to.



Outreach

Miami-Dade Metropolitan Planning Organization (TPO) Freight Transportation Advisory Committee (FTAC)

This effort was presented to TPO Freight Transportation Advisory Committee (FTAC), and other involved stakeholders to communicate the progress, document stakeholder input/feedback, and proactively uncover and resolve conflicts throughout the assessment process. As defined by the TPO, “the FTAC is the industry’s advisory panel to the TPO Governing Board on freight movement and truck traffic needs. Aside from advising the TPO, the FTAC considers the types of improvements that should be made about safety and freight efficiency in the county.”

April 13, 2016: Agenda Item No. VII

During the April meeting the overall structure of the assessment effort was presented to the FTAC members. Following a brief presentation, the members had the following comments:

The members thought using the smaller sites to house trucks would be advantageous. The members were concerned with developing a place to hold containers and though the area of west Medley could help alleviate the issue, especially around the quarries.

August 10, 2016: Agenda Item No. VI

During this meeting the FTAC was present with the results of the Tier 1, 2, and 3 screenings. The presentation revolved around assessment process and how Miami-Dade County could become more attractive for private investment in truck parking facilities. Site X was presented as the most suitable site for truck parking and was recommended for a further study. Following the presentation, the FTAC members had the following comments:

- Site X is located along NW 7th Street, which is not connected under SR 826. Will this connection be made?
 - An envelope was maintained under SR 826 for a potential transit corridor. This site will not impede that future use.
- Have you looked for potential sites around the Federal prison in western Miami-Dade County?
 - As presented in the following section, additional sites were determined to be assessed in a separate effort.

September 14, 2016: Agenda Item No. VII

Meeting was cancelled by organizers.

November 9, 2016: Agenda Item No. VI

Agenda item was deferred until further notice.

March 8, 2017: Agenda Item No. VI

This meeting served as the final update of this assessment. Detailed information regarding Site X was presented to obtain the Committee's buy-in and determine next steps in development process of the recommended site. Resolutions regarding further action by the Committee were deferred to the upcoming April meeting for approval by the members.

April 12, 2017: Agenda Item No. V

During this meeting FTAC discussed future actions regarding truck parking facilities. Two resolutions were passed by the committee with regards to this assessment. FTAC Resolution 1-2017 recommends the TPO Governing Board to support the development of a truck travel center in Site X while Resolution 2-2017 requests FDOT to study the feasibility of developing truck travel centers on Miami-Dade County owned parcels.

Figure 73 and 74 display the two resolutions.

July 11, 2018: Agenda Item No. V

During this meeting, the Committee was updated on the project development process. Since the last meeting with FTAC, a Planning Screening, Project Fact Sheet, and Design Guidelines were developed for Site X, renamed as the SR 826 – SR 836 Truck Travel Center. These activities advanced the project as far along as possible within FDOT's project development process. The Committee was also made aware of potential funding through the National Highway Freight Network (NHFN) and of project risks such as the East-West Corridor. Even

though the Committee passed two resolutions in support of the project, the Committee was informed that additional support is needed for the TPO Governing Board to pass a resolution in support of the project. This will allow the project to get incorporated into the Long-Range Transportation Plan (LRTP), TPO TIP, and FDOT STIP. Once these activities conclude, the project will enter PD&E. Hence, the Committee passed Resolution 2-2018 (see **Figure 75**), reaffirming their support for the recommended Site X to be developed as a truck parking facility.

FTAC members also suggest FDOT publish a Request for Information (RFI) regarding P3 truck parking development. This process would invert the methodology used in this study by having the private sector recommend the most feasible location for truck parking (instead of FDOT trying to identify that site).

Appendix G contains all presentation materials provided to the FTAC as well as relevant agenda and meeting minutes.



FTAC RESOLUTION #1-2017

RESOLUTION RECOMMENDING THE TPO GOVERNING BOARD SUPPORT THE DEVELOPMENT OF A TRUCK TRAVEL CENTER AT THE FDOT-OWNED SITE ON NW 7TH STREET AT SR 826/ PALMETTO EXPRESSWAY

WHEREAS, the Miami-Dade Transportation Planning Organization (TPO) has established the Freight Transportation Advisory Committee (FTAC) to advise it on freight related plans and projects, and

WHEREAS, FTAC recognizes the critical importance of moving freight by truck throughout Miami-Dade County for maintaining economic vitality, and for delivery of consumer goods from distribution centers to retail stores for purchase by all citizens, and

WHEREAS, both Miami-Dade County and the Florida Department of Transportation (FDOT) have spent over \$1.6 billion dollars on infrastructure improvements to improve conditions to move our economy including investments in the PortMiami Tunnel, Deep Dredge, On-Dock Intermodal Rail, and the NW 25th Street Viaduct, and

WHEREAS, Miami International Airport will invest and anticipated \$1.1 billion in cargo facility improvements, and

WHEREAS, these investments need to be supported with freight-friendly measures including providing essential amenities such as truck travel centers at key locations within the county, and

WHEREAS, the FTAC has worked closely with the TPO since 2005 to identify location(s) to establish truck travel centers within Miami-Dade County, and the location owned by FDOT District Six on NW 7th Street east of SR 826 is the most viable option.

NOW, THEREFORE, BE IT RESOLVED BY THE FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION:

The FTAC recommends the TPO Governing Board support the development of a truck travel center at the FDOT-owned site on NW 7th Street at SR 826/Palmetto Expressway.

The foregoing resolution was offered by John Dohm who moved its adoption. The motion was seconded by Juan J. Flores and upon being put to a vote was as follows:

William Arata	- absent	Juan J. Flores	- aye
Jorge E. Corzo	- aye	Donard St. Jean	- absent
John Dohm	- aye	Estrella Manso	- aye
Marie Jocelyne Duignan	- absent		

Chairwoman Barbara Pimentel - aye

The Chairwoman thereupon declared the resolution duly passed and approved this 12th day of April, 2017.

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

By David Henderson
David Henderson, FTAC Coordinator

Figure 73: FTAC Resolution 1-2017

FTAC RESOLUTION #2-2017

RESOLUTION REQUESTING THAT FDOT STUDY THE FEASIBILITY OF TRUCK TRAVEL CENTERS ON SITES OWNED BY MIAMI-DADE COUNTY

WHEREAS, the Miami-Dade Transportation Planning Organization (TPO) has established the Freight Transportation Advisory Committee (FTAC) to advise it on freight related plans and projects, and

WHEREAS, FTAC recognizes the critical importance of moving freight by truck throughout Miami-Dade County for maintaining economic vitality, and for delivery of consumer goods from distribution centers to retail stores for purchase by all citizens, and

WHEREAS, both Miami-Dade County and the Florida Department of Transportation (FDOT) have spent over \$1.6 billion dollars on infrastructure improvements to improve conditions to move our economy including investments in the PortMiami Tunnel, Deep Dredge, On-Dock Intermodal Rail, and the NW 25th Street Viaduct, and

WHEREAS, Miami International Airport will invest an anticipated \$1.1 billion in cargo facility improvements, and

WHEREAS, these investments need to be supported with freight-friendly measures including essential amenities such as truck travel centers at key locations within the county, and

WHEREAS, the FTAC has worked closely with the TPO and FDOT to identify sites to establish truck travel centers on viable sites owned by Miami-Dade County, and

NOW, THEREFORE, BE IT RESOLVED BY THE FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION:

The FTAC requests that FDOT study the feasibility of truck travel centers on sites owned by Miami-Dade County.

The foregoing resolution was offered by John Dohm who moved its adoption. The motion was seconded by Juan J. Flores and upon being put to a vote was as follows:

William Arata	- absent	Juan J. Flores	- aye
Jorge E. Corzo	- aye	Donard St. Jean	- absent
John Dohm	- aye	Estrella Manso	- absent
Marie Jocelyne Duignan	- absent		

Chairwoman Barbara Pimentel - aye

The Chairwoman thereupon declared the resolution duly passed and approved this 12th day of April, 2017.

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

By David Henderson
David Henderson, FTAC Coordinator

Figure 74: Resolution 2-2017



FTAC RESOLUTION #2-2018

RESOLUTION RECOMMENDING THE TPO GOVERNING BOARD AND MIAMI-DADE BOARD OF COUNTY COMMISSIONERS RECONSIDER SUPPORT FOR THE DEVELOPMENT OF A TRUCK TRAVEL CENTER AT THE FDOT-OWNED SITE X ON NW 7TH STREET AT SR 826/PALMETTO EXPRESSWAY

WHEREAS, the Miami-Dade Transportation Planning Organization (TPO) has established the Freight Transportation Advisory Committee (FTAC) to advise it on freight related plans and projects, and

WHEREAS, FTAC recognizes the critical importance of moving freight throughout Miami-Dade County for maintaining economic vitality, and for delivery of consumer goods from distribution centers to retail stores for purchase by all citizens, and

WHEREAS, cargo facility improvements at Miami International Airport, the NW 25th Street Viaduct, and the cargo hub areas in Miami-Dade County need to be supported with freight-friendly measures including providing essential amenities such as truck travel centers at key locations within the county, and

WHEREAS, truck parking shortages are a national safety concern and Section 1401 of MAP-21 (PL 112-141) also known as "Jason's Law" was established to provide a national priority on adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation; and

WHEREAS, the lack of trucking parking has consequences for Miami-Dade's economic competitiveness with other markets, as demonstrated by recent freight plan studies by the Miami-Dade TPO and the Florida Department of Transportation (FDOT), and

WHEREAS, FDOT has approximately \$14.7 million in available formula based funding for a truck parking facility that needs to be spent in Fiscal Year 2021, and

WHEREAS, the FTAC has worked closely with the TPO since 2005 to identify location(s) to establish truck travel centers within Miami-Dade County, and the location owned by FDOT District Six on NW 7th Street east of SR 826 is the most viable option.

NOW, THEREFORE, BE IT RESOLVED BY THE FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION:

The FTAC recommends that the TPO Governing Board and Miami-Dade Board of County Commissioners reconsider support of the development of a truck travel center at the FDOT-owned Site "X" on NW 7th Street at State Road 826/Palmetto Expressway.

The foregoing resolution was offered by John Dohm who moved its adoption. The motion was seconded by Jorge Corzo and upon being put to a vote was as follows:

William Arata	- Aye	Gabriel Rodriguez	- Aye
Jorge E. Corzo	- Aye	Donard St. Jean	- Absent
John Dohm	- Aye	Michael Silver	- Aye
Ryan McFarland	- Absent		

Chairperson Barbara Pimentel	- Aye
Vice Chair Juan J. Flores	- Aye

The Chair thereupon declared the resolution duly passed and approved this 8th day of August, 2018.

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

By 
Kevin C. Walford, FTAC Coordinator

Figure 75: FTAC Resolution 2-2018

Meeting with Miami-Dade County District 6

Commissioner Rebecca Sosa

A briefing took place at Commissioner Sosa's District Office on March 1, 2017 to obtain her feedback on a potential Truck Travel Center being developed on Site X, which is located within her District. The meeting was attended by:

- Commissioner Rebeca Sosa and Staff
- Carlos Castro – FDOT District 6 - Freight Coordinator & Study PM
- Tish Burgher – FDOT District 6 - Public Information Officer
- Rodolfo Roman – Infinite Source Communications - Public Information Office Consultant
- Nelson Mora – Gannett Fleming – Study Consultant

The study was presented to the Commissioner and staff, who then advised the study team that a Truck Travel Center within Site X would be undesirable for the community of the area. The Commissioner informed the team of several active neighborhood associations within the area as well as a nearby senior citizens center. The team went on to show the Commissioner that the actual area where Site X is located is defined as Industrial zoning, and as such, it is surrounded by industrial complexes. The team also showed the Commissioner and her staff that Site X is separated from the residential area by a hydraulic barrier (canals) and that any future development could include physical noise barriers.

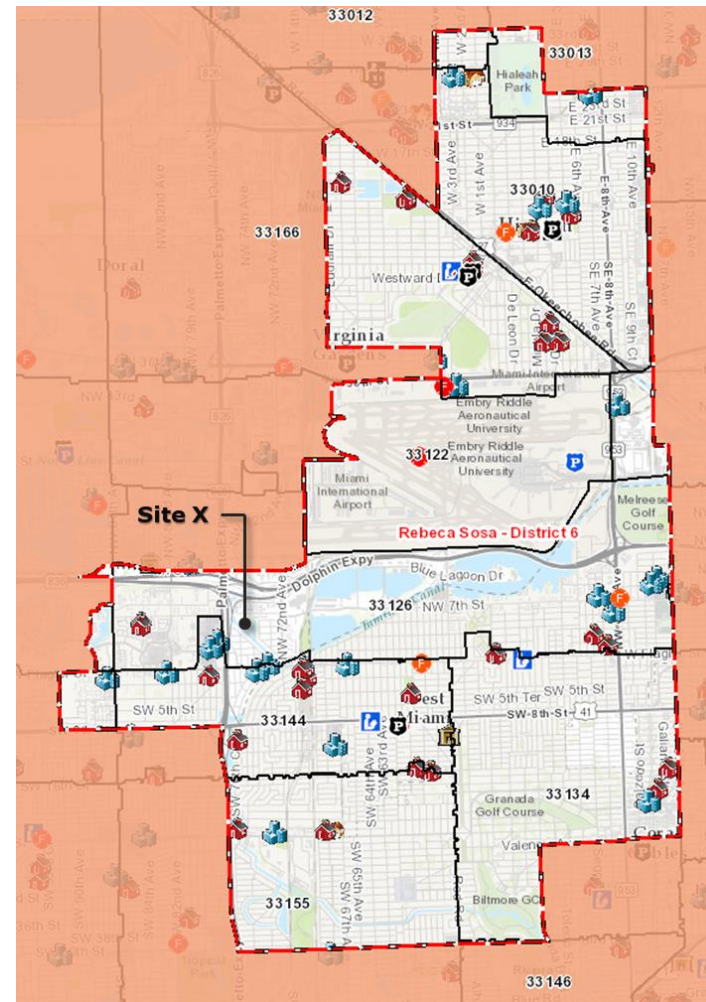


Figure 76: Miami-Dade County District 6

Ultimately Commissioner Sosa did not seem supportive of Site X being a Truck Travel Center and suggested that the land be swapped for County owned land within another industrial location; and that an alternate use should be given to Site X such as a senior citizen’s residential development. The Commissioner informed the study team that her staff would search for available County owned land for a potential swap. The study team then advised the Commissioner that a crucial criterion for a Truck Travel Center site is size, with 10 AC being the minimum.

826/Palmetto Expressway from west of SR 826 to NW 76th Avenue. This new roadway would be financed, designed, and constructed through Miami Dade County’s Department of Transportation and Public Works (DPTW). The estimated cost of the project is of approximately \$1,500,000 and will be funded through Road Impact Fees collected by the County. On April 24, 2017, the DPTW provided the TPO with a memorandum including the information stated herein and the proposed amendment to include this project as Priority I within the LRTP.

Figure 77 displays the preliminary concept included in the memorandum and **Figure 78** displays the resolution passed by the TPC.

Meeting FDOT D6 Transportation System Management & Operations (TSM&O) Core Group

The purpose and need, study methodology, and recommendations were presented to FDOT District Six Transportation System Management & Operations (TSM&O) Core Group. In addition to this study, a brief overview of the Truck Parking Availability System (TPAS) was provide. Concerns were raised about the feasibility of Site X, specifically site contamination and potential for soil settlement.

Miami-Dade TPO Transportation Planning Council

Meeting of Monday, May 8, 2017 at 2:00 PM

During May’s meeting of the Transportation Planning Council (TPC), action item A was voting for a resolution recommending the approval of an amendment to the 2040 Long Range Transportation Plan (LRTP) to include a new two-lane road at NW 7th Street under SR



Figure 77: NW 7th Street Connection across SR 826



In terms of this study, NW 7th Street is the main access roadway to Site X and this improvement will have positive and negative impacts in terms of site feasibility for truck parking. Positive impacts to the site include increased connectivity and mobility for truckers to ingress/egress the site. Now truckers will have the option of using the access ramps at either NW 72nd Avenue/Milam Dairy Road or SR 973/NW 87th Avenue/Galloway Avenue to access SR 836/Dolphin Expressway. This new roadway also gives truckers additional routes to reach SR 826/Palmetto Expressway via SR 836/Dolphin Expressway or SR 968/Flagler Street.

Negative impacts for site feasibility include increase vehicular traffic through NW 7th Street. Since the surrounding area of Doral, Fontainebleau, Blue Lagoon, and West Miami is highly congested due to commuter traffic, this new roadway will improve the roadway network and attract drivers seeking to escape congestion on NW 72nd Avenue and NW 87th Avenue to use other North-South routes such as NW 82nd Avenue.

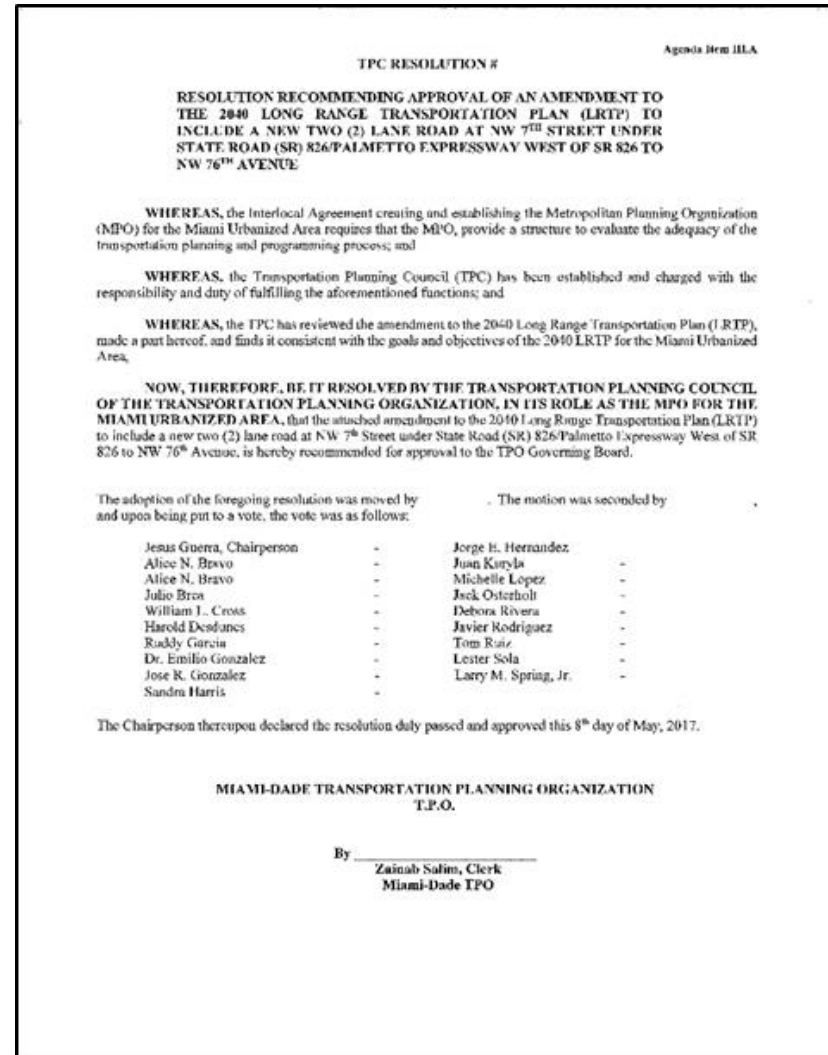


Figure 78: Transportation Planning Council Resolution



CONCLUSION

Looking back.



Conclusion

The purpose of this study was to identify potential locations and assess the feasibility of developing one or more truck parking facilities within Miami-Dade County. The need for truck parking facilities comes from legal, safety, and capacity issues throughout the nation, state, and county.

Using readily available information from several studies on this topic, the Study Team developed a tiered process for assessing previously identified and newly identified potential truck parking locations. This process includes three tiers: Preliminary Screening (Tier 1), Detailed Screening (Tier 2), and a finally Engineering Feasibility and Stakeholder Support Screening (Tier 3).

Tier 1 involved a preliminary assessment of eliminated sites from the Miami-Dade County Transportation Planning Organization (TPO) *Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation (Contract No. GPC IV-21) – August 2012*. This tier focused on determining if the condition of the eliminated sites had changed, therefore making them available for truck parking development. Of the 11 potential sites examined in Tier 1, six were determined to have Fatal Flaws and four (4) proceeded to Tier 2.

The Detailed Screening, or Tier 2 analysis, all remaining TPO Phase II Study were assessed. Sites N and O were

not assessed in this study given that Site N is under construction for the development of the Dolphin Station Park-n-Ride/Transit Terminal and consideration of a truck parking facility in Site O is no longer viable. Similarly, Site R was also excluded from this assessment given FAA regulation on development within the Runway Protection Zone of airports. Of the 14 potential sites examined in Tier 2 Preliminary Screening, seven (7) were determined to have Fatal Flaws. Due to potential contamination, two (2) more locations were eliminated. The remaining five (5) sites were scored, ranked, and proceed to Tier 3.

Locations that pass Tier 2 moved to Engineering Feasibility and Stakeholder Support Screening, or Tier 3 analysis, were preliminary engineering conceptual designs of truck parking layouts were created to determine the true physical capacity of each site. This, along with collected traffic counts along entry/exit points and adjacent roadways revealed some impacts and potential demand for each site. Stakeholder outreach was conducted, and it was determined that only one (1) site is feasible for truck parking development given development by site owners was already planned in the other four (4) sites.

The one (1) feasible site determined by this assessment is Site X. A refined preliminary engineering concept and renderings were developed for this site. This site is located on NW 7th Street in the southeast quadrant of the SR 826/Palmetto Expressway and SR 836/Dolphin Expressway interchange. Near the City of Doral's



warehousing and industrial sector, this site is conveniently located to serve the County's largest industrial submarket with a total inventory of approximately 59 million industrial square feet and 415,247 square feet under construction in the second quarter of 2018 ([CBRE, Inc. Miami Industrial MarketView Q2 2018](#)).

A planning screening, design guidelines, and additional coordination were performed to obtain support for the development of a truck parking facility in this site and gauge the scope of future project development phases. With a resolution of support from the Miami-Dade TPO Freight Transportation Advisory Committee (FTAC), this site needs to be included in the County's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) through a vote in favor from the TPO Governing Board. This will allow FDOT to proceed into the Project Development and Environmental (PD&E) Study phase, using available National Highway Freight Network (NHFN) and state funds for development.

So far, the SR 826 – SR 836 Truck Travel Center is planned to be delivered using a P3 Concessionaire Agreement in the same manner as the delivery of PortMiami Tunnel. However, a major risk for project development identified in this study is the County's Strategic Miami Area Rapid Transit (SMART) Plan. The East-West Corridor is currently under evaluation, but several alternatives include alignments and stations on

NW 7th Street adjacent to or near Site X. Given the advancement of rapid transit corridors is the TPO's "highest priority", and TPO support for the development of the SR 826 – SR 836 Truck Travel Center is required by federal and state legislature, it is highly uncertain that a truck parking facility will be supported in Site X.

In addition to the tiered analysis, this study went back to the drawing board to identify more sites that have not been considered for truck parking development. A total of 19 were identified, either owned by FDOT or Miami-Dade County. A Phase II assessment of these sites should be conducted using a similar methodology as the tier analysis herein. The Miami-Dade TPO FTAC supported this Phase II study through Resolution 2-2017 which requests FDOT to study the feasibility of developing truck travel centers on Miami-Dade County owned parcels.



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