Florida Department of Transportation

RE-EVALUATION FORM

1. GENERAL INFORMATION (originally approved Environmental Document)

a. Re-evaluation Type: Design Change, Construction Advertisement

b. Document Type and Date of Approval: Type 2 CE 12/16/2005

c. Project Numbers:

N/A	251684-1-22-01	0951-586-I
ETDM (if applicable)	Financial Management	Federal-Aid

d. Project Name, Location and Limits (from original document):

SR 9A/I-95 GOLDEN GLADES MULTIMODAL TERMINAL, FDOT District 6 (Miami-Dade County)

e. Segments of Highway Being Advanced:

FAP Number	FM Number	Description	Funding
D617-032-B	251684-6	GOLDEN GLADES MULTI- MODAL TERMINAL	Federal

f. Prior Re-evaluations: No Prior Re-evaluations

g. Project Segment Planning Consistency. If more than one segment is being advanced additional tables should be added. Table does not need to include past/completed phases.

Segment FM Number: 251684-6

Currently Adopted CFP-LRTP	COMMENTS
Yes	Priority I Project of the 2040 LRTP.

PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP $	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	500,000/1,634,966	2017	TIP: <2017 = 1,581,000 2017 = 500,000 1,581,000 + 500,000 = 2,081,000 STIP: <2017 = 461,490 2017 = 1,634,966 461,490 + 1,634,966 = 2,096,456 As can be seen, the total funding amount in the TIP is generally consistent with the STIP considering prior year amounts. The difference between the TIP and STIP is based on FY 2016 Roll Forward funds, which move into FY 2017 as shown in the STIP.
R/W	Yes	Yes	47,481,000/46,308,607	2018	This is for Design Build (not R/W). The difference between the TIP and the STIP reflect a cost reduction in the STIP due to inflation adjustments for FY 2018.
Construction	Yes	Yes	400,000/400,000	2021	This is for Contract Incentives (not Construction). As can be seen, the total funding amount in the TIP is consistent with the STIP.

**** Include pages from current TIP/STIP/LRTP***

Project Segment Planning Consistency Documentation:
- Attachment 1

h. Name and Title of FDOT Preparer: Holly Desmarais, FDOT, Nicole Carter, Stantec

2. EVALUATION OF CHANGES IN IMPACTS

	YES	NO	COMMENTS
A. SOCIAL & ECONOMIC			
1. Social	☐	☒	no change in impacts
2. Economic	☐	☒	no change in impacts
3. Land Use Changes	☐	☒	no change in impacts
4. Mobility	☐	☒	no change in impacts
5. Aesthetic Effects	☐	☒	no change in impacts
6. Relocation Potential	☐	☒	no change in impacts
7. Farmlands	☐	☒	no change in impacts
B. CULTURAL			
1. Section 4(f)	☐	☒	no change in impacts
2. Historic Sites/Districts	☐	☒	see attachment B.2 (page 15)
3. Archaeological Sites	☐	☒	See attachment B.3 (page 15)
4. Recreation Areas	☐	☒	no change in impacts
C. NATURAL			
1. Wetlands and Other Surface Waters	☐	☒	see attachment C.1 (page 16)
2. Aquatic Preserves and Outstanding	☐	☒	no change in impacts
3. Water Quality	☐	☒	no change in impacts
4. Wild and Scenic Rivers	☐	☒	no change in impacts
5. Drainage and Floodplains	☐	☒	no change in impacts
6. Coastal Zone Consistency	☐	☒	no change in impacts
7. Coastal Barrier Resources	☐	☒	no change in impacts
8. Protected Species and Habitat	☐	☒	see attachment C.8 (page 16)
9. Essential Fish Habitat	☐	☒	no change in impacts
D. PHYSICAL			
1. Highway Traffic Noise	☒	☐	see attachment D.1 (page 17)
2. Air Quality Analysis	☐	☒	no change in impacts
3. Contamination	☐	☒	no change in impacts
4. Utilities and Railroads	☒	☐	See attachment D.3 (page 19)
5. Scenic Highways	☐	☒	See attachment D.4 (page 19)
6. Construction	☐	☒	no change in impacts
7. Bicycles and Pedestrians	☒	☐	see attachment D.7 (page 19)
8. Navigation	☐	☒	no change in impacts

3. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA (e.g., Typical Section Changes, Alignment Shifts, Right of Way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards)

See attached section 3

Evaluation of Major Design Changes and Revised Design Criteria Documentation:
- Attachment 1

4. COMMITMENT STATUS

see section 4

Commitment Status Documentation:
- Attachment 1

5. STATUS OF PERMITS

Environmental permits as directed by the Design-Build RFP. FDOT will serve as permittee and submit all applications to the agencies.

1. Florida Department of Environmental Protection (FDEP): National Pollutant Discharge Elimination System (NPDES) Generic Permit for Stormwater Discharge from Large and Small Construction Activities, under delegation from the United States Environmental Protection Agency (USEPA). A Stormwater Pollution Prevention Plan (SWPPP), as required by the NPDES Permit, will be developed for this project by the Design-Build Firm. The Design-Build Firm will submit a Notice of Intent to the FDEP for the NPDES Permit at least 48 hours prior to the commencement of construction. This permit is valid for the time period required for project construction.

2. South Florida Water Management District (SFWMD): Environmental Resource Permit (ERP). This permit will be applied for by the Design-Build Firm on behalf of the FDOT once the final site and drainage design has been developed.

3. SFWMD: Water Use Permit (dewatering). If necessary, this permit will be applied for by the Design-Build Firm on behalf of the FDOT once the final site and drainage design has been developed.

4. US Army Corps of Engineers (USACE): Dredge and Fill Permit will be required if this agency claims jurisdiction of the onsite wetlands.

6. CONCLUSION

☒ The above Environmental Document has been re-evaluated as required by 23 CFR § 771.129 It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase.

7. REVIEWER SIGNATURE BLOCK

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Steven Craig James	March 8, 2017
FDOT Environmental Manager or Designee	Date

8. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

OEM Signature Required? ☒ Yes ☐ No Date of Consultation:

Jason Watts March 30, 2017

Print Name Date

Director of the Office of Environmental Management or Designee

9. ATTACHMENTS

1 - 25168412201-CE2-D6-GGMTF-GGTTC_022717_Final_Reevaluation_Report_with_Appendices-2017-0307.pdf

2 - 25168412201-CE2-D6-25168412201_CSER_January_2005-2015-0511.pdf

3 - 25168412201-CE2-D6-GGI_Multimodal_Center_PD&E_Study_CAT_EX_2-DMJM_(2006)-2013-1010.pdf

4 - 25168412201-CE2-D6-GGI_Multimodal_Center_PD&E_Study_PER-DMJM_(2006)-2013-1010.pdf

5 - 25168412201-CE2-D6-GGMTF_Cultural_Resources_Assessment-2015-0511.pdf

6 - 25168412201-CE2-D6-GGMTF_Noise_Study-2015-0511.pdf

7 - 25168412201-CE2-D6-GGMTF--ESBA-2015-0511.pdf

ENVIRONMENTAL DOCUMENT SUBMITTAL FORM

Submittal Type: Request for Approval
Submittal Date: 03/08/2017
Document Type: Reevaluation
District: FDOT District 6
ETDM Number: N/A
FM Number: 251684-1-22-01
Project Title: SR 9A/I-95 GOLDEN GLADES MULTIMODAL TERMINAL (Miami-Dade County)
Project Phase: Design Build
If other, please specify: N/A

LAP Project: No
LAP Agency: N/A

Anticipated Letting Type: Design-Build
If other, please specify: N/A

Re-evaluation Type:

☐ Preliminary Engineering ☐ Right of Way ☒ Design Change ☒ Construction Advertisement

Contents of Submittal - *Include a list of the documents and technical reports being submitted.*
Design Change/Construction Advertisement Re-evaluation

Status of Documents - *The expectation is that only complete documents will be submitted for review; however, if an incomplete document is submitted, provide justification to support request for review.*
Final re-evaluation submitted for approval.

List Cooperating Agencies: None

District Quality Control Completion Date: 03/07/2017

District Project Manager: Carlos A. Castro **Phone:** 305-470-5238

District Environmental Lead: Holly Desmarais

We certify that this document is complete and ready for review or approval.

Signature:	Steven Craig James District Environmental Manager	**Phone:** (305) 470-5221	**Date:** 03/08/2017
Signature:	Steven Craig James **FOR** Dat Huynh District Environmental Manager	**Phone:** (305) 470-5221	**Date:** 03/08/2017

ENVIRONMENTAL DOCUMENT SUBMITTAL FORM

Approval History

Submittal Type	Document Type	Action	Date/Time	Completed By	Role	Comment
Initial	Reevaluation	Sent to PM	12/14/2016	Joy Castro		
Initial	Reevaluation	Withdrawn	12/15/2016	Joy Castro		
Initial	Reevaluation	Sent to PM	12/15/2016	Joy Castro		
Initial	Reevaluation	Withdrawn	12/15/2016	Joy Castro		Withdrawn from Carlos Castro so that Teresita Alvarez can certify in his absence.
Initial	Reevaluation	Sent to PM	12/15/2016	Joy Castro		
Initial	Reevaluation	Sent for Review	12/20/2016	Teresita Alvarez		
Initial	Reevaluation	Certified	12/21/2016	Dat Huynh		
Initial	Reevaluation	Submitted	12/23/2016	Steven Craig James		
Initial	Reevaluation	Confirmed	12/28/2016	Shereen Yee Fong		
Request for Approval	Reevaluation	Sent to PM	03/08/2017	Holly Desmarais	Project Data Entry	
Request for Approval	Reevaluation	Sent to EM/PDM	03/08/2017	Carlos A. Castro	Project Manager	
Request for Approval	Reevaluation	Certified	03/08/2017	Steven Craig James	District Environmental Manager	
Request for Approval	Reevaluation	Certified and Submitted	03/08/2017	Steven Craig James **FOR** Dat Huynh	FDOT Project Development Manager	
Request for Approval	Reevaluation	Confirmed	03/09/2017	Shereen Yee Fong	OEM Project Delivery Coordinator Lead	
Request for Approval	Reevaluation	Recommend for Approval	03/28/2017	Marjorie Kirby	Environmental Process Administrator	
Request for Approval	Reevaluation	Recommend for Approval	03/28/2017	Xavier Pagan	Environmental Process Administrator	
Request for Approval	Reevaluation	OEM Approved	03/30/2017	Jason Watts	OEM Director	

Florida Department of Transportation
REEVALUTION FORM

1. **GENERAL INFORMATION** (originally approved Environmental Document)

a. Project Phase: Design Change/Construction Advertisement

b. Document Type and Date of Approval: Type 2 Categorical Exclusion, approved December 16, 2005

c. Project Numbers:

0951-586-1	251684-1-22-01	N/A
Federal Aid	Financial Management No.	ETDM

d. Project Local Name: Golden Glades Multimodal Transportation Facility
Limits: Existing I-95Park & ride Lot, adjacent SR 7/SR 9, & Vacant Lot east of SR 7
Location: Miami-Dade County, Florida

e. Segments of Highway Being Advanced: Golden Glades Multimodal Transportation Facility

f. Prior Reevaluations: None

g. Project Segment Planning Consistency:

Currently Adopted CFP- LRTP	COMMENTS
Yes	Page: 6-10. Priority I Project of the 2040 LRTP.

PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP $	TIP/STIP FY	COMMENTS			
PE	Yes	Yes	500,000/ 1,634,966	2017 Total	**FY** <2017 2017 ***Total**	**TIP** 1,581,000 500,000 **2,081,000**	**STIP** 461,490 1,634,966 **2,096,456**	*As can be seen, the total funding amount in the TIP is generally consistent with the STIP considering prior year amounts. The difference between the TIP and STIP is based on FY 2016 Roll Forward funds, which move into FY 2017 as shown in the STIP.

Design Build	Yes	Yes	47,481,000/ 46,308,607	2018 Total	The difference between the TIP and the STIP reflect a cost reduction in the STIP due to inflation adjustments for FY 2018.
Contract Incentives	Yes	Yes	400,000/ 400,000	2021 Total	As can be seen, the total funding amount in the TIP is consistent with the STIP.

*Please see **Appendix A** for relevant pages from the LRTP, TIP, and STIP.

h. Name and title of FDOT Preparer: Holly Desmarais, FDOT, Nicole Carter, Stantec

2. EVALUATION OF CHANGES IN IMPACTS

	YES	NO	Comments
A. SOCIAL IMPACTS			
1. Social	[ ]	[X]	
2. Economic	[ ]	[X]	
3. Land Use Changes	[ ]	[X]	
4. Mobility	[ ]	[X]	
5. Aesthetic Effects	[ ]	[X]	
6. Relocation Potential	[ ]	[X]	
7. Farmland	[ ]	[X]	
B. CULTURAL IMPACTS			
1. Section 4(f)	[ ]	[X]	
2. Historic Sites/Districts	[ ]	[X]	See Attachment B.2
3. Archaeological Sites	[ ]	[X]	See Attachment B.3
4. Recreation Areas	[ ]	[X]	
C. NATURAL ENVIRONMENT			
1. Wetlands and Other Surface Waters	[ ]	[X]	See Attachment C.1
2. Aquatic Preserves and Outstanding FL Waters	[ ]	[X]	
3. Water Quality	[ ]	[X]	
4. Wild and Scenic Rivers	[ ]	[X]	
5. Floodplains	[ ]	[X]	
6. Coastal Zone Consistency	[ ]	[X]	
7. Coastal Barrier Resources	[ ]	[X]	
8. Protected Species and Habitat	[ ]	[X]	See Attachment C.8
9. Essential Fish Habitat	[ ]	[X]	
D. PHYSICAL IMPACTS			
1. Highway Traffic Noise	[X]	[ ]	See Attachment D.1
2. Air Quality	[ ]	[X]	
3. Contamination	[ ]	[X]	See Attachment D.3
4. Utilities and Railroads	[X]	[ ]	See Attachment D.4
5. Scenic Highways	[ ]	[X]	
6. Construction	[ ]	[X]	
7. Bicycles and Pedestrians	[X]	[ ]	See Attachment D.7
8. Navigation	[ ]	[X]	

3. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

The Type 2 Categorical Exclusion (CatEx II) document for the Golden Glades Multimodal Transportation Facility (GGMTF) Project Development & Environment (PD&E) Study was approved by the Federal Highway Administration (FHWA) on December 16, 2005.

The GGMTF PD&E Study Area is located at the southwest quadrant of the Golden Glades Interchange (GGI) in northern Miami-Dade County. It is made up of two Florida Department of Transportation (FDOT) owned Park-and-Ride (PNR) lots, as well as adjacent roadways and ramps, including State Road (SR) 9 and US 441/SR 7/ NW 7th Avenue. The project area is bordered by the South Florida Rail Corridor (SFRC) to the north, SR 9A (I-95) to the east, and NW 159 Street/Block to the south (see **Appendix B**). The two FDOT owned PNR lots consist of a 20-acre lot for the GGMTF on the west side and a 15-acre lot for the Truck Travel Center (GGTTC) on the east. This Design Change/Construction Advertisement Reevaluation documents the entire project; however, only the GGMTF and associated roadway improvements are advancing to the construction phase at this time. The GGTTC is discussed below but will be advanced to the construction phase under a separate reevaluation.

The segment of roadway being advanced is consistent with the Miami-Dade County Metropolitan Planning Organization (MPO) 2017-2021Transportation Improvement Program (TIP), as well as the FY2017 State Transportation Improvement Program (STIP). See **Appendix A** for relevant pages from the TIP/STIP. This project is listed in the Miami-Dade County MPO 2040 Long Range Transportation Plan (LRTP) page 6-10 as a Priority 1 Project. The total costs are listed below:

FM Number	Final Design (PE)	Design Build	Contract Incentives	Total Cost
251684-6	2,096,456	46,308,607	400,000	48,805,063

Anticipated letting, construction start, and construction end dates for each segment being advanced are detailed in the table below:

FM Number	Letting Date	Construction Start Date	Construction End Date
251684-6	February 2018	June 2018	June 2020

The 2005 GGMTF PD&E preferred alternative included the construction of an 800-vehicle parking garage with transit and inter-city bus bays on the ground floor level. The facility included a covered 'Hub' Plaza with passenger waiting areas and amenities; areas for transit supportive joint development (e.g., retail); an enclosed pedestrian bridge to connect the SFRTA station with the garage, and office space within the terminal to accommodate administrative and operations staff as well as Intelligent Transportation Systems (ITS) equipment. In addition, the 2006 GGMTF included kiss & ride areas for passenger pick-ups and drop-offs and remote parking along the fringes of the property; pedestrian facilities; and, minor roadway improvements, mostly to SR 7, focusing on access/egress to the facility and correcting safety and operational deficiencies. The 2005 GGMTF PD&E preferred alternative also included incorporating joint development within the covered hub plaza; a traffic management center; a sheriff's station; and a chamber of commerce office.

Since the PD&E Study, the following reports and analyses were performed and utilized for the GGMTF PD&E Study Reevaluation:

- **The Golden Glades Park and Ride Lot Parking Demand Projection Study**, completed in 2012.
- **Conceptual Alternatives Evaluation for the Golden Glades Multimodal Transportation Facility**, completed in 2014. Developed a new recommended alternative based on current requirements from the Miami-Dade Department of Transportation and Public Works (DTPW) (formerly known as Miami-Dade Transit) which was used as the basis for the GGMTF PD&E Reevaluation. See **Appendix C**.
- **Utilities Assessment Report**, completed in February 2016. See **Appendix D**.
- **Draft Traffic Technical Memorandum (DTTM)**, completed in June 2016. See **Appendix E**.
- **Noise Report**, completed in September 2016. The report is on file at the District Office.

The major design changes for the GGMTF PD&E Study Reevaluation include the following (see **Appendix B**):

New items proposed for the GGMTF:

- Transit bus platforms with canopy
- Intercity bus platform with canopy
- Retail and Transit Hub facility containing stairs, elevators, enclosed waiting area, toilets, and enclosed operational spaces with canopies
- Roadway improvements within the GGMTF
- At-grade surface parking
- Utility services
- Landscaping/irrigation improvements
- Parking garage (4 stories plus deck)
- Pedestrian bridge between the proposed parking garage and the existing pedestrian Tri-Rail Bridge.
- Incident response facility

The proposed GGMTF includes approximately 1,816 parking spaces and are categorized as follows:

- Regular
- Parking Garage
- Disabled Parking
- Baby Stroller Parking
- Short Term Parking
- Carpools/Vanpools
- Bicycle
- Motorcycle/Scooter

Ultimate Configuration:

The original PD&E Study included improvements to SR 7 and SR 9 to improve traffic circulation in and around the GGMTF. The GGMTF PD&E Reevaluation includes roadway improvements to the roadway system surrounding and between the GGMTF and GGTTC. The roadways include SR 7/US 441/NW 7th Avenue from NW 15900 Block to SR 9 (roadway segment separating the GGMTF and GGTTC), road connecting SR 9 to SR 7 along the south of the GGMTF (SR 9/SR 7 Connector Road), and new signalized intersection at SR 9

and the SR 9/SR 7 Connector Road. The following are the proposed improvements to SR 7 and SR 9:

Improvements to State Road 7
Currently, the SR 7 typical section consists of a four lane divided roadway with four 12-foot lanes with a 16-foot raised median and 12-foot paved outside shoulder.

Proposed roadway improvements for SR 7 are focused primarily on improving access/egress to the GGMTF-GGTTC as well as improving traffic flow, and correcting safety and operational deficiencies. These improvements include:

- An additional thru lane on SR 7 in the northbound direction, just south of the SR 7/GGMTF-GGTTC entrance intersection.
- A new signalized intersection approximately 250-feet south of the SR 7/GGMTF-GGTTC entrance intersection.
    - This signalized intersection will serve an additional left turn lane into the GGMTF from SR 7 in the northbound direction, while maintaining an uninterrupted free-flow movement for vehicles continuing NB from this intersection.
- An additional lane on SR 7 connecting to the NB on-ramp for the Turnpike Connector, just north of the SR 7/GGMTF-GGTTC entrance intersection.
- An additional thru/merge lane on SR 7 in the northbound direction, just north of the SR 7/GGMTF-GGTTC entrance intersection.
- A shift in alignment of SR 7, just north of the SR 7/GGMTF-GGTTC entrance intersection to avoid the existing SR 9 bridge columns.
- Widening of the SR 7/SR 9 merge area to improve the weaving of cars within this area.
- Improving the geometric and signal phasing configuration of SR 7/GGMTF-GGTTC entrance intersection. Proposed intersection configuration consists of:
    - Northbound approach: single left-turn lane, three thru lanes and one exclusive right turn pocket lane,
    - Southbound approach: single left-turn lane, two thru lanes and one exclusive right turn pocket lane,
    - Eastbound approach: single left-turn lane, single left-thru lane, and single right-turn lane,
    - Westbound approach: single left-turn lane, single left-thru lane, and single right-turn lane.

Improvements to State Road 9
Currently, the SR 9 typical section consists of a four lane divided roadway with four 12-foot lanes, 40-foot median, 4-foot paved outside shoulders and 2-foot inside shoulders. The northbound direction of SR 9 also has an existing bike lane that terminates approximately 200-feet south of the existing pedestrian bridge, which connects the west PNR lot with the SFRTA Tri-Rail station.

Proposed roadway improvements for SR 9 are focused primarily on improving access/egress to the SW corner of the GGMTF as well as improving traffic flow, and correcting safety and operational deficiencies. These improvements include:

- A new signalized intersection, approximately 500-feet south of the existing PNR lot to SFRTA Tri-Rail station pedestrian bridge.
    - This intersection will allow left-turn movements onto the SR 9/SR 7 Connector Road for vehicles traveling SB on SR 9.
- A reconfiguration of the right-turn and left-turn movements from the SR 9/SR 7 Connector Road onto SR 9 (NB & SB Directions).

Other improvements for SR 9 are focused primarily on the connection between the terminus of the existing bike lane and the existing sidewalk leading into the GGMTF.

3.1 Interim Federally funded projects within the study area:

Golden Glades East Park and Ride Lot (FM #: 251684-4-52-01) – Construction for this Programmatic Categorical Exclusion (PCE) project commenced in April 2009 and ended in October 2009. The scope entailed milling and resurfacing of the existing east PNR lot as well as modifications to the existing transit bus terminal, currently in use within the GGI. The purpose of this project was to serve as an interim project to better enhance the public transportation system within the GGI until the GGMTF-GGTTC is constructed.

Golden Glades West Park and Ride Lot (FM #: 251684-5-52-01) - The scope entailed milling and resurfacing of the existing internal west PNR lot and access roads, lighting upgrades, repairs to the existing bus shelter, upgrades to ADA ramps, fence repairs, design of a new signage network, and pavement marking upgrades. This project qualified as a PCE. Construction began in January 2014 and was completed in July 2014.

3.2 Interim State funded projects with in the Study Area

Interim RRR – State Road 7 (FM # 425637-3-52-01) - The scope of this Interim RRR, 0.15-mile project includes milling and resurfacing the SR 7 southbound lanes from south of NW 15900 Block to north of NW 16000 Block. It will also include replacing the existing pavement markings, replacing vehicle detectors (loops) damaged by milling activities, and marking the paved shoulder as a bicycle facility. This project qualified as a Non-Major State Action (NMSA). Construction is scheduled to begin in August 2017 and will be complete in November 2017.

3.3 Future projects within the Study Area:

GGTTC (FM# 423373-4-52-01):

The GGTTC project is in the process of being evaluated by Florida's Turnpike Enterprise (FTE). A concessionaire agreement is in development for the Truck Travel Center and coordination between FTE and FDOT is ongoing. A Re-evaluation will be prepared to advance the GGTTC project in the future. Based on the current concept plans for the GGTTC, the following features are to be included:

- Maintenance facility with static scale
- Truck wash with leaky load containment
- FHP emergency management area
- Truck electrification system
- Vehicle and diesel fuel pump

The proposed GGTTC include 144 parking spaces and are categorized as follows:

- Regular - 65 spaces
- Disabled Parking - 4 spaces
- Tandem Truck Parking - 15 spaces
- Truck Parking - 53 spaces
- FHP Emergency Parking - 7 spaces

3.4 Changes in Drainage Requirements

The proposed drainage system includes the construction of a combination of on-site dry retention/detention areas and french drains, if necessary. These dry retention/detention areas will be designed to retain both the required water quality retention volume according to the Department of Environmental Resources Management (DERM) and the South Florida Water Management District (SFWMD) criteria, and the required attenuation volume according to DERM, SFWMD, and FDOT Criteria.

In addition, all building roofs and canopies, and roofs of pedestrian bridges will have rainwater collection systems; gutters at eaves or internal drain piping systems. Downspouts will be internal to buildings or columns or within durable steel pipe sections if exposed to the exterior. All storm water will be collected and disposed of in accordance with storm water management practices and with agency approvals.

All drainage will be designed, permitted, and constructed as required by the water management agencies having jurisdiction.

3.5 Design Variations and Exceptions

No design variations or exceptions are needed for the segment being advanced as part of this reevaluation (GGMTF FM# 251684-6-52-01).

3.6 Public Involvement Summary

A Public Information Meeting was held on September 22, 2016. The FDOT project team presented the proposed design of the Golden Glades Multimodal Transportation Facility and Truck Travel Center PD&E Reevaluation and shared information with agencies, elected officials and the public. There was a total of 16 attendees including Representative Barbara Watson and Miami Gardens Councilman Euhabor Ighodaro. There was an overwhelming support of the proposed design from all attendees.

A summary of stakeholder coordination is included in the table below:

Stakeholder Engagement Golden Glades MTF & TTC PD&E Reevaluation	
Agency/Stakeholder	**Date**
Miami-Dade Board of County Commissioners	
Miami-Dade Board of County Commissioners	12/6/2016
Miami-Dade MPO Advisory Committees	
Transportation Aesthetics Review Committee (TARC)	2/3/2016
Freight Transportation Advisory Committee (FTAC)	4/13/2016
Bicycle Pedestrian Advisory Committee (BPAC)	4/26/2016
Citizens Transportation Advisory Committee (CTAC)	6/1/2016
Transportation Planning Council	
Transportation Planning Technical Advisory Committee (TPTAC)	9/7/2016
Elected Officials/Bodies	
Miami Gardens - City Council	2/24/2016
Miami Gardens - City Council	9/13/2016
Miami Gardens - Councilman Erhabor Ighodaro	3/8/2016
Commissioner D1 - Barbara Jordan	3/30/2016
Representative D107 - Barbara Watson	4/20/2016
Commissioner D2 - Jean Monestime	5/10/2016
Representative D109 - Cynthia A. Stafford	5/10/2016
Representative D108 - Daphne D. Campbell	6/14/2016
Senator D36 - Oscar Braynon II	9/6/2016
Others	
Miami Gardens - Public Works Director (Tom Ruiz)	2/17/2016
ASCE - Florida Chapter	5/13/2016
Centre Lake Apartments	7/15/2016

4. COMMITMENT STATUS

No wetland mitigation is required for this project.

Commitments made by the FDOT in the original Categorical Exclusion Type II approved for the project on December 16, 2005 have been adhered to and will continue to be adhered to during project implementation. These commitments are as follows:

1. Access to businesses, residences, and through traffic will be maintained to the maximum extent possible during project implementation.

   Update: The Design-Build Request for Proposal (RFP) will require the Design-Build Firm to adhere to this commitment to ensure that access will be maintained at all times during construction.

2. To minimize adverse effects on air and noise quality from construction activities, the contractor will adhere to air quality and noise provisions of the FDOT Standard Specifications for Road and Bridge Construction, latest edition, as well as appropriate Best Management Practices.

   Update: The Design-Build RFP will include a requirement to adhere to this commitment at all times during construction to minimize any adverse effects on noise and air quality.

3. The contractor shall dispose of all oil, chemicals, fuel, etc., in an acceptable manner according to local, state, and Federal regulations and shall not dump these contaminants on the ground or in sinkholes, canals, or borrow lakes. Appropriate Best Management Practices will be used during the construction phase for erosion control and water quality in order to obtain Chapter 62-25, F.A.C. compliance. In addition, the contractor will adhere to the FDOT Standard Specifications for Road and Bridge Construction, latest edition.

   Update: The Design-Build RFP includes the requirement to follow all government regulations regarding disposal of contaminants and use Best Management Practices for erosion control and water quality protection at all times during construction. The Design-Build Firm will be required to develop a Stormwater Pollution Prevention Plan (SWPPP) as part of the construction plans.

4. The sequence of construction will be planned in such a way as to minimize traffic delays. The project will involve the development and use of a Maintenance of Traffic Plan and a Maintenance of Operation Plan. The local news media will be notified in advance of road closings and other construction-related activities, which could excessively inconvenience the community so that business owners, residents, and/or tourists in the area can plan travel routes in advance. A sign providing the name, address, and telephone of a FDOT contact person will be displayed on-site to assist the public in obtaining answers to questions or complaints about project construction.

   Update: The Design-Build RFP will require the Design-Build Firm to prepare a Maintenance of Traffic Plan for vehicle, bus and pedestrian traffic.

5. The FDOT committed to inclusion of design features for the proposed multimodal facilities to allow visual/aesthetic elements accenting the presence of the facilities in such a manner as to serve as a gateway to the Cities of Miami, Opa-Locka, North Miami, and North Miami Beach. These features, where found reasonable and feasible, may include the following:

    - Signage and/or intelligent message signal displays;
    - Architectural facades facing I-95, South Florida Rail Corridor/Tri-Rail, SR 9 and SR 7 that are aesthetically pleasing and functionally sufficient to meet the goals of improved use of the facilities
    - Preservation or relocation of existing landscaping and inclusion of new landscaping within and around both the multimodal facilities and the surrounding roadway/ramp network.

    Update: FDOT has prepared 3D visual drawings, identifying the aesthetic elements of the project and presented the concept design to the Transportation Aesthetics Review Committee (TARC) for their commentary. TARC did not present any concerns relating to the projects aesthetic elements. The Design-Build RFP includes requirements to incorporate these aesthetic treatments and requires the Design-Build Firm to meet with the TARC during the design process.

6. The FDOT will continue to coordinate with the Representative of the 17th Congressional District of Florida and the City of Miami Gardens during the course of the Final Design phase of the project.

    Update: The Design-Build RFP includes the requirement to meet with the Representative of the 17th Congressional District of Florida and the City of Miami Gardens during the Final Design phase of the project.

7. During the joint development phase, the FDOT will coordinate further with the Turnpike Enterprise regarding the Truck Plaza proposal.

    Update: Since joint-development is not included in the segment currently being advanced, coordination is still on-going with the Turnpike Enterprise regarding the development of the Truck Travel Center Concessionaire's Agreement. Coordination will continue during future phases of the GGMTF and a Re-evaluation for the Truck Travel Center will be prepared to advance this segment to the next phase.

8. During the Final Design phase, the FDOT will coordinate further with the North Dade Chamber of Commerce concerning the feasibility of the Welcome Center proposal.

    Update: FDOT coordinated with the North Dade Chamber of Commerce regarding their interest in the potential inclusion of the Welcome Center at the GGMTF. Mr. Joel Ransford, CEO of the North Dade Regional Chamber of Commerce, stated that they are not interested in locating a Welcome Center at the GGMTF. However, the hub will serve as a central entry point for all visitors.

9. During the Final Design phase, the FDOT will develop interagency agreements with the project stakeholders, including Tri-Rail, Greyhound, and Miami-Dade Transit Department. These agreements will outline the operation and details of the facility.

    Update: As per the Memorandum of Understanding (MOU) between FDOT and Miami-Dade County, the County is authorized to enter into service agreements pertaining to

the GGMTF and sublease agreements with operators and users of the GGMTF. The FDOT will review and approve all third party contracts and agreements. These agreements will be established during the Design-Build Phase.

10. During the Final Design phase, the FDOT will address the concerns of the Miami-Dade County Fire and Rescue Department. These concerns include the need for better access by emergency vehicles in and out of the proposed multi-modal facility and the possibility of building another fire station in the area.

    Update: The Design-Build RFP will include a requirement to coordinate with the Miami-Dade County Fire and Rescue Department to discuss fire service and access to the proposed facility and secure approval of the final design. Since the joint development component is not part of the segment being advanced, there is currently no need for an additional station in the area at this time. This will be included in a future Re-evaluation of the GGTTC.

11. During the Final Design phase, the FDOT will continue to coordinate with the Miami-Dade County BPAC to review and incorporate the following features if feasible: paved shoulders for SR 7, bike racks and lockers, elevators to the platform of the terminal building, a bike station, and an extension of the pedestrian bridge from the terminal to the Tri-Rail Station across the railroad tracks.

    Update: The FDOT met with the Miami-Dade County BPAC to discuss placement of bike racks and lockers; the size and configuration of the elevators in the Hub facility; and extension of the pedestrian bridge on April 26, 2016. The BPAC did not present any concerns with the project. In addition, the Design-Build RFP requires the Design-Build Firm to continue coordination with the Miami-Dade County BPAC during the Design-Build phase.

12. During the Final Design phase, the FDOT will coordinate further with the TARC, to receive their input with regards to the design features for the facility and their involvement with the joint development proposal review process.

    Update: FDOT met with the TARC on February 3, 2016, to receive their approval of the final design documents. No concerns with the project were received. In addition, the Design-Build RFP requires the Design-Build Firm to continue coordination with the Miami-Dade County TAC during the Design-Build phase.

13. During the Final Design phase, the FDOT will coordinate with Greyhound regarding the relocation of their building.

    Update: The MOU between FDOT and Miami-Dade County requires the County to coordinate with Greyhound regarding the relocation of their building. The Design-Build RFP also includes a commitment requiring the Design-Build Firm to continue coordination with Greyhound during the final design phase. There is currently an area allocated to Greyhound within the Hub.

14. During the Final Design phase, the FDOT will create a Community Awareness Plan (CAP) so that the public can keep in contact with the FDOT.

Update: The Design-Build RFP will include a requirement to prepare a CAP in order to inform the public regarding progress of the project in the subsequent phase of the project.

Design Phase Commitments:

1. The FDOT will re-survey the project area for the presence of the Florida Bonneted Bat and re-initiate consultation with the USFWS as needed.

   Update: The Design-Build RFP will include a commitment requiring the Design-Build Firm to conduct the survey prior to construction.

5. STATUS OF PERMITS

The permits required for this project are as follows. The Design-Build Firm will acquire the environmental permits as directed by the Design-Build RFP. FDOT will serve as permittee and submit all applications to the agencies.

1. **Florida Department of Environmental Protection (FDEP)**: National Pollutant Discharge Elimination System (NPDES) Generic Permit for Stormwater Discharge from Large and Small Construction Activities, under delegation from the United States Environmental Protection Agency (USEPA). A Stormwater Pollution Prevention Plan (SWPPP), as required by the NPDES Permit, will be developed for this project by the Design-Build Firm. The Design-Build Firm will submit a Notice of Intent to the FDEP for the NPDES Permit at least 48 hours prior to the commencement of construction. This permit is valid for the time period required for project construction.

2. **South Florida Water Management District (SFWMD)**: Environmental Resource Permit (ERP). This permit will be applied for by the Design-Build Firm on behalf of the FDOT once the final site and drainage design has been developed.

3. **SFWMD:** Water Use Permit (dewatering). If necessary, this permit will be applied for by the Design-Build Firm on behalf of the FDOT once the final site and drainage design has been developed.

4. **US Army Corps of Engineers (USACE):** Dredge and Fill Permit will be required if this agency claims jurisdiction of the onsite wetlands.

6. CONCLUSION

If no changes affecting the original environmental determination have occurred check the following:

[X] The above Environmental Document has been reevaluated as required by 23 CFR § 771.129. It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase.

7. REVIEWER SIGNATURE BLOCK

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Print Name	/ / Date
District Planning and Environmental Administrator	/ / Date

8. OEM CONCURRENCE BLOCK

OEM signature required? [X] Yes [ ] No (date of consultation)_____

Print Name	
Director of the Office of Environmental Management, or designee	/ / Date

9. ATTACHMENTS

B.2 HISTORIC SITES/DISTRICTS

In 2004, a Cultural Resource Assessment Survey (CRAS) was prepared for this project during the PD&E Study. The purpose of the 2004 study was to identify cultural resources within the area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register), in relation to proposed enhancements of the existing GGMTF. The State Historic Preservation Officer (SHPO) concurred with the findings of the previous study on June 16, 2004. An addendum to the CRAS was conducted in 2016. The objective of the CRAS addendum was to identify any cultural resources within the project APE which have become historic since the 2004 study, and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

The original 2004 study resulted in the identification of one National Register–ineligible historic building, located at 15721 NW 7th Avenue (8DA5388); however, the building is noted as destroyed in Florida Master Site File (FMSF) records. The now non-extant building would not have been located within the current addendum APE boundaries. The Sunshine State Industrial Park Historic District (8DA14288), was determined National Register–eligible by SHPO. It is located in proximity to the current addendum APE, but is not located inside the boundaries of the APE. The district was determined eligible for listing in the National Register in 2014 due to its associative and architectural significance as an example of a planned industrial park in Miami Gardens containing examples of Miami Modern (MiMo) style industrial and commercial buildings.

A search of the Miami-Dade County property appraiser records was also conducted to assess the potential for unrecorded historic buildings within the historic resources APE. The search identified no parcels with actual year built dates of 1968 and earlier that would be indicative of potentially containing unrecorded historic structures within the APE. A review of the FDOT bridge records identified the potential for one unrecorded historic bridge, FDOT Bridge No. 870044 (FDOT, Office of Maintenance 2016).

The historic resources survey for the addendum resulted in the identification of three previously recorded historic resources (8DA10753, 8DA12820, and 8DA13012) and one newly recorded historic resource (8DA14814). The Seaboard Air Line (CSX) Railroad (8DA10753) was previously determined National Register–eligible by the SHPO. Both the Royal Crest building/15890 NW 7th Avenue (8DA12820) and FDOT Bridge No. 870159 (8DA13012) have been determined National Register–ineligible by SHPO. The remaining newly recorded FDOT Bridge No. 870044 (8DA14814) is considered National Register–ineligible as part of the current study.

After consultation with the SHPO, it has been determined that no National Register properties would be impacted. The SHPO coordination letter dated June 21, 2016, with a concurrence date of July 20, 2016, is included in **Appendix F**.

B.3 ARCHAEOLOGICAL SITES

The archaeological APE is partially or entirely encompassed within the boundaries of three previous surveys. As a result of these previous surveys, no archaeological resources were identified within the current archaeological APE and the current APE was determined to have a low probability for containing archaeological sites due to the lack of natural soils and the level of soil disturbance resulting from urban development. No

subsurface testing was feasible during any of these past surveys due to the presence of pavement, landscaping, berms, and underground utilities. The SHPO concurred with these results for each of the three previous surveys. An updated search of FMSF data and in-house local data identified no previously recorded archaeological sites within the archaeological APE. In addition, no Miami-Dade County archaeological sites or zones are located within the archaeological APE.

C.1 WETLANDS AND OTHER SURFACE WATERS

Pursuant to the Wetland Evaluation Technical Memorandum prepared for this project in 2005, as well as a field survey conducted in November 2015, only one wetland community was identified within the project area. Within the southwest quadrant of the proposed project site, there is a small (0.18 acre) stormwater detention area that contains wetland vegetation including hydrophytic species that comprise most of the groundcover: spikerush (*Eleocharis spp.*), white-top sedge (*Rhynchospora colorata*), primrose willow (*Ludwigia microcarpa, Ludwigia sp.*), and hurricane grass (*Fimbristylis cymosa*). One exotic species, torpedo grass (*Panicum repens*), was also present.

A formal Wetland Rapid Assessment Procedure (WRAP) analysis was performed at the site and based on this analysis, a functional score of 0.30 was assigned to this wetland. Wetlands assigned WRAP scores less than 0.50 are typically highly disturbed and have limited wetland functions. A formal Uniform Mitigation Assessment Method (UMAM) analysis was performed at the site and based on this analysis, a functional score of 0.30 was assigned to this wetland. Wetlands assigned UMAM scores less than 0.50 are typically highly disturbed and have limited wetland functions. The Design-Build Team will be responsible for permitting pursuant to the RFP, which will involve agency coordination to determine wetland jurisdiction and specific permitting requirements.

C.8 PROTECTED SPECIES AND HABITAT

An Endangered Species Biological Assessment (ESBA) was prepared for the project in accordance with Section 7c of the Endangered Species Act during the PD&E study. The redevelopment and reconfiguration of the site of the proposed GGMTF, will take place within an area of Miami-Dade County that has been heavily urbanized and highly disturbed for decades. The proposed project in not expected to impact any designated Critical Habitat. Furthermore, none of the four federally-listed species (American alligator, wood stork, bald eagle, and Eastern indigo snake) or three state-listed species (least tern, arctic peregrine falcon, southeastern American kestrel) with the potential to occur are expected to be affected by this proposed project. Please note that at the time of the PD&E Study, the bald eagle was still a federally listed species. It has since been delisted under the Endangered Species Act and remains protected only under the Migratory Birds Treaty Act and the Bald and Golden Eagle Protection Act. In addition, no protected plant species have been found or have potential to be found within the project area.

The potential for encountering the Eastern indigo snake in the project work area is highly unlikely. However, in the event this species is encountered in the work area, implementation of the USFWS Eastern Indigo Snake Protection Measures will ensure that this species will not be affected by the project.

Since the original Section 7 consultation with the USFWS as part of the PD&E study, the Florida bonneted bat (*Eumops floridanus*) (FBB) was listed as endangered under the ESA effective November 2, 2013, thirty days after the rule was published in the October 2,

2013, Federal Register ("Endangered and Threatened Wildlife and Plants; Endangered Species Status for the Florida Bonneted Bat; Final Rule," 78 Federal Register 191 02 October 2013, pp. 61003-61043). Therefore, a supplemental existing conditions and impact analysis was conducted for this species. Based on the field review of the project area conducted on November 18, 2015, no features (e.g., hollow trees, large cavity trees, snags, and abandoned buildings) were identified that have the potential to be used as FBB roosting habitat. The results of this supplemental assessment/impact analysis were provided to the USFWS for review and concurrence in accordance with Section 7(c) of the Endangered Species Act.

Based on the results of the field assessment and the lack of suitable roosting habitat for the FBB within the project area, the FDOT determined that the probability of occurrence for the FBB is "Low". The FDOT also committed to re-surveying the area within the construction footprint prior to construction activities for any signs of the FBB. If any signs of the FBB are observed, the FDOT will reinitiate consultation with the USFWS to determine the appropriate course of action. Accordingly, the FDOT and the FHWA have made a determination of "may affect, but not likely to adversely affect" for the Florida bonneted bat for the Golden Glades Multimodal Facility and Truck Travel Center project and the USFWS concurred with this finding on May 5, 2016. The FBB survey is on file at FDOT District 6. The concurrence letter from the USFWS is in **Appendix G**.

D.1 HIGHWAY TRAFFIC NOISE

The project design currently proposed has been reevaluated for potential effects to noise levels, the impact status of nearby noise sensitive sites and to the reasonable and feasibility of providing noise abatement. The only noise sensitive sites with potential to be impacted by the planned improvements are residences in the Centre Lake Apartments located along the SR 9/SR 7 connector roadway that borders the south side of the GGI park and ride facility.

During the 2006 PD&E Phase noise analysis, it was determined that although the project was not moving the edge of pavement of the SR 9/SR 7 connector closer to the apartment complex, the planned improvements were expected to result in traffic noise impacts at approximately eight (8) nearby residences. However, the noise level with the planned improvements was only predicted to be 66.0 dB(A), which matches the FDOT Noise Abatement Criteria for residences. Also, the predicted noise levels would be no more than 0.5 dB(A) greater than the existing levels and slightly lower than the design year no-build noise levels. Therefore, noise abatement was not considered to be reasonable for these impacted homes and none was recommended.

Under the existing 2016 conditions, the residences in the Centre Lake Apartments remain the only nearby noise sensitive sites with potential to be impacted by the planned improvements. Due to the revised project design and traffic data, noise impacts were reevaluated for these residences. With the revised project improvements and traffic data, 11 residences are now predicted to be impacted. Predicted traffic noise levels with the project are expected to range from 59.1 dB(A) at second-row apartments to 67.0 dB(A) at apartments nearest the project. Given the new project information, noise abatement was reconsidered for the Centre Lakes Apartments. the Noise Study Reevaluation Report is on file at FDOT District 6.

The SR 9/SR 7 connector is located at-grade; however, the existing park and ride access ramps for I-95 increase in elevation west to east in order to cross over SR 7 and I-95. Various conceptual noise barrier designs were evaluated to determine the most

effective location, length and height that will achieve the desired noise level reduction at reasonable cost.

A 14-foot tall, 925-foot long noise barrier located along the shoulder of the SR 9/SR 7 connector was determined to be the most feasible noise abatement alternative for these apartments. This noise barrier design concept, referred to as CL-CD5, provides the greatest balance of noise level reduction, benefit to impacted residences, reasonable cost and minimized visual impact, while also providing the most effective blocking of the line-of-sight between the traffic on the nearby connector roadway and the apartments.

This noise barrier concept is predicted to reduce noise levels at the benefited sites by an average of 7.7 dB(A) and a maximum of 10.2 dB(A). This noise barrier design concept is expected to benefit 10 of the nearby impacted residences and 23 non-impacted residences. The estimated cost of this noise barrier design concept, based on FDOT's standard noise barrier unit cost estimate of $30 per square-foot, is $388,500 overall and $12,532 for each benefitted site.

CENTRE LAKE NOISE BARRIER CONCEPTS							
Concepts	**Height (feet)**	**Length* (feet)**	**Number of Impacted Receptors**	**Noise Reduction for Impacted Receptors Average (Maximum)**	**Number of Benefited Receptors Impacted (Total)**	**Noise Reduction for All Benefited Receptors Average (Maximum)**	**Estimated Cost† Overall (Per Benefited Site)**
CL-CD1	10	1,115	9	6.4 (6.7)	10 (15)	6.2 (7.2)	$334,500 ($22,300)
CL-CD2	11	1,015	9	8.8 (9.2)	10 (17)	7.9 (9.2)	$365,400 ($21,494)
CL-CD3	12	925	9	8.5 (9.0)	10 (15)	7.9 (9.0)	$333,000 $22,200
CL-CD4	13	965	9	9.1 (9.7)	10 (31)	7.3 (9.7)	$376,350 ($12,140)
CL-CD5	**14**	**925**	**9**	**9.4 (10.2)**	**10 (31)**	**7.7 (10.2)**	**$388,500 ($12,532)**

Notes: * - Rounded to nearest foot, † - Based on $30/Square-Foot, CL-CD5 is the recommended noise barrier alternative.

Of all the noise barrier design concepts assessed, this concept provides the most reasonable combination of noise abatement performance and cost. This noise barrier design concept attains the FDOT's noise reduction design criteria of at least a 7 dB(A) reduction for at least one impacted receptor site. At this time, it appears that the noise barrier can be constructed using standard construction methods and there are no known utilities or drainage conflicts that would affect its construction feasibility. Based on these results, noise barrier design concept CL-CD5 is recommended for further consideration and public input.

In accordance with FDOT policy, the FDOT will the survey the benefited property owners and residents prior to project construction to determine their viewpoints regarding the proposed noise barrier. Also, FDOT's policy is to weigh the opinions of property owners at

90%; whereas those of the residents renting apartments are weighted at 10%. Furthermore, primary emphasis will be given the benefited property owners and residents immediately adjacent to the proposed noise barrier. The Design-Build RFP requires that noise be re-evaluated, and that noise walls be constructed with the segment currently being advanced.

D.3 CONTAMINATION

The 2006 CSER identified nine (9) risk sites; One (1) High risk site, one (1) Medium risk site, and seven (7) Low risk sites. In September 2016, an update to the 2006 CSER was conducted to further evaluate the potential contamination impacts. The update entailed a contamination review utilizing the FDOT District VI Contamination Screening Tool, which contains but is not limited to Geographic Information System layers of the Florida Department of Environmental Protection (FDEP) and Miami Dade County Department of Regulatory and Economic Resources (DRER), and a field verification of potentially contaminated sites within the project vicinity including the sites identified in the 2006 CSER.

Based on the updated information from the September 2016 CSER update there are no high risk sites, one (1) medium risk site (Anodyne Inc.), and one (1) low risk site (Chemco Corp./Magic Print) which were identified.

Recent updates regarding contaminant plume information and ongoing remedial efforts for the medium risk site (Anodyne Inc.) indicate that dewatering activity limitations will be required during construction to avoid potential contamination plume exacerbation and determine proper groundwater management. Dewatering limitation environmental notes will be included on the Contract Plans General Notes Sheet to such effect.

D.4 UTILITIES AND RAILROADS

The 2005 approved CatEx II identified eight (8) local utility providers having facilities within the project area. These utilities include the following: Bell South, City of North Miami, City of North Miami Beach, Florida Power and Light (FPL), FPL Fiber Net, Miami-Dade Water and Sewer Authority, TECO (Peoples Gas), and Comcast. It was determined, then, that no major utility conflicts were anticipated with regard to the preferred alternative from the original CatEx II.

A Utilities Assessment Report was finalized in February 2016 for this GGMTF PD&E Reevaluation. This assessment report identified eleven (11) utilities within the project area. These utilities include the following: AT&T Florida, City of North Miami, City of North Miami Beach, Comcast Cable, Dade County Public Works, FPL Distribution, FPL Transmission, FPL Fibernet, Miami-Dade Water and Sewer, TECO Peoples Gas, and Verizon. The assessment report identified three (3) utilities within the project area with potential impacts or need for relocation. These utilities are City of North Miami Beach (16" and 12" water mains), FPL Distribution and FPL Transmission. See the Utilities Assessment Report in **Appendix D**.

D.7 BICYCLES AND PEDESTRIANS

The 2005 approved CatEx II stated that the BPAC of the MPO requested FDOT to consider the following improvement for bicycles: paved shoulders for SR 7, bike racks and lockers, elevators to the railroad platform, a bike station, and an extension of the pedestrian bridge from the terminal to the Tri-rail station across the railroad tracks. The FDOT

coordinated with the Miami-Dade County BPAC during the development of the GGMTF PD&E Study Reevaluation) and the following improvements are included in this GGMTF PD&E Reevaluation: continuous sidewalks surrounding and within the entire GGMTF and GGTTC facilities, paved shoulders along SR 7, bike racks and lockers, elevators to the platform of the terminal building, a bike station, and a pedestrian bridge from the parking garage to the existing Tri-Rail Station bridge across the railroad tracks.

APPENDIX A

LRTP, TIP, STIP

Planning Requirements for Environmental Document Approvals with Segmented Implementation

Document Information:

Date: 11/3/2016 **Document Type:** Cat Ex Type II **Document Status:** Draft

Project Name: Golden Glades Multi-Modal Teminal **FM #:** 251684-6

Project Limits: N/A **ETDM #:** N/A

Are the limits consistent with the plans? Yes

Identify MPO(s) (if applicable): Miami-Dade County **Original PD&E FAP#** 0951-586-1

Segment Information: Intermodal Hub Capacity

Segment Limits: Golden Glades Multi-Modal Teminal **Segment FM #:** 251684-6

Currently Adopted CFP-LRTP	COMMENTS
Y/~~N~~	Page: 6-10. Priority I Project of the 2040 LRTP.

DRAFT

PHASE	Currently Approved TIP	Currently Approved STIP	TIP[1]/STIP $	TIP/STIP FY	COMMENTS
PE	Yes	Yes	500,000/1,634,966 **500,000/1,634,966**	2017 **Total**	FY / TIP / STIP <2017 1,581,000 461,490 2017 500,000 1,634,966 ***Total** **2,081,000** **2,096,456** **As can be seen, the total funding amount in the TIP is generally consistent with the STIP considering prior year amounts. The difference between the TIP and STIP is based on FY 2016 Roll Forward funds, which move into FY 2017 as shown in the STIP.*
Design Build	Yes	Yes	47,481,000/46,308,607 **47,481,000/46,308,607**	2018 **Total**	*The difference betweeen the TIP and the STIP reflect a cost reduction in the STIP due to inflation adjustments for FY 2018.*
Contract Incentives	Yes	Yes	400,000/400,000 **400,000/400,000**	2021 **Total**	*As can be seen, the total funding amount in the TIP is consistent with the STIP.*

Notes:

1. The funding amounts for each phase shown in the TIP are generally rounded versions of the amounts shown in the STIP.

FDOT Preparer's Name: Curlene Thomas **Date:** 11/3/2016 **Phone #:** 305-470-5408

Preparer's Signature: **Email:** curlene.thomas@dot.state.fl.us

***Attach: LRTP, TIP, STIP pages**

Table 6-6 | Priority I Projects (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
1	Caribbean Blvd	Coral Sea Rd	SW 87 Ave	Add center turn lane	$4.467			
2	East-West Corridor (Flager Enhanced Bus)**	Miami Downtown Terminal	FIU-MMC (SW 112 Ave)	Incremental improvement on PTP corridor	$2.000	$13.000	$15.730	
3	Golden Glades Interchange: SR-826 (Palmetto)	SR-826 (Palmetto) EB Ramp	I-95 NB	Modify interchange	$171.426			
4	Golden Glades Interchange Improvements	Florida's Turnpike		Interchange improvement	$74.448			
5	Golden Glades Multi-Modal Terminal (Phase 1)			Modal hub capacity improvements	$51.243			
6	I-395	I-95	MacArthur Causeway Bridge	Modify interchange	$760.584		$200.010	
7	I-75	South of NW 170 St	Miami-Dade County Line	ITS communications	$6.593			
8	I-75 Managed Lanes System	NW 170 St	South of SR-821 (HEFT) Interchange	Managed lanes	$38.853			
9	I-75 Managed Lanes System	South of SR-821 (HEFT) Interchange	Miami-Dade County Line	Managed lanes	$108.037			
n/a	Implementation of Quiet Zones for All Aboard Florida	Miami-Dade/Broward County Line	Downtown Miami	19 intersection for quiet zones in the County		$3.200	$3.872	
10	Improvements at SW 312 St (Campbell) Interchange	SR-821 (HEFT)/ SW 312 St (Campbell)		Interchange improvements	$3.984			
11	IRIS Connection	CSX Mainline	FEC Mainline	Rail capacity project	$8.304			
12	Kendall Park-and Ride Facility	SW 127 Ave/ SW 88 St (Kendall)		Park-and-Ride facility with 160 spaces	$0.741			
13	Lehman Yard Rehabilitation & Expansion (Phase 1)	Lehman Center		Rehabilitation and expansion	$1.232			
n/a	Miami Intermodal Center (MIC) Repayment***				$199.046			
14	Miami Intermodal Center (MIC) Connection To NW 37 Ave	Miami Intermodal Center (MIC)	NW 37 Ave	New 2 lane road construction	$9.827			
15	Miami River-Miami Intermodal Center (MIC) Capacity Improvement			Double track remaining single track of Tri-Rail near Miami River	$50.400	$49.000	$59.290	
16	NE 203 St and NE 215 St	US-1	West Dixie Highway	Intersection improvements, passing track/siding	$42.960			
17	NW 215 St Transit Terminal Facility**	At NW 27 Ave		Park-and-Ride facility	$2.994			
18	North Corridor (NW 27 Ave) Enhanced Bus**	Miami Intermodal Center (MIC)	NW 215 St Terminal	Enhanced bus service	$27.000			
19	NW 36 St	NW 42 Ave (LeJeune)	US-27 (Okeechobee)	Replace bridge and add lanes	$10.280			
20	NW 37 Ave	North River Dr	NW 79 St	Add 2 lanes and center turn lane and reconstruct	$17.508			
21	NW 47 Ave	NW 183 St	Miami-Dade/Broward County Line	Capacity improvements	$41.652			
22	NW 57 Ave (Red)	W 65 St	W 84 St	Add 2 lanes and reconstruct	$22.587			
23	NW 57 Ave (Red)	W 53 St	W 65 St	Add 2 lanes and reconstruct	$23.907			
24	NW 74 St	SR-821 (HEFT)	SR-826 (Palmetto)	Add 2 lanes and reconstruct	$8.476			
25	NW 87 Ave	NW 154 St	NW 186 St	Add 2 lanes and reconstruct	$6.483			
26	NW 87 Ave	NW 74 St	NW 103 St	New 2 lane road construction	$36.822			
27	NW 97 Ave	NW 70 St	NW 74 St	New 4 lane road construction	$0.977			

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
**denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*
****denotes Repayment of TIFIA Loan is funded through Local Funds Not in Escrow (LPNE) with payments scheduled to 2034.*
n/a - not applicable, project not shown on map

Priority I 2015-2020				Priority II 2021-2025				Priority III 2026-2030				Priority IV 2031-2040			
PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M	PRE-ENG	ROW	CST	O&M
		$4.467													
		*$17.730	**				**				**				**
$6.000	$31.111	$113.914													
$6.337	$6.743	$61.368													
$1.500		$49.549													
$3.273	$10.179	*$596.877													
		$1.890													
		$1.695													
		$2.215													
		$3.872													
$0.285		$3.699													
$0.100		$7.782													
		$0.741													
		$1.232													
		$32.834													
	$5.168	$4.371													
*$14.258		*$95.432													
$4.010		$38.286													
		$2.550	**				**				**				**
		$3.181	**				**				**				**
		$0.600													
$0.013		$17.495													
$0.025	$18.217	$21.639													
		$3.730													
		$3.278													
	$5.000	$8.476													
		$6.483													
$0.300		$32.805													
		$0.977													

Fund	<2017	2017	2018	2019	2020	>2020	All Years
MISCELLANEOUS							
Item Number: 251684 6 Project Description: GOLDEN GLADES MULTI- MODAL TERMINAL *SIS*							
District: 06 County: MIAMI-DADE Type of Work: INTERMODAL HUB CAPACITY Project Length: .000							
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
DIH -STATE IN-HOUSE PRODUCT SUPPORT	19,304	13,210	0	0	0	0	32,514
DIS -STRATEGIC INTERMODAL SYSTEM	48,446	0	0	0	0	0	48,446
DS -STATE PRIMARY HIGHWAYS & PTO	100,148	0	0	0	0	0	100,148
GMR -GROWTH MANAGEMENT FOR SIS	293,592	1,121,756	0	0	0	0	1,415,348
SU -STP, URBAN AREAS > 200K	0	500,000	0	0	0	0	500,000
CONTRACT INCENTIVES / MANAGED BY FDOT							
SU -STP, URBAN AREAS > 200K	0	0	0	0	0	200,000	200,000
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	0	0	0	0	200,000	200,000
DESIGN BUILD / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	0	0	866,466	0	0	0	866,466
SU -STP, URBAN AREAS > 200K	0	0	27,513,701	0	0	0	27,513,701
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	0	11,848,780	0	0	0	11,848,780
TRWR -2015 SB2514A-TRAN REG INCT PRG	0	0	6,079,660	0	0	0	6,079,660
Item 251684 6 Totals:	**461,490**	**1,634,966**	**46,308,607**	**0**	**0**	**400,000**	**48,805,063**
Project Total:	**461,490**	**1,634,966**	**46,308,607**	**0**	**0**	**400,000**	**48,805,063**
District 06 Totals:	**4,070,465**	**1,634,966**	**46,308,607**	**0**	**0**	**400,000**	**52,414,038**

Grand Total	**4,070,465**	**1,634,966**	**46,308,607**	**0**	**0**	**400,000**	**52,414,038**

FLP: MULTIMODAL FACILITY

MPO Project No: TA2496432
LRTP Ref: C-6
County: MIAMI-DADE
Roadway ID:
Lanes Exist:
Lanes Improved:
Lanes Added:
Project Length:
District: 6

Project Description: **MIAMI INTERMODAL CTR (MIC) LEGAL CONSULTANT FOR RENTAL CAR FACILITY**

Type of Work: **INTERMODAL HUB CAPACITY** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2017	2016 - 2017	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021	>2021	All Years
		2,990	0	0	0	0	0	0	2,990
PLANNING AND DESIGN	**Total**	**2,990**	**0**	**0**	**0**	**0**	**0**	**0**	**2,990**

RESPONSIBLE AGENCY: **Miami-Dade Dept. of Transportation and Public Works**

Item Segment TOTAL ALL Years ALL Phases: $2,990

Item Number: 249643 **Item TOTAL ALL Years ALL Phases ALL Segments: $52,884**

MPO Project No: TA2516846
LRTP Ref: 6-10
County: MIAMI-DADE
Roadway ID:
Lanes Exist:
Lanes Improved:
Lanes Added:
Project Length:
District: 6

Project Description: **GOLDEN GLADES MULTI- MODAL TERMINAL**

Type of Work: **INTERMODAL HUB CAPACITY** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2017	2016 - 2017	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021	>2021	All Years
	DIH	33	0	0	0	0	0	0	33
	DIS	118	0	0	0	0	0	0	118
	DS	15	0	0	0	0	0	0	15
	GMR	1,415	0	0	0	0	0	0	1,415
	SU	0	500	0	0	0	0	0	500
PLANNING AND DESIGN	**Total**	**1,581**	**500**	**0**	**0**	**0**	**0**	**0**	**2,081**

FLP: MULTIMODAL FACILITY

MPO Project No:	TA2516846
LRTP Ref:	6-10
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	
District:	6

Project Description: **GOLDEN GLADES MULTI- MODAL TERMINAL**

Type of Work: **INTERMODAL HUB CAPACITY** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2017	2016 - 2017	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021	>2021	All Years
	DDR	0	0	888	0	0	0	0	888
	SU	0	0	28,210	0	0	0	0	28,210
	TRIP	0	0	12,149	0	0	0	0	12,149
	TRWR	0	0	6,234	0	0	0	0	6,234
DESIGN/BUILD	**Total**	**0**	**0**	**47,481**	**0**	**0**	**0**	**0**	**47,481**
	SU	0	0	0	0	0	200	0	200
	TRIP	0	0	0	0	0	200	0	200
ALTERNATIVE CONTRACTING INCENTIVES	**Total**	**0**	**0**	**0**	**0**	**0**	**400**	**0**	**400**

RESPONSIBLE AGENCY: **Miami-Dade Dept. of Transportation and Public Works**

Item Segment TOTAL ALL Years ALL Phases: **$49,962**

Item Number: **251684** **Item TOTAL ALL Years ALL Phases ALL Segments:** **$51,951**

APPENDIX B

EXISTING AND PROPOSED GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY (GGMTF) AND TRUCK TRAVEL CENTER (GGTTC)

Golden Glades Multimodal Transportation Facility and Truck Travel Center
Project Development and Environment (PD&E) Study Reevaluation

Financial Management Numbers: 251684-6 & 423373-4

KEY FEATURES

West Lot – Multimodal Transportation Facility

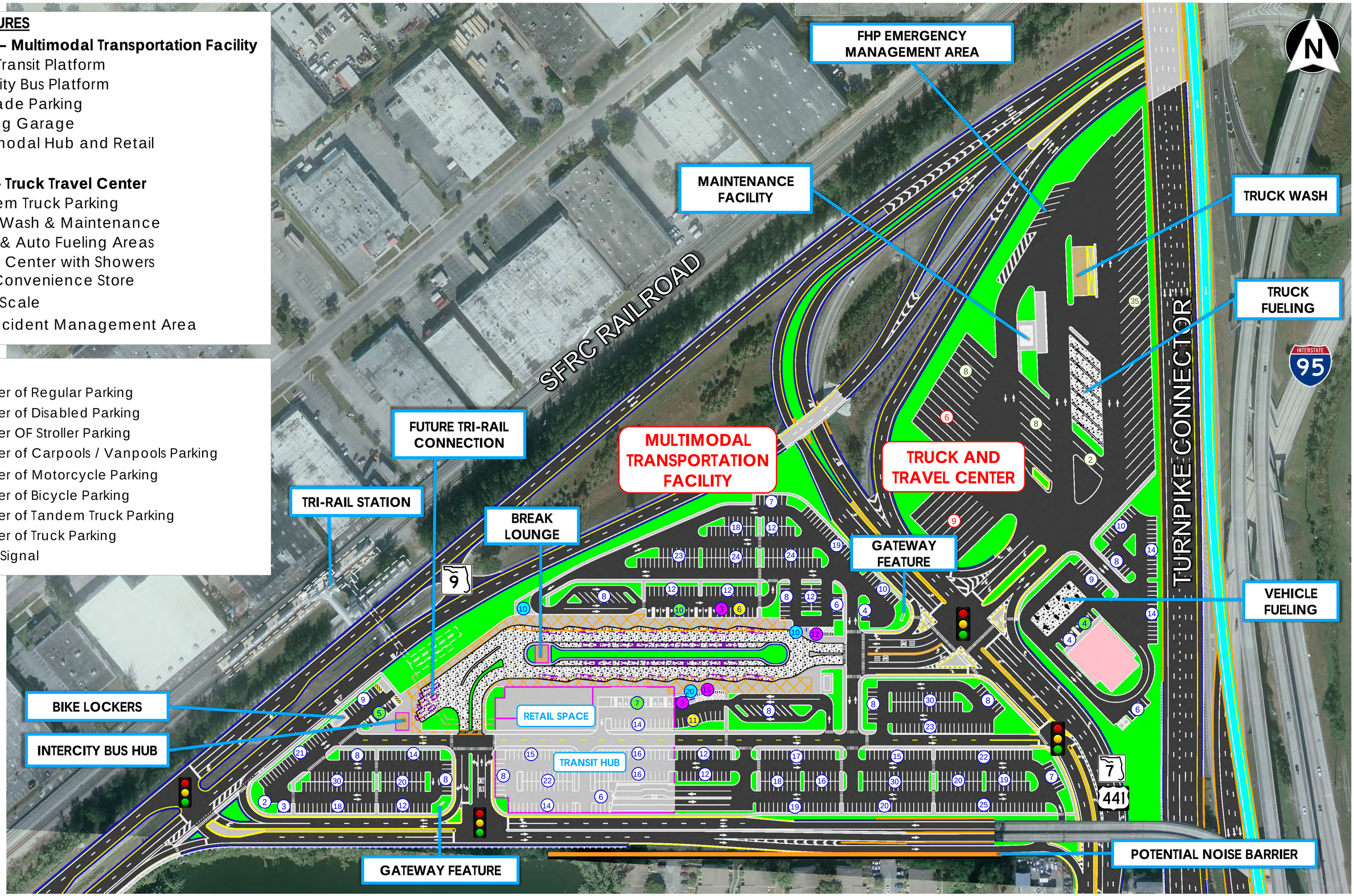
- New Transit Platform
- Intercity Bus Platform
- At-grade Parking
- Parking Garage
- Multimodal Hub and Retail

East Lot – Truck Travel Center

- Tandem Truck Parking
- Truck Wash & Maintenance
- Truck & Auto Fueling Areas
- Travel Center with Showers and Convenience Store
- Truck Scale
- FHP Incident Management Area

LEGEND

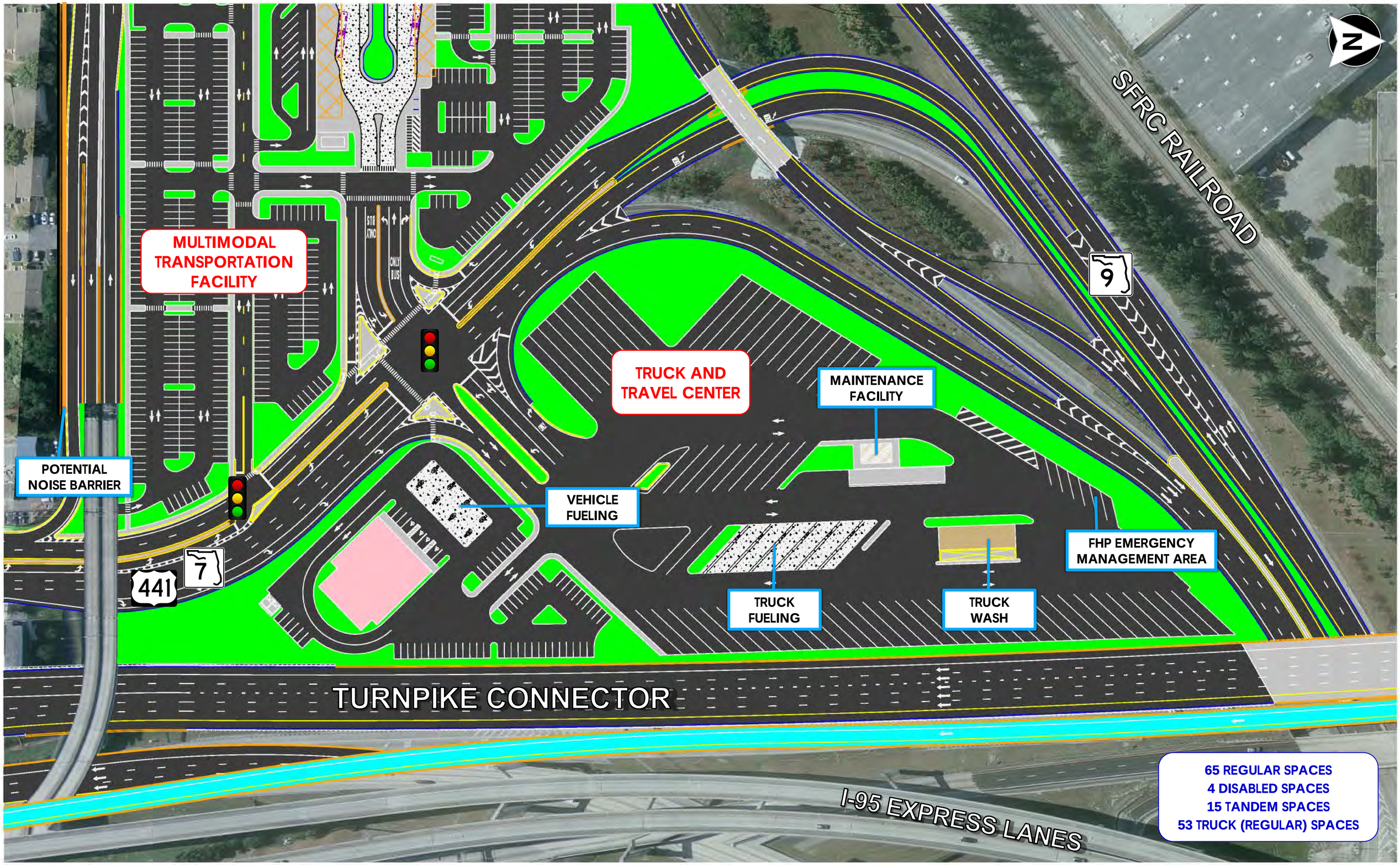
- (Y) Number of Regular Parking
- (Y) Number of Disabled Parking
- (Y) Number OF Stroller Parking
- (Y) Number of Carpools / Vanpools Parking
- (Y) Number of Motorcycle Parking
- (Y) Number of Bicycle Parking
- (Y) Number of Tandem Truck Parking
- (Y) Number of Truck Parking
- Traffic Signal



Proposed Golden Glades Multimodal Transportation Facility and Truck Travel Center

Golden Glades Multimodal Transportation Facility and Truck Travel Center
Project Development and Environment (PD&E) Study Reevaluation

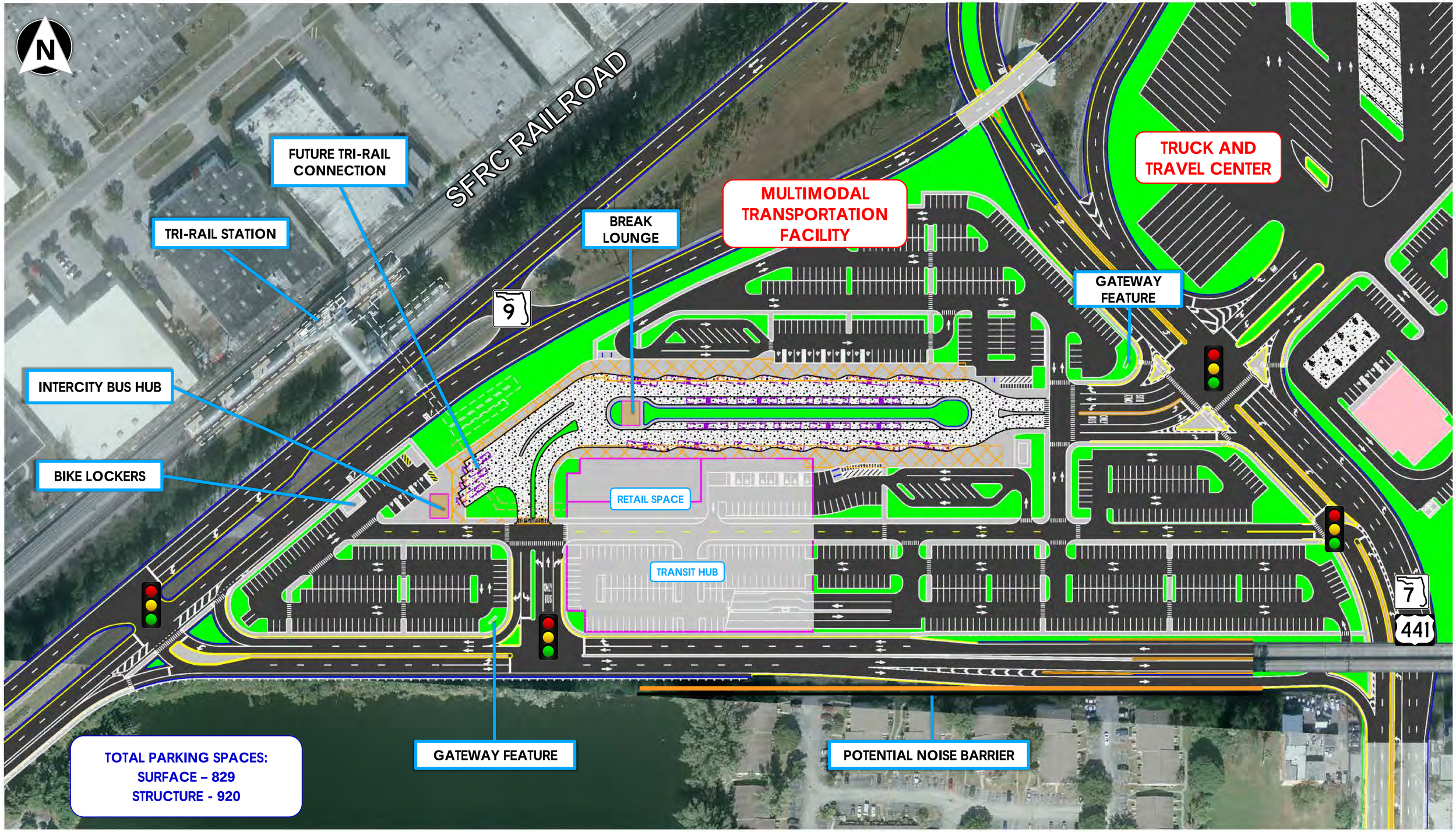
Financial Management Numbers: 251684-6 & 423373-4



Proposed Golden Glades Truck Travel Center

Golden Glades Multimodal Transportation Facility and Truck Travel Center
Project Development and Environment (PD&E) Study Reevaluation

Financial Management Numbers: 251684-6 & 423373-4



Proposed Golden Glades Multimodal Transportation Facility

Golden Glades Multimodal Transportation Facility and Truck Travel Center
Project Development and Environment (PD&E) Study Reevaluation

Financial Management Numbers: 251684-6 & 423373-4

Existing Conditions

APPENDIX C

Conceptual Alternatives Evaluation for the Golden Glades Multimodal Transportation Facility

MEMORANDUM

CONCEPTUAL ALTERNATIVES EVALUATION FOR
GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY
Miami-Dade County, Florida

Financial Management Number: 250622-5-22-01

Prepared for
Florida Department of Transportation - District Six
Miami, Florida

Prepared by:

Stantec Consulting Services, Inc.
901 Ponce de Leon Boulevard, Suite 900
Coral Gables, Florida 33134
Stantec.com

July 2014

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1. INTRODUCTION

The Golden Glades Interchange (GGI) Park and Ride facility was originally constructed in the early 1970's as a 1,350 space Park and Ride lot. This facility was constructed as part of the regional High Occupancy Vehicle (HOV) program that included HOV lanes along I-95 and US-1 within Miami-Dade County. The existing facility is essentially a parking lot covering a large area with poor connectivity between modes. It is a regional multi-modal transfer facility strategically located on a parcel of land, approximately 45 acres, owned by The Florida Department of Transportation (FDOT) in northern Miami Dade County. The area is bordered by the South Florida Rail Corridor (SFRC) to the north, SR 9A (I-95) to the east, and NW 157th Street to the south (see **Figure 1**).

The East Lot has approximately 10 acres and accommodates three bus bays for Miami-Dade Transit, 535 parking spaces, a Tandem Truck Parking and Inspection function area for the Florida Turnpike. The West lot consists of 24 acres which accommodate 992 parking spaces and access to Tri-Rail through a pedestrian bridge over State Road 9, Park and Ride lot with four bus bays for Miami-Dade and Broward County Transit local and express bus service. Intercity Greyhound service and trailers are also located on the site. The facility currently provides direct access to Tri-Rail service; Miami-Dade Transit's local and express bus service as well as Broward County Transit's express bus service.

The existing facility lacks passenger amenities, adequate lighting, landscaping and security. In addition, the access and egress for the park and ride area is confusing. In 2006, FDOT completed a Project Development and Environment Study for this facility for a new integrated Multimodal Transportation Facility. The recommended alternative included redevelopment of this facility to provide passenger waiting areas and amenities; areas for transit supportive joint development (e.g., retail); an enclosed pedestrian bridge to connect the South Florida Regional Transportation Authority (SFRTA) station with the garage, and office space within the terminal to accommodate administrative and operations staff as well as Intelligent Transportation Systems (ITS) equipment. In 2012, FDOT updated the Parking Demand Study originally prepared in 2007 which included an evaluation of the effect on parking demand by charging a parking fee for the use of the parking areas.

In 2013, FDOT began the review of the original redevelopment concept recommended by the PD&E study in order to meet current requirements from Miami-Dade Transit (MDT) and also to prepare preliminary concepts which will be used as the basis for the preparation of a Design Build Criteria Package and reevaluation of the original PD&E Study prior to construction. The project is currently funded in the Departments five year work program.

Figure 1: Project Location

2. PROJECTED PARKING DEMAND

The Golden Glades surface parking lot with 1,527 spaces is currently being used by an average of 844 cars per day. The use of the facility has been increasing in recent years. A parking demand study was prepared for this facility by Atkins in 2012 (see **Attachment A**). Based upon land use projections, it is anticipated that the use of the Golden Glades lot will continue to grow in the future. Additional capacity will be needed at Golden Glades Park and Ride lot in the future to accommodate the projected long term population and employment increases and planned transit improvements over the next 20 years.
Based on the parking demand projection from the 2012 Atkins Report, taking the 2025 demand of 1,506 and adjusting for the working capacity ratio of 90% yields a capacity requirement of approximately 1,675 spaces. **Table 1** shows the projected parking demand for the Golden Glades Park and Ride facility updated on November 2012.

Table 1: Projected Parking Demand

Years	2015	2020	2025	2030	2035
Projected Demand (Cars)	1,074	1,290	1,506	1,722	1,938
Required Spaces (Based on 90% Occupancy)	1,250	1,450	1,675	1,900	2,150

3. SITE PLAN ALTERNATIVES

3.1 WEST LOT

As stated above, the West lot will be dedicated to a Multimodal Transportation Facility (MMTF) in its ultimate configuration. Coordination meetings were held with Miami-Dade Transit to confirm the site requirement (See **Attachment B**). Two preliminary Conceptual Site Plans have been evaluated during the study for the reconfiguration of the West Lot (see **Attachment C**). Each alternative has three options providing ten (10) Bus Bays for Miami-Dade Transit, four (4) Bus Bays for Broward County Transit, three (3) for Greyhound Service Lines Inc. (Greyhound) and six (6) shared Bus Bays for layover. A total of seventeen (17) Bus bays will be designed and eight of them will accommodate articulated Buses.

Both alternatives require the relocation of the existing traffic signal at SR 7/US 441 and a new traffic signal on the southwest lot entrance. The main difference between the two alternatives is that the alternative 1 has the Bus Terminal centered in the site and alternative 2 has the Bus Terminal shifted to the north. Parking spaces of 9-ft wide by 18-ft long have been used for each alternative to maximize the number of parking spaces on the site.

3.1.1 Conceptual Alternatives – Group 1

Option 1A:

Option 1A shows the Bus Terminal centrally located with surface parking on both sides. Sawtooth configuration for the Bus loading area has been used for this option. Short-term parking for automobiles to drop off and pick up passengers close to the transit loading area has been provided on both sides of the Bus Terminal. Other features include 945-sf of break lounge for the bus drivers, 1600-sf of restrooms and 3000-sf intercity bus hub have been provided and 940 parking spaces will be attained. No parking structure has been considered in this option.

Option 1B:

This option has the Bus Terminal centrally located with surface parking on both sides and a centered parking garage on the south side of the lot. In this case an angle bus loading area has been designed for Greyhound. The construction of a parking garage has been considered, with the ability to construct it in phases to meet future parking demand. A total of 14,900 square feet of the parking garage structure has been reserved to accommodate the transit hub (4500-sf) and retail on the ground floor (10400-sf). A separate Hub building for Intercity Bus Service (945-sf) has been incorporated to this option and a total of 1,733 parking spaces will be developed.

Option 1C:

This is a similar designed to option 1B and the only difference is that the parking garage is not centered. The parking garage is located at the southwest of the surface parking to allow future connection with the Tri-Rail Bridge. Sawtooth configuration for the Bus loading area has been used for this option including the Greyhound Terminal. Also, a Break lounge (945-sf) has been added and a total of 1,728 parking spaces will be designed as part of this option.

3.1.2 Conceptual Alternatives – Group 2

Option 2A:

The design for this option shows the Bus Terminal centrally located on the north side of the surface lot with short-term parking on both sides of the terminal. Most of the surface parking is on the south side separated by the main circulation road. Break lounge (945-sf), intercity bus hub (2400-sf) and transit hub (3260-sf) have been provided. Angle bus loading area has been designed for Greyhound and a total of 790 parking spaces will be attained with this option. No parking structure has been considered.

Option 2B:

The only difference with option 2A is that the intercity bus hub and the transit hub were combined in a 5,500 square feet building located in the center of the Bus Terminal. Approximately 708 parking spaces will be provided with this option.

Option 2C:

This option shows the Bus Terminal centrally located on the north side of the surface lot with short-term parking on both sides of the terminal. Similar to option 2B, a 5,500 square feet building located in the center of the Bus Terminal is designed to have the main transit hub. A separate building for intercity bus hub (1000-sf) has been provided for Greyhound. This concept has the parking garage on the southwest side of the surface lot with 34900-sf of retail on the first floor. Approximately 1,786 parking spaces will be designed with this option.

Option 2D:

This option has the similar layout as option 2C. Option 2D is master planned to allow for a total of four future parking garages with retail ground liners on the south blocks (95600-sf). To meet the parking demand in 2025 the parking garages will need to be built up to 4 stories and have an approximately 2,197 parking spaces.

All the conceptual designs with parking garage will have the option to expand up to six stories plus deck. As demand continues to growth, the adjacent surface lots can be converted into parking garages with retails. **Table 2** summarizes the total parking spaces available for each option using 9-ft wide by 18-ft long.

3.2 EAST LOT

As part of the Project Development and Environment (PD&E) Study for the Golden Glades Interchange, the Turnpike Connector southbound lanes will be widened to accommodate two lanes from the Florida's Turnpike and three lanes from SR 826 eastbound to I-95 southbound. The proposed widening and realignment of the Turnpike Connector southbound lanes will impact the east lot of the Golden Glades Park and Ride facility. This will require a minor reconfiguration and adjustment to the existing parking spaces, the bus bays and canopy resulting in the loss of one bus bay and 49 of the existing parking spaces. This minor adjustment in the East lot is depicted in **Attachment D.** It is anticipated to be implemented as part of the Golden Glades Interchange Interim Project. However, the ultimate master plan for the Golden Glades Park and Ride lots transform the East lot to a Truck and Travel Center while the West Lot will be dedicated to a Multimodal Transportation Facility (MMTF). This ultimate configuration of the East lot will be done as a separate project.

Table 2: Total Parking Spaces for Each Option								
Site Data		**Option 1A**	**Option 1B**	**Option 1C**	**Option 2A**	**Option 2B**	**Option 2C**	**Option 2D**
Surface Lot	Regular	893	663	666	751	670	508	59
	Disabled	27	25	24	21	20	20	20
	Baby Stroller	4	4	4	4	4	4	4
	Short Term	14	14	14	14	14	14	14
Parking Garage		-	1020	1020	-	-	1240	2100
TOTAL		**938**	**1726**	**1728**	**790**	**708**	**1786**	**2197**
4 Stories plus Deck meet 2025 parking demand (1,675) for option 1B, 1C and 2D								
7 Stories plus Deck meet 2025 parking demand (1,675) for option 2C								

4. PRELIMINARY COST ESTIMATES

Table 3 and 4 show the preliminary cost estimates for all the options evaluated under the Golden Glades Multimodal Transportation Facility Project. The detailed preliminary cost estimate including the breakdown of the construction for each option is provided in **Attachment E.**

Table 3: Preliminary Cost Estimates – Options 1A, 1B and 1C			
Cost Components	**Option 1A Surface Parking Only**	**Option 1B 4 Story Parking Garage Centered**	**Option 1C 4 Story Parking Garage centered on the southwest Lot**
Construction Cost	$7,996,082	$22,626,726	$23,660,396
MOT (3%)	$239,882	$678,802	$709,812
Mobilization (5%)	$399,804	$1,131,336	$1,183,020
General Conditions (5%)	$399,804	$1,131,336	$1,183,020
Contractors Overhead and Profit (10%)	$799,608	$2,262,673	$2,366,040
Construction Subtotal	**$9,835,180**	**$27,830,873**	**$29,102,287**
Design Build Criteria Package (3%)	$295,055	$834,926	$873,069
Engineering Design (8%)	$786,814	$2,226,470	$2,328,183
CEI (6%)	$590,111	$1,669,852	$1,746,137
Construction Cost Total	**$11,507,161**	**$32,562,122**	**$34,049,676**
Building Permits/ Impact Fees Allowance	$150,000	$150,000	$150,000
Project Unknowns & Contingency (10%)	$1,150,716	$3,256,212	$3,404,968
Total	**$12,807,877**	**$35,968,334**	**$37,604,644**

Table 4: Preliminary Cost Estimates - – Options 2A, 2B and 2C			
Cost Components	**Option 2A Surface Parking Only**	**Option 2B Surface Parking Only**	**Option 2C 7 Story Parking Garage centered on the southwest Lot**
Construction	$8,524,989	$8,357,488	$27,362,147
MOT (3%)	$255,750	$250,725	$820,864
Mobilization (5%)	$426,249	$417,874	$1,368,107
General Conditions (5%)	$426,249	$417,874	$1,368,107
Contractors Overhead and Profit (10%)	$852,499	$835,749	$2,736,215
Construction Subtotal	**$10,485,736**	**$10,279,710**	**$33,655,441**
Design Build Criteria Package (3%)	$314,572	$308,391	$1,009,663
Engineering Design (8%)	$838,859	$822,377	$2,692,435
CEI (6%)	$629,144	$616,783	$2,019,326
Construction Cost Total	**$12,268,311**	**$12,027,261**	**$39,376,866**
Building Permits/ Impact Fees Allowance	$150,000	$150,000	$150,000
Project Unknowns & Contingency (10%)	$1,226,831	$1,202,726	$3,937,687
Total	**$13,645,143**	**$13,379,987**	**$43,464,552**

The total construction cost for options 1B and 1C in **Table 3** take into consideration the construction of the parking garage up to four (4) stories to meet the parking demand for 2025. For option 2C to meet the 2025 parking demand, it is necessary to build a parking garage with seven (7) stories.

5. ALTERNATIVES EVALUATION

A Comparative Analysis was conducted to study the advantages and disadvantages of both alternatives with each of their three options (see **Table 5**). The following elements were taken into account for this comparative analysis:

- Bus Terminal
- Parking Garage
- Transit Hub, Intercity Hub, Break Lounge
- Surface Parking

Table 5: Comparative Analysis

Alternative		Advantages	Disadvantages
Alternative 1	Option 1A	• Bus Terminal centered to the parking lot • Bus Terminal capacity of 14 Bus Bays (8 articulated buses) and 10 Bus layover (4 articulated buses) • Greyhound Terminal with a capacity for 3 Buses • Intercity Bus Hub and restrooms	• No parking garage has been designed and the total number of parking spaces do not meet the 2015 parking demand • Smaller area of Intercity Transit Hub than options 1B and 1C • Closed existing south access to the west parking lot • No Transit Hub centrally located has been included
	Option 1B	• Bus Terminal centered to the parking lot • Bus Terminal capacity of 14 Bus Bays (8 articulated buses) and 10 Bus layover (4 articulated buses) • Parking Garage included with the option to expand in the future • Parking spaces meet 2025 parking demand • Greyhound Terminal with a capacity for 3 Buses • 10,400 square feet of Retail has been provided • Intercity Bus Hub and Transit Hub have been considered	• Higher construction cost to build a future pedestrian bridge from the parking garage to the Tri-Rail station • Closed existing south access to the west parking lot.
	Option 1B Modified	Same as option 1A including the following: • Bus Terminal shifted to the west to allow future connection with the Tri-Rail Bridge • Maintained existing access to the parking lot at the southeast lot	• Higher construction cost to build a future pedestrian bridge from the parking garage to the Tri-Rail station

Table 5: Comparative Analysis			
Alternative		**Advantages**	**Disadvantages**
	Option 1C	• Bus Terminal centered to the parking lot • Bus Terminal capacity of 14 Bus Bays (8 articulated buses) and 10 Bus layover (4 articulated buses) • Parking Garage included with the option to expand in the future • Parking spaces meet 2025 parking demand • Greyhound Terminal with a capacity for 3 Buses • 10,400 square feet of Retail has been provided • Intercity Bus Hub and Transit Hub have been considered • Maintained existing access to the parking lot at the southeast lot	• To maximize the number of parking spaces, four areas have been designed as a dead end
Alternative 2	Option 2A	• Bus Terminal centered to the north of the proposed parking lot • Bus Terminal capacity of 14 Bus Bays (8 articulated buses) and 10 Bus layover (4 articulated buses) • Greyhound Terminal with a capacity for 3 Buses • Intercity Bus Hub and Transit Hub have been considered	• No parking garage has been designed and the total number of parking spaces do not meet the 2015 parking demand • Transit Hub not centrally located to the Bus Terminal • Pedestrians parking on the south side of the parking lot has to cross through the main circulation road to go to the transit boarding area
	Option 2B	• Bus Terminal centered to the north of the proposed parking lot • Bus Terminal capacity of 14 Bus Bays (8 articulated buses) and 10 Bus layover (4 articulated buses) • Greyhound Terminal with a capacity for 3 Buses • 5,500 square feet of Main Transit Hub designed at the center of the surface lot and closed to the Bus Terminal	• No parking garage has been designed and the total number of parking spaces do not meet the 2015 parking demand • Closed existing access to the parking lot at the southeast lot • Pedestrians parking on the south side of the parking lot has to walk through the main circulation road to go to the transit boarding area
	Option 2C	• Bus Terminal centered to the north of the proposed parking lot • Bus Terminal capacity of 14 Bus Bays (8 articulated buses) and 10 Bus layover (4 articulated buses) • Parking Garage included with the option to expand in the future • Parking spaces meet 2025 parking demand • Greyhound Terminal with a capacity for 3 Buses • 5,500 square feet of Main Transit Hub designed at the center of the surface lot and closed to the Bus Terminal • 1,000 square feet of Intercity Bus Hub designed on the southwest side of the Bus Terminal	• Pedestrians parking on the south side of the parking lot has to walk through the main boulevard to go to the transit boarding area • Parking garage with seven stories will be required in Phase I to meet 2025 parking demand

6. RECOMMENDED ALTERNATIVE

Alternative 1 - Option 1B modified was selected by the MDT and FDOT as the recommended alternative based on the traffic circulation, location of the Bus Terminal, Parking Structure and the number of parking spaces. Some modifications to the preliminary conceptual site plan for option 1B modified (see **Attachment F**) were implemented to improve the design. The improvements to the Option 1B are as follows:

1. The parking garage was shifted to the west as we originally had in option 1C to allow a future connection with the existing pedestrian Tri-Rail Bridge.
2. The proposed Retail / Transit Hub were relocated to the west corner of the parking garage.
3. A comfort station (break lounge) was added.
4. Realignment of the surface parking lot using a typical parking space dimension of 9-ft wide by 20-ft long instead of 9-ft wide by 18-ft long used in the preliminary concept design.
5. One way traffic on the west side from the north parking lot to the Tri-Rail Station was removed.
6. Designated areas for motorcycle/ scooter and bike lockers have been provided.
7. A continuous concrete sidewalk around the surface lot has been provided.

The total number of parking spaces for the recommended alternative 1 is 1,688 (excluding bicycle and motorcycles) and categorized as follows:

- Regular (North and South Lots) - 706 spaces
- Parking Garage - 901 spaces
- Disabled Parking - 41 spaces
- Baby Stroller Parking - 6 spaces
- Short Term Parking - 16 spaces
- Carpools/Vanpools - 18 spaces
- Bicycle - 40 spaces
- Motorcycle/Scooter - 27 spaces

The preliminary construction cost for the recommended alternative was developed using the FDOT Long Range Estimates and are included in **Attachment G**.

7. DESIGN CRITERIA

The Project is envisioned to be implemented in phases, depending on funding availability. The Project shall be designed, permitted and constructed by a design build entity (Contractor) in compliance with the DESIGN CRITERIA of the GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY.

This section summarizes the different elements considered to develop all the proposed Conceptual Layouts as per Miami-Dade Transit Design Standards and the Florida Department of Transportation State Park-and-Ride Guide.

7.1 Bus Facilities

1. Transit buses shall have ten (10) Bus Bays for Miami-Dade Transit, four (4) Bus Bays for Broward County Transit and six (6) shared Bus Bays for layover. A Sawtooth configuration will be used to accommodate all the buses.

2. Sawtooth Bus Bays: Minimum bus bay design dimensions shall be coordinated with MDT for each station location. The critical movement in this layout is the operation of moving a bus out and around a parked bus at the loading zone. The minimum actual roadway width shall be 25-ft (see **Figure 2**).

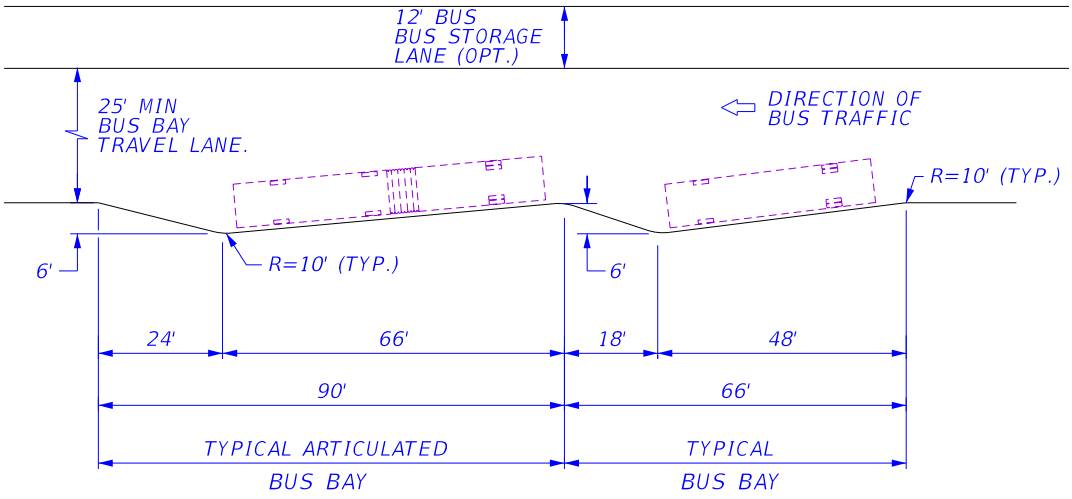

Figure 2: Sawtooth Bus Bay Dimensions

3. Bus Lanes shall be 20-ft wide minimum to allow busses in motion to pass stalled busses.

4. Minimum turning radii shall be 50 feet outside dimension with 3.1-ft allowance for the front overhang of buses.

5. Concrete pavement shall be used in the area of the bus bays and shall extend at least 40-ft beyond the end bays.

6. Canopy over transit passenger platforms shall be continuous, center supported; and provide full weather protection (sun and rain) over the bus platform and the access path to the bus door.

7. Canopy height shall be such as to maximize passenger protection from the weather and permit bus and emergency vehicle (fire truck) access beneath.

8. Canopy superstructure shall be of steel construction of pipe or tube sections; canopy shall have metal roof panels with manufacturer's twenty (20) year warranty on the finish with no exposed fasteners.

7.2 Intercity Bus Platform

1. Intercity buses (Greyhound) shall have four (3) bus bays at a 45 degree configuration.

2. Pavement and all curbs at the bus bays shall be concrete.

3. Pavement on the platform area shall be concrete or approved pavers.

4. Canopy over intercity passenger platforms shall be continuous, cantilever supported from building side, and provide full weather protection (sun and rain) over the passenger platform and the passenger access path to the bus door.

5. Canopy height shall be such as to maximize passenger protection from the weather and permit bus and emergency vehicle (fire truck) access beneath.

6. Canopy superstructure shall be of steel construction of pipe or tube construction; canopy shall have metal roof panels with manufacturer's twenty (20) year warranty on the finish with no exposed fasteners.

7.3 Kiss-and-Ride Facilities

1. Kiss-and-ride circulation shall be one way.

2. The kiss-and-ride vehicle should be able to re-circulate on-site in the event a space is not available. Also, spaces shall be oriented so that the waiting driver can watch the station exit.

3. Drop off zones should be incorporated into the kiss-and-ride areas to promote better a.m. service and for taxis when they cannot use kiss-and-ride spaces in the non-peak hours.

4. Each drop-off space in any given drop-off zone shall be a minimum of 10-ft wide by 30-ft long.

7.4 Park-and-Ride Site

1. Vehicular entrances/exits from public streets shall be from minor streets where possible, with provisions for sufficient queuing length provided at intersections with major streets. The minimum desirable queuing space is 120-ft.

2. All roads other than those used mainly for service or maintenance purposes shall have at least one traffic lane for each direction of travel. The number of traffic lanes provided on these roads shall be sufficient so that the vehicular volume per lane does not exceed 300 vehicles per hour. Where these roads are one way and have only a single traffic lane, the traveled way, on a tangent shall be a minimum width of 16-ft. In the event that bus traffic constitutes 20 percent or more of the ADT, the traveled way width shall be 18-ft with either a gutter or shoulder on each side giving a clear distance of at least 20-ft between constraints. Lane width for roads of more than one lane, exclusive of gutter or shoulder width, should be 12-ft, but shall be not less than 11-ft.

3. The layout of parking areas in regard to closeness to a transfer terminal should be given in order of 1) bicycle parking, 2) accessible parking, 3) Kiss-and-Ride, passenger drop off and pick up areas, 4) short-term parking, and 5) long-term parking.

4. The maximum reasonable walking distance from the station entrance to the most remote parking space should not exceed 1,320-ft. longer walking distances may necessitate consideration of additional loading zones.

5. Minimum walkway width is 8-ft. Minimum width near station entrances is 20-ft.

6. Ninety degree parking is preferred and should be used wherever possible. Aisles must be designed for two-way traffic for 90-degree parking, and should be aligned to facilitate convenient pedestrian movement toward the transit loading zone. Aisle lengths should not exceed 400 feet if possible.

7. Parking spaces shall be 9-ft by 20-ft minimum as per Rapid Transit System Extensions, Volume II (Station Design Criteria), Chapter 1.

8. Generally, no more than 30 spaces should be provided without a cross aisle to move to exits or other parking spaces or to bypass disabled vehicles.

9. Pedestrian paths should be interconnected with all modes of transit and waiting areas at an intermodal Park-and-Ride facility.

10. Large parking lots should be subdivided into sections to reduce the scale. Walkways and landscaping may be used for this purpose. However, vehicular movement from each section to the next shall not be restricted.

11. Loading/Unloading Lanes for Passenger Cars and Taxis Loading/unloading zones for passenger cars and taxis shall be located in the kiss-and-ride area. Loading/unloading lanes for passenger cars and taxis shall have a minimum width of 10-ft, and shall be at least 30-ft long. Loading/unloading zones shall not be closer than 20-ft to a crosswalk.

12. Asphaltic concrete pavement shall be used in all other areas of street and parking areas where portland cement concrete pavement is not used. The minimum pavement section shall consist of 2-inch asphalt concrete surface, 8-inch limerock base and 12-inch stabilized sub-base, as required.

13. Carpool / vanpool parking spaces shall be clearly designated for exclusive use by carpool and vanpool vehicles between specified times. The spaces shall be identified or designated as such through the use of signage or pavement markings. At least two (2) percent of the required parking spaces shall be designated for carpool / vanpool parking.

14. Motorcycle spaces shall be 4-ft wide by 8-ft long. Where exposed to sunlight, the paving for motorcycle spaces shall be concrete.

15. Designated parking spaces for Motorcycle / Scooter shall be one parking space per (36) thirty six total parking spaces.

16. The bicycle parking spaces shall be located near the entrances to the building and should be in a highly visible, well lighted location that provides enough clear space to facilitate easy use and does not impede pedestrian traffic or handicap accessibility.

17. As per Municode Section 33-122.3 quantity of bicycle parking spaces required are as follow:

Total Parking Spaces in Lot	Required Number of Bicycle Parking Spaces
25 to 50	4
51 to 100	8
101 to 500	12
501 to 1000	16
Over 1000	Four (4) additional spaces for each 500 parking spaces over 1000

18. As per Municode Section 33-122.3 parking spaces designed for persons transporting young children and strollers shall be provided as follows:

Total Parking Spaces in Lot	Required Number of Spaces
Up to 100	0
101 to 500	2
501 to 1,000	3
Over 1,000	One (1) additional space for each 500 parking spaces over 1,000

19. Parking spaces for Americans with Disabilities Act (ADA) shall comply with the requirements in Municode Section 30-442. The ADA Standards contain guidelines for selecting the number of accessible parking spaces demarcated at public parking lots and transfer facilities (see table below).

Total Parking in Lot	Required Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total
Over 1000	20 plus 1 for each 100 over 1000

20. Parking space dimensions are contained in local code requirements which should be conformed to. Recommended parking space size for ADA is 12-ft wide and 20-ft long. The color of handicapped pavement markings is usually light blue to delineate accessible spaces. Light blue provides for greater delineation of accessible parking areas than does the color white.

21. The minimum width of a median within a two way access roadway shall be 4-ft curb face to curb face, except that the width of medians designed as an integral part of a left turn storage lane may, when space is limited, be reduced to a minimum of 2-ft. Isolated raised traffic medians shall not be less than 15-ft in overall length.

7.5 Parking Structure

1. Contractor shall provide a minimum of 920 structured parking spaces as outlined in the Concept Plans for the Parking Garage.

2. Straight ramps shall be a minimum of 12-ft wide and curved ramps shall be a minimum of 18-ft wide for one-way circulation.

3. Minimum turning radii on ramps shall be 20-ft whereas minimum turning radii for parking areas shall be 16-ft.

4. Maximum slope for parking on ramp areas is 5%.

5. A minimum queuing length of 120-ft shall be provided within parking structures, immediately adjacent to entrances and exits. Areas between the building line and a sidewalk may be included as part of the queuing area. Ramps may not be included in the minimum queuing length.

6. Vertical clearances between the floors of any structure and any overhead obstruction, including signs, lighting fixtures, piping, or any other appurtenances shall be a maximum of seven feet-six inches and a minimum of seven feet-four inches. Appropriate signing shall be provided to prevent entry of overheight or overweight vehicles to travel areas.

7. Because of budget constraints and potential increase in demand, parking structures will be designed for expansion or uncovered at-grade parking will be provided initially with expansion to structured parking at a later date.

8. The parking garage structural floor and framing system shall consist of a concrete system either cast-in-pace, precast or post-tensioned. The exterior shall consist of architectural precast concrete panels or cast-in-place system with architectural finishes. Impact resistant glazing to be used at all exterior stairs (one side minimum) to maximize light and visibility for its user.

9. Elevators shall conform to all code requirements, but as a minimum shall have glazed wall panels on the cab and shaft walls to maximize visibility of passengers from outside of each cab. They shall be sized to comfortably fit an emergency rolling stretcher with attendants. Two (2) elevators (minimum) are required. The numbers of elevators are to be confirmed by an elevator manufacturer that will conduct a study and will determine the number of elevators and waiting time required by the program users of the facility it serve. The interior wall and ceiling finishes of the elevator cabs shall be stainless steel. All glazing shall be impact resistant in compliance with the latest applicable Florida Building Code.

7.6 HUB Building

1. The Hub building shall have exterior walls of masonry and concrete construction; floors and roof of concrete construction. Canopy superstructure shall be of steel construction of pipe or tube construction; canopy shall have metal roof panels with manufacturer's twenty (20) year warranty on the finish with no exposed fasteners. The exterior walls of the common waiting area shall have ample impact resistant glazing to view the intercity buses and landscaping.

2. Restroom requirements shall conform to all code requirements as a minimum, including "potty parity", but shall contain not less than the number of plumbing fixtures as shown on the Concept Drawings. The proposed transportation passenger design population is 2000 men and women. To determine minimum plumbing fixture quantities (see number 4).

3. Elevators shall conform to all code requirements, but as a minimum shall have glazed wall panels on the cab and shaft walls to maximize visibility of passengers from outside each cab, and be sized to comfortably fit an emergency rolling stretcher with attendants or passenger with bicycle. Two (2) elevators are required. The interior wall and ceiling finishes of the elevator cab shall be stainless steel.

4. The Hub building shall conform to all code requirements, but as a minimum contain the spaces for the functions as shown on the Concept Drawings. The common waiting area shall be fitted with a minimum of fifty (50) seats with appropriate number of table top surfaces suitable for a transportation terminal. The ticketing area shall have a twelve (12) foot long ticket counter with base cabinet below containing drawers and lockable enclosures as required by Greyhound.

5. Ticket Vending Enclosures (ticket vending machines to be furnished by others) shall be equipped with a lockable coiling door for complete lock down in off operation hours. Ticket Vending Enclosures shall be provided with the necessary electrical and data connections. Contractor shall coordinate size of enclosure and electrical/data connections with ticket machine supplier.
6. Telephone cabinets shall meet the requirements of the local service provider. Three (3) cabinets shall be installed; one telephone service for TDD operation.

7. Vending machines (to be furnished by others) shall have the necessary electrical connections installed, both in the common waiting area and exterior to the Hub building. Vending machines exterior to the building shall be housed within an enclosure, designed to view the equipment, but to prevent theft and provide lockable access for service.

7.7 Future Pedestrian Bridge to TRI-RAIL

1. The existing upper pedestrian bridge over the rail tracks shall remain in place. The parking garage shall be designed to accommodate a future new pedestrian bridge constructed as an extension of the existing upper pedestrian bridge. Utilities on the existing lower pedestrian bridge over State Road 9, that need to continue over State Road 9, shall have provision to be relocated to the upper level bridge with its new extension and reconnected as required.

2. The configuration, section, screening, etc. of the bridge extension shall be the same as the existing upper level bridge.

3. The Contactor shall design and construct the necessary support structure accommodations for the future pedestrian bridge from the pedestrian bridge level to the parking structure.

7.8 Exterior Furniture

1. Contractor shall furnish and install bike racks of stainless steel construction; total capacity of eight (20) bicycles over concrete pavement.

2. Contractor shall furnish and install bike lockers of stainless steel construction; total capacity of eight (20) bicycles over concrete pavement.

3. Contractor shall furnish and install two (2) steel benches per transit bus bay and an additional six (6) steel benches in the covered plaza area.

4. Contractor shall furnish one (1) steel trash receptacle per transit bus bay and an additional three (3) steel trash receptacles in the covered plaza area.

5. Contractor shall furnish and install one (1) steel bench per intercity bus bay.

6. Contractor shall furnish two (2) steel trash receptacles by the intercity bus bays.

7. Contractor shall furnish two (2) steel benches and one (1) steel trash receptacle at the Taxi pick-up / Drop-off area.

7.9 Accessibility / Way-finding

1. The Project design and construction shall emphasize the ease and convenience of the passenger's ability to access the transportation modes and services.

2. The Contractor shall design, furnish and install signage in a manner that expedites the passenger's way-finding efforts to access the transportation modes and services throughout the facility. The Contractor shall furnish the services of a professional graphics firm, experienced in transportation projects

to prepare a signage program for the Project. The signage program shall be submitted to FDOT during the design phase for approval, prior to fabrication and installation by the Contractor.

3. Changes in grade elevations and grade slopes on walking pavement surfaces shall be kept to a minimum to maximize the accessible paths by the physically handicapped.

7.10 Lighting

1. All lighting shall be white light; illumination levels as recommended by the Illuminating Engineering Society of North America (IESNA) and by local building codes and zoning regulations. All lighting shall be designed in compliance with established energy conservation practices and governmental regulations.

2. Site lighting shall be provided at all new bus lanes and parking areas that are constructed or modified. Site lighting shall be controlled by photo electric cells.

3. Exterior lighting shall be provided under all canopies. Canopy lighting shall be controlled by photo electric cells.

4. Emergency lighting shall be provided as required by local building codes and the Fire Marshal.

5. Interior lighting shall be provided as required by local building codes and the IESNA.

7.11 Lightning Protection

1. All building roofs and canopies and pedestrian walkways shall have an approved lightning protection system designed and construction certified by a lightning protection specialist.

7.12 Storm Water Collection

1. All building roofs and canopies and roofs of pedestrian bridges shall have rainwater collection systems; gutters at eaves or internal drain piping systems. Downspouts shall be internal to buildings or columns or within durable steel pipe sections if exposed to the exterior.

2. All storm water shall be collected and disposed in accordance with storm water management practices and with agency approvals.

7.13 Building and Canopy Materials and Finishes

1. All miscellaneous metals and metal fabrications, including mesh screens and railings, shall be aluminum, stainless steel or hot dipped galvanized steel unless otherwise required herein. All hot dipped galvanized steel shall be primed and painted with two (2) coats of paint coatings especially formulated for corrosion protection over hot dipped galvanized steel.

2. All structural steel elements exposed to the weather shall be primed and painted with two (2) coats of paint coatings especially formulated for corrosion protection of steel in South Florida.

3. Special attention shall be focused on using materials, fasteners and finishes that are vandal resistant.

4. Special attention shall be focused on using materials and finishes that require less maintenance.

5. Canopies in the parking areas shall be of all aluminum construction and may have flat roofs.

7.14 Site Work

1. Contractor shall furnish the necessary fill material and excavation / grading / compaction operations to develop the site to the required grade elevations and soil bearing capacities. The minimum floor elevation for all building structures shall be per code and FEMA requirements.

2. Roadway and parking area pavement shall be bituminous pavement designed and constructed per FDOT Standards.

3. Drainage shall be designed, permitted and constructed as required by the water management agencies having jurisdiction.

4. Contractor shall design, permit and install a site fire water service with hydrants serving the building areas, roadways and parking areas in the Project area as approved by Governmental agencies and the Fire Marshal.

5. Contractor shall implement landscaping / irrigation improvements as required by governmental agencies in accordance with the best practices of the landscape architecture profession.

6. Contractor shall design and install site signage and pavement markings in accordance with FDOT guidelines and as approved by Governmental agencies.

7.15 Utility Services

The Contractor shall design, permit, pay for utility connections and services and construct all off-site and on-site work needed in order to furnish the proper utility services to the Project. These services shall include, but not be limited to:

a. Electric
b. Sewer
c. Telephone/data
d. Potable water
e. Fire service water
f. Irrigation water

7.16 Management Systems

1. Dynamic electronic displays – Contractor shall design and install specific dynamic electronic displays as follows:
   a. A central display located at the Covered Plaza to indicate the arrival/departure times of all modes of transportation.
   b. A display at each bus bay indicating the arrival/departure times for each bus.
   c. Controls for all displays shall be in the Security Office.
   d. Provide realtime parking availability signs for the surface parking and the parking garage.

2. Security systems – Contractor shall install certain built-in infrastructure items throughout the Project for a future security system to be installed by others. These items shall include, as a minimum, the following:
   a. Conduit, with pull strings, pull boxes, etc. for future data and electrical cabling for a future CCTV system. Conduit shall be planned and installed for a camera at every bus bay and at locations to view public areas on the future pedestrian bridge connection, parking structure, at the covered plaza, and the elevators and stairs.
   b. Data conduit shall be home run back to the Security Office.

7.17 CONTRACTOR'S RESPONSIBILITIES

1. The Contractor shall maintain access to businesses, residences, and through traffic to the maximum extent possible during Project implementation.

2. To minimize the adverse effects on air and noise quality from construction activities, the Contractor shall adhere to air quality and noise provisions of the FDOT Standard Specifications for Road and Bridge Construction, latest edition, as well as appropriate Best Management Practices.

3. The Contractor shall dispose of all oil, chemicals, fuel, etc., in an acceptable manner according to local, state, and Federal regulations and shall not dump these contaminants on the ground or in sinkholes, canals, or borrow lakes.

Appropriate Best Management Practices will be used during the construction phase for erosion control and water quality in order to obtain Chapter 62-25, F.A.C. compliance. In addition, the Contractor will adhere to the FDOT Standard Specifications for Road and Bridge Construction, latest edition.

4. The Contractor shall assure that the sequence of construction will be planned in such a way as to minimize traffic delays and inconvenience to passengers. The Project will involve the development and use of a Maintenance of Traffic Plan and a Maintenance of Operation Plan. The local news media will be notified in advance of road closings, modification to access drives and parking areas and other construction-related activities, which could excessively inconvenience passengers and the community; so that passengers, business owners, residents, and/or tourists in the area can plan travel routes in advance. A sign providing the name, address, and telephone of a FDOT contact person and a Contractor contact person shall be displayed by the Contractor on-site to assist the public in obtaining answers to questions or complaints about Project construction.

5. The Contractor shall coordinate with the Representative of the 17th Congressional District of Florida and the City of Miami Gardens during the course of the Final Design phase of the Project.

6. During the Final Design phase, the Contractor shall secure approval of the design from the Miami-Dade County Fire and Rescue Department.

7. During the Final Design phase, the Contractor shall coordinate with the Miami-Dade County Bicycle/Pedestrian Advisory Committee (BPAC) to review and incorporate bike racks and lockers on site, and the size and configuration of the elevators in the “Hub”.

8. During the Final Design phase, the Contractor shall coordinate further with the Transportation Architectural Review Committee (TARC), to receive their input with regards to the design features for the facility. FDOT has previously submitted concept drawings to TARC, with the understanding that TARC will need to review and approve the Final Design documents.

9. During the Final Design phase, the Contractor shall coordinate with Greyhound regarding the relocation of their operations.

10. During the Final Design phase, the Contractor shall create a Community Awareness Plan (CAP) so that the public can be kept informed about the progress of the Project and maintain contact with the FDOT.

7.18 GENERAL DESIGN AND CONSTRUCTION REQUIREMENTS

The Contractor shall furnish the design and construction documents, prepared by the appropriate licensed professionals in the State of Florida, necessary to submit to FDOT, and for submission to the review and permitting agencies, having jurisdiction over this Project.

Documents consisting of plans and specifications shall be submitted to FDOT at the 30%, 60%, 90% and 100% milestones. Documents submitted to the review and permitting agencies shall be appropriate for their review purpose as required by the agency and in a timely manner to maintain compliance with the overall approved Project Schedule.

The most restrictive regulations of the following codes and standards shall be applied to the design:

- Florida Building Code (FBC), latest adopted edition for this jurisdiction
- Florida Fire Prevention Code
- National Fire Protection Association (NFPA) Codes
- FDOT Facilities Design Manual
- American Society of Testing Materials (ASTM)
- American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE)
- National Electrical Code (NEC)
- Illuminating Engineering Society of North America (IESNA)
- Americans with Disabilities Act (ADA)
- Florida Accessibility Code for Building Construction (FACBC)
- Miami-Dade Water and Sewer Department (M-DWASD)
- Florida Power and Light (FPL)
- South Florida Water Management District
- DERM
- FDOT Standard Specifications for Road and Bridge Construction
- LEEDS-NC per compliance with State of Florida Executive Order Number 07-126

The Contractor shall furnish the services of a specialty professional with a proven track record of experience in design and construction compliance with both the Americans with Disabilities Act (ADA) and the Florida Accessibility Code for Building Construction (FACBC). The specialty professional shall be a licensed professional in the State of Florida. The specialty professional shall review the final construction plans and final in-situ construction. The specialty professional shall submit to FDOT a letter, bearing the professional's signature and professional seal, at the completion of the final construction plans and again at the completion of the final in-situ construction, stating that the professional has completed the required reviews and to the best of the professional's knowledge, the construction plans and final construction are in compliance with the Americans with Disabilities Act (ADA) and the Florida Accessibility Code for Building Construction (FACBC).

Due to the need to maintain adequate parking for passengers near existing transportation facilities, areas for Contractor's trailers, material and equipment staging

and workforce parking is limited. In general, parking for the public shall take priority to its proximity to the transit passenger loading/unloading areas and areas for the Contractor's use shall be secondary. The Contractor shall prepare and submit a work plan that identifies the number and location of the public parking spaces, areas for Contractor staging and workforce parking and modifications thereto throughout the construction of the project. The Contractor will adjust the work plan as required by FDOT. The Contractor will be responsible for transporting materials, equipment and personnel to the construction areas from the areas approved for use by the Contractor.
Maintenance of passenger access to parking and the transportation modes is essential to continue with minimal disruption to the public. The Contractor is mandated to schedule operations to minimize inconvenience to the public and through the use of dynamic message signage and public information announcements provide the best vehicle and pedestrian way finding methods.

The Contractor shall design, permit and construct all work so that the work and all systems therein are complete, so they will function and perform as intended.

8. CONSTRUCTION PHASES

The total number of parking spaces between the two lots is 1,478. Based on recent studies an approximate of 55 percent of the total parking is in used. The components of the Project are envisioned to be implemented in four phases (see **Attachment H**) and maintain at least the minimum of 846 parking spaces per day. Since all transportation modes are required to remain in full operation and providing parking in proximity to the transit passenger loading/unloading areas is a priority, the project is envisioned to be designed and constructed in phases following the construction sequences described below. The following items will be constructed during Phases I to IV:

- New transit bus platforms with canopy
- New intercity bus platform with canopy
- Retail and Transit Hub facility containing stairs, elevators, enclosed waiting area, toilets and enclosed operational spaces with canopies
- Roadway improvements
- At-grade surface parking
- New utility services
- Landscaping/irrigation improvements
- Structured parking facility (4 stories plus deck)
- New traffic signals

The preliminary construction sequence is as follows:

Phase I

1. Relocate the existing Intercity Bus (Greyhound) Terminal modular building to the southern parcel, east of SR 7 within the East Lot.
2. Construct new septic system and new utility (water, electric, telephone, data) for the relocated Intercity Bus (Greyhound) Terminal.
3. Construct temporary pavement on the west lot to maintain the traffic circulation.
4. Construct new site work including three (3) bus bays for the relocated Intercity Bus (Greyhound) Terminal and other site improvements (walkways, landscaping, site lighting)
5. No additional parking spaces need to be added to the GGI East parking lot.

Phase II

1. Begin construction work to provide the 503 (approximate) parking spaces, seven (7) Bus Bays, site improvements (site lighting, walkways, canopies, landscaping) and roadways as shown on the conceptual Site Development Plans.
2. Maintain access to Tri-Rail Station through work zone protected pedestrian passage connection to parking areas.
3. Construct the Intercity Bus (Greyhound) Terminal and the bike lockers at the west side of the parking lot.
4. Construct temporary pavement on the west side of the parking lot to allow proper circulation of traffic for Phase III.
5. During this Stage, the transit bus operation at the existing bus bays shown as Bus Terminal on the west lot shall remain unimpeded.
6. A total of 864 parking spaces (58 percent) will be available in this phase which represents more than 55 percent of the capacity being used.

Phase III

1. Complete demolition of the existing Bus Terminal and complete construction of the centered Bus Terminal with the adjacent surface parking, site improvements (site lighting, walkways, canopies, landscaping).
2. Begin construction of the four (4) stories plus deck parking structure. A total of 920 (approximate) parking spaces will be constructed.
3. Construct the transit hub and the retail at the ground level of the parking garage.
4. Completion of Phase III should yield approximately 1671 parking spaces. This number includes, handicap, short term, baby stroller and carpool/vanpool parking spaces.

5. Construct temporary pavement to allow the shift of traffic on NW 159th street and begin construction of the road.

Phase IV

1. Remove temporary pavement on the west lot and build the concrete walk with the canopy and the remaining seventeen (17) parking spaces on the east side close to the main entrance.
2. Shift traffic on SR 7/US 441 and begin construction of the road
3. Construct access to the Tandem Trucks on the east Lot
4. Completion of Phase IV should yield approximately 1688 parking spaces.

It is incumbent on the Contractor to identify, design and construct all features/items needed to minimize throw away work or re-work for the future expansion of the structured parking facility and the pedestrian bridge between the parking garage and the existing pedestrian TRI-RAIL Bridge.

9. FUTURE TRUCK AND TRAVEL CENTER

Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, such as the Port of Miami, the Miami International Airport, and the Florida East Coast Railway's intermodal terminal in Hialeah, generate significant truck traffic. The Miami-Dade Metropolitan Planning Organization (MPO) recent study on Commercial Motor Vehicle parking identified that the County provides only 293 parking spaces, but has a demand for 12,000 spaces requiring 1,177 acres of property. This indicates a severe shortage of commercial parking spaces within the county.

To alleviate this shortage, the East Lot of the Golden Glades Multimodal Transportation Facility (GGMTF) has been identified as a potential location for the development of truck parking facilities. This location is approximately 10 acres and currently accommodates three bus bays for Miami-Dade Transit, 535 parking spaces, a Tandem Truck Parking and Inspection function area for the Florida Turnpike. The location is in northeastern Miami-Dade County on the east side of NW 7th Avenue at NW 159th Street. The FDOT is considering a change in use for the East Lot which will relocate all the public transit operations to the west lot and redevelop the site as a truck services facility while preserving the existing Tandem Truck Parking and Staging facility.

In 2012, FDOT prepared a preliminary concept plan for the Truck and Travel Facility on the East Lot. As part of the Golden Glades Interchange improvements, the Turnpike Connector southbound lanes will be widened to accommodate two lanes from the Florida's Turnpike and three lanes from the SR 826 eastbound to I-95 southbound. The proposed widening and realignment of the Turnpike Connector southbound lanes will require right of way from the GGMTF East Lot which will impact the preliminary concept developed by FDOT. As part of this evaluation, the original concept was revised and

additional features have been provided to meet the minimum requirements identified in the MPO study.

The previous conceptual layout has capacity for one hundred nine (109) car parking spaces, seventy five (75) truck parking spaces, twenty (20) passenger vehicle fueling positions, six (6) trucks fueling positions, a truck wash building and a convenience store (see **Attachment I**).

The proposed concept layout for the Truck and Travel Center shows the improvements along the Turnpike Connector proposed as part of the Golden Glades Interchange Interim Project and the new conceptual layout for the Multimodal Transit Facility on the West Lot. The revised concept maintains all the amenities and includes the following:

- Static scale
- Leaky load containment
- Federal Highway Patrol Emergency Management Area

Due to the triangular shape of the site and the addition of the new features, the capacity for car parking spaces was reduced to sixty seven (67) and the capacity for truck parking spaces was reduced to sixty eight (68). This total amount of truck parking spaces includes fifteen (15) tandem truck parking spaces. Also, (16) passenger vehicle fueling positions and six (6) trucks fueling positions have been provided (see **Attachment I**).

ATTACHMENT A

(Parking Demand Projection Study for Golden Glades Park and Ride Lot)

Golden Glades Park and Ride Lot
Parking Demand Projection Study

Updated November 2012

Prepared for: Florida Department of Transportation
District VI Public Transportation Office
Miami, Florida

Prepared by: Transportation Planning Services, Inc.
Ft. Lauderdale, Florida

In Cooperation with: Atkins
Miami, Florida

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Executive Summary

The Golden Glades park and ride facility is currently operating at over 55 percent of capacity. The surface parking lot with 1,527 spaces is currently being used by an average of 846 cars per day. The use of that facility has been increasing in recent years at an average annual rate of over 6 percent a year. The purpose of this report is to develop an updated projection of future parking demand to the year 2035. Based on the projection developed in this report, it is estimated that a total of 1,938 spaces will be needed by the year 2035.

Most of the increased usage of the Golden Glades lot is the result of real estate development in both Miami-Dade and Broward Counties. Increases in population and employment in the two county area have resulted in greater travel demand particularly in the I-95 corridor. That increased travel demand has resulted in more congestion on I-95 and an increased use of transit in that corridor. The result is that there is an ever increasing demand for park and ride facilities in that corridor. The South Florida real estate market is beginning to recover from the recent recession and is expected to remain active over the long term. There are a number of transit projects and service improvements currently under development by Miami-Dade Transit and Broward County Transit, some in cooperation with the Florida Department of Transportation (FDOT) that will also directly increase the demand for the Golden Glades facility.

Additional capacity will be needed at Golden Glades park-and-ride lot in the future to accommodate the projected long term population and employment increases and planned transit improvements over the next 23 years. The issue is how large a facility is needed and when is the additional capacity needed. The results of the analysis contained in this study indicate that a parking garage on the site will eventually be needed. Per the projection, demand reaches lot capacity in 2025. Allowing for 90% working capacity of the existing 1,527 spaces yields 1,374 spaces which would suffice until 2021-2022. Taking the 2035 demand of 1,938 and adjusting for the working capacity ratio of 90% yields a capacity requirement of 2,150 spaces, divided by the existing 1,537 is a 40% increase.

1.0 Introduction

This report is an update of a study completed in May 2007, considering a review of historical parking demand, the expanded capacity of the current facility, and the latest population and employment projections provided by the Miami-Dade County and Broward County Metropolitan Planning Organizations (MPO).

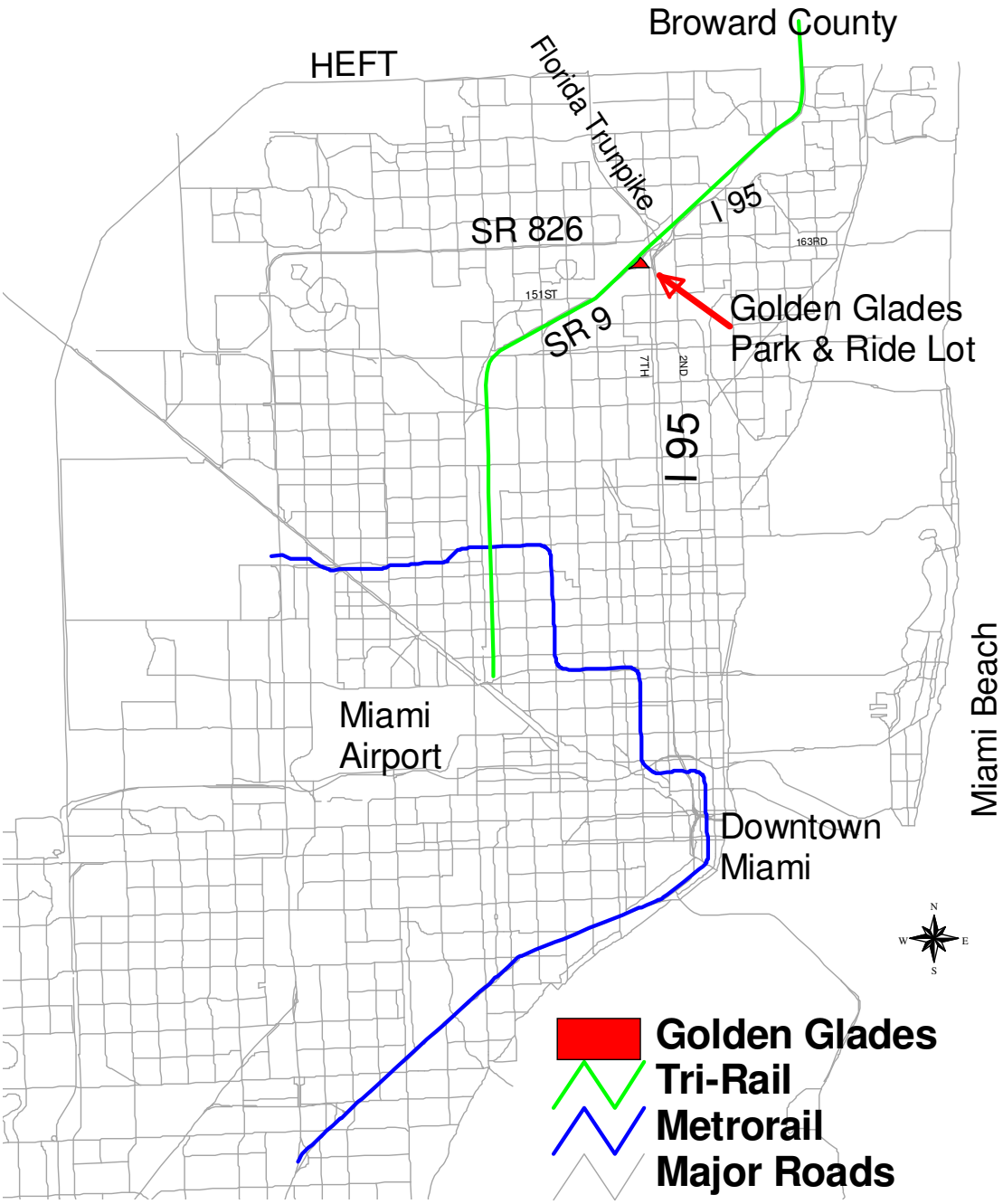
The Golden Glades park and ride lot is a regional multi-modal transfer facility strategically located in northern Miami-Dade County at the interchange of I-95, SR 826 (Palmetto Expressway), SR 9 and the Florida Turnpike. The facility provides direct access to Tri-Rail service, Miami-Dade Transit local and express bus service as well as Broward County Transit express bus service. The facility is also used by regional carpool and vanpool users because of its direct access to the I-95 HOV lanes. Figure 1 on the following page shows the general location of the Golden Glades facility.

The Golden Glades surface parking lot with 1,527 spaces is currently being used by an average of 844 cars per day. The use of that facility has been increasing in recent years at an average annual rate of over 6 percent a year. Based upon land use projections and various transportation planning studies it is anticipated that the use of the Golden Glades lot will continue to grow in the future.

The purpose of this study is to determine the future parking demand for the Golden Glades Park and Ride lot to the year 2035. The study results will be used to determine how much the facility should be expanded and when that improvement will be needed.

This technical approach used in this study utilizes the same data used in other transportation planning studies conducted by the Department and by the Miami-Dade and Broward County MPOs. The technical approach used to compute the actual parking demand was developed by FDOT in the "FDOT State Park & Ride Program Planning Manual", 1996 and update in 2012. The technical approach uses data directly from the same travel demand forecasting models used for other transportation planning conducted by the Department and for multi-county studies undertaken by Miami-Dade and Broward MPOs as well as Tri-Rail. The analysis conducted in this study is designed to provide parking demand estimates for various future time periods, considering transit service improvements that are currently funded.

Figure 1
Golden Glades Park and Ride Facility



2.0 Current Conditions and Trends

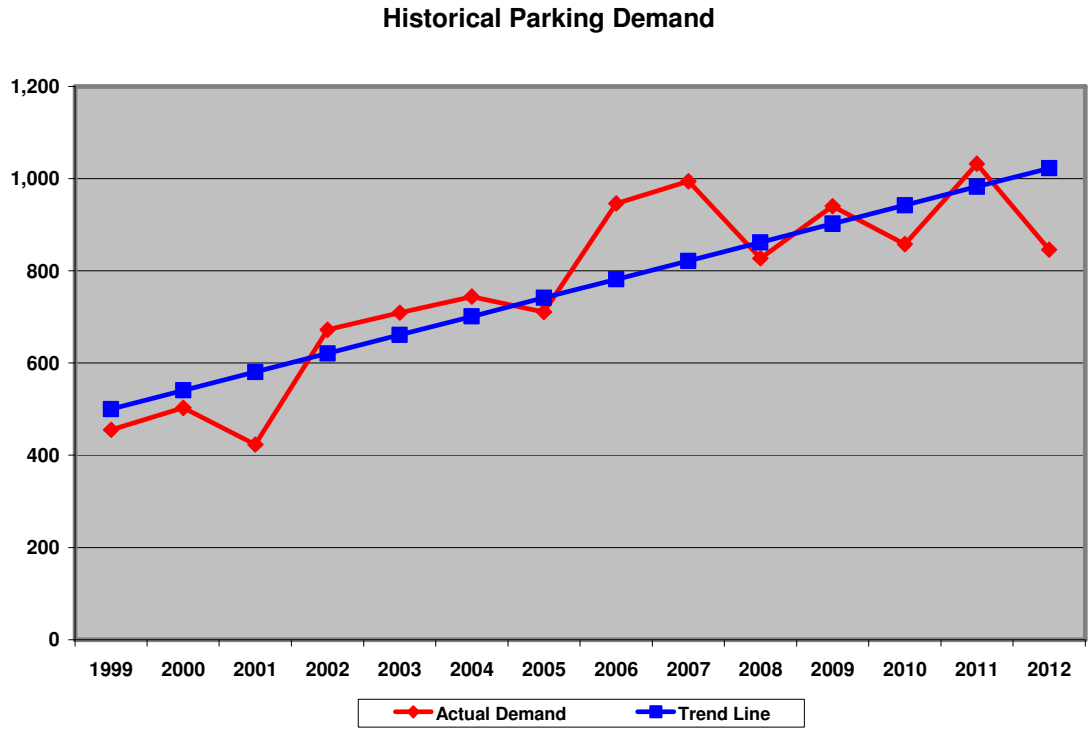
2.1 Historical Trends

FDOT District 6 has an on-going data collection process to document the capacity, usage and physical condition of the Golden Glade facilities. In addition a number of special studies have been undertaken by the Department and Miami-Dade County to evaluate possible improvement to the facilities and to the access roads serving that facility. Table 1 shows the historical growth in parking demand at Golden Glades facility based upon the on-going data collected by the Department. Figure 2 provides a visual representation of that same historical data.

Table 1
Historical Parking Demand

Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Demand	455	503	423	672	709	744	711	946	994	827	940	858	1,032	846

Figure 2
Historical Parking Demand

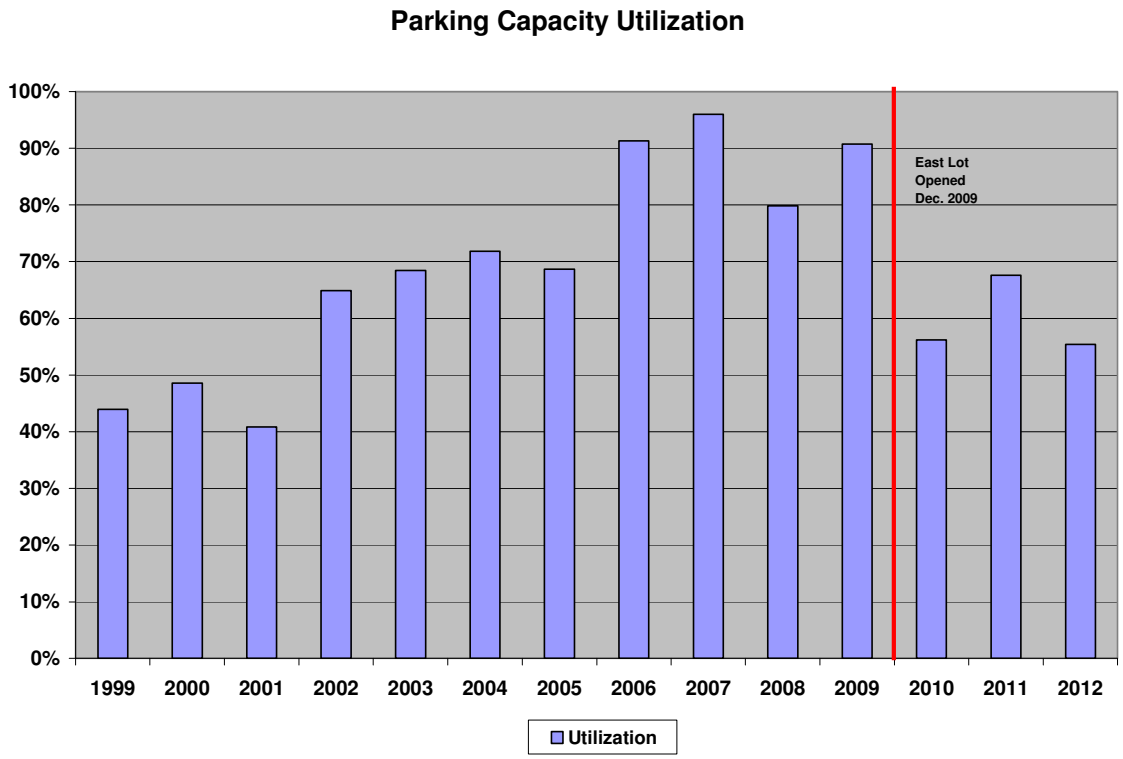


As seen from the table and the graphic, the use of the Golden Glades facility has been trending upward over the last seven years.

2.2 Utilization of Existing Facilities

The current number of parking spaces at the Golden Glades lot is 1,527 spaces for both the east and west parking areas. Figure 3 shows the utilization of available spaces from 1999 to 2012 as a percentage of total capacity. As seen in the table the Golden Glades lots is currently operating at 55 percent of capacity.

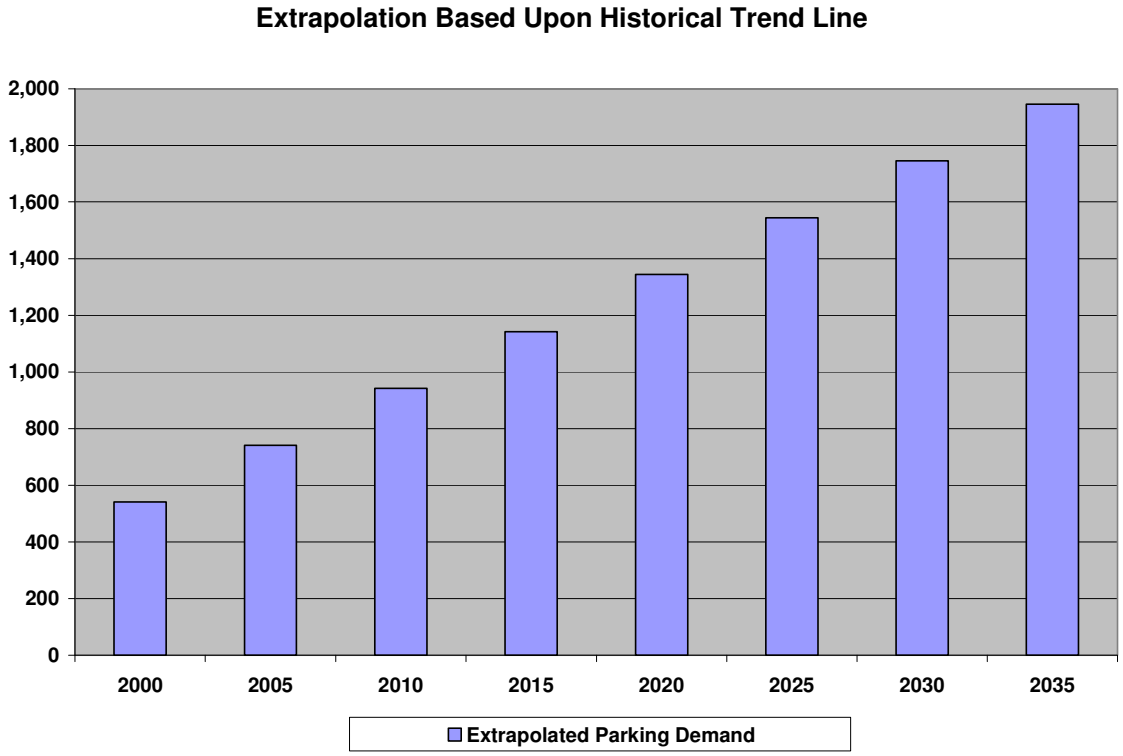
Figure 3
Utilization of Available Spaces



2.3 Extrapolation of Historical Trends

The historical data on the Golden Glades lot indicates an average annual growth rate in parking demand from 1999 to 2012. Applying that increase in a linear extrapolation formula, Figure 4 was developed. Linear extrapolation is not necessarily an accurate approach for parking demand estimation: the information in Figure 4 is provided strictly as illustrative of recent trends carried forward.

Figure 4
Growth in Parking Demand Based Upon Historical Trends



3.0 Future Population Growth

3.1 Miami-Dade County Projected Growth

Population and employment projections were developed for Miami-Dade County by the MPO staff for the preparation of the 2035 Long Range Transportation Plan Update. It is necessary to identify where and how much new development is projected for the different areas of the county and to evaluate how that growth will impact the need for additional transportation facilities. This same information was also used to develop the parking demand estimates for the Golden Glades parking facility. Table 2 provides a summary of that projected county-wide growth from the 2005 – 2035. Figure 5 is map showing the projected growth in dwelling units by traffic analysis zone from 2005 – 2035. Figure 6 shows the projected growth of employment by traffic zone.

Table 2
Miami-Dade 2005 – 2035 Projected Growth

	2005	2035	Growth	Percent
Total Population	2,371,962	3,278,155	906,193	38%
Industrial Employment	138,809	152,860	14,051	10%
Commercial Employment	219,474	279,573	60,099	27%
Service Employment	1,021,072	1,561,782	540,710	53%
Total Employment	1,379,355	1,994,215	614,860	45%
Hotel Units	35,804	66,821	31,017	87%

Figure 5
Miami-Dade 2005 – 2035 Population Growth

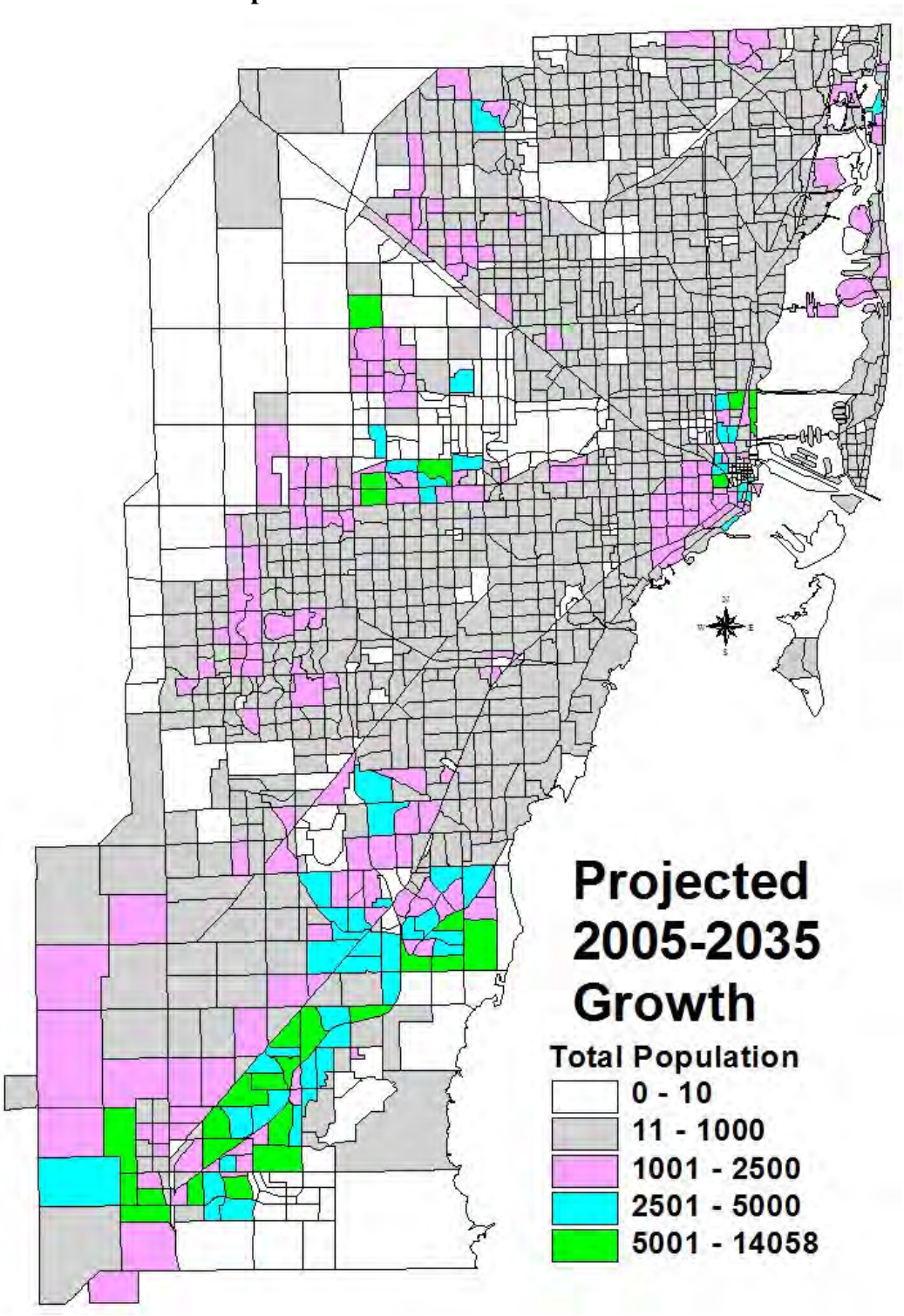
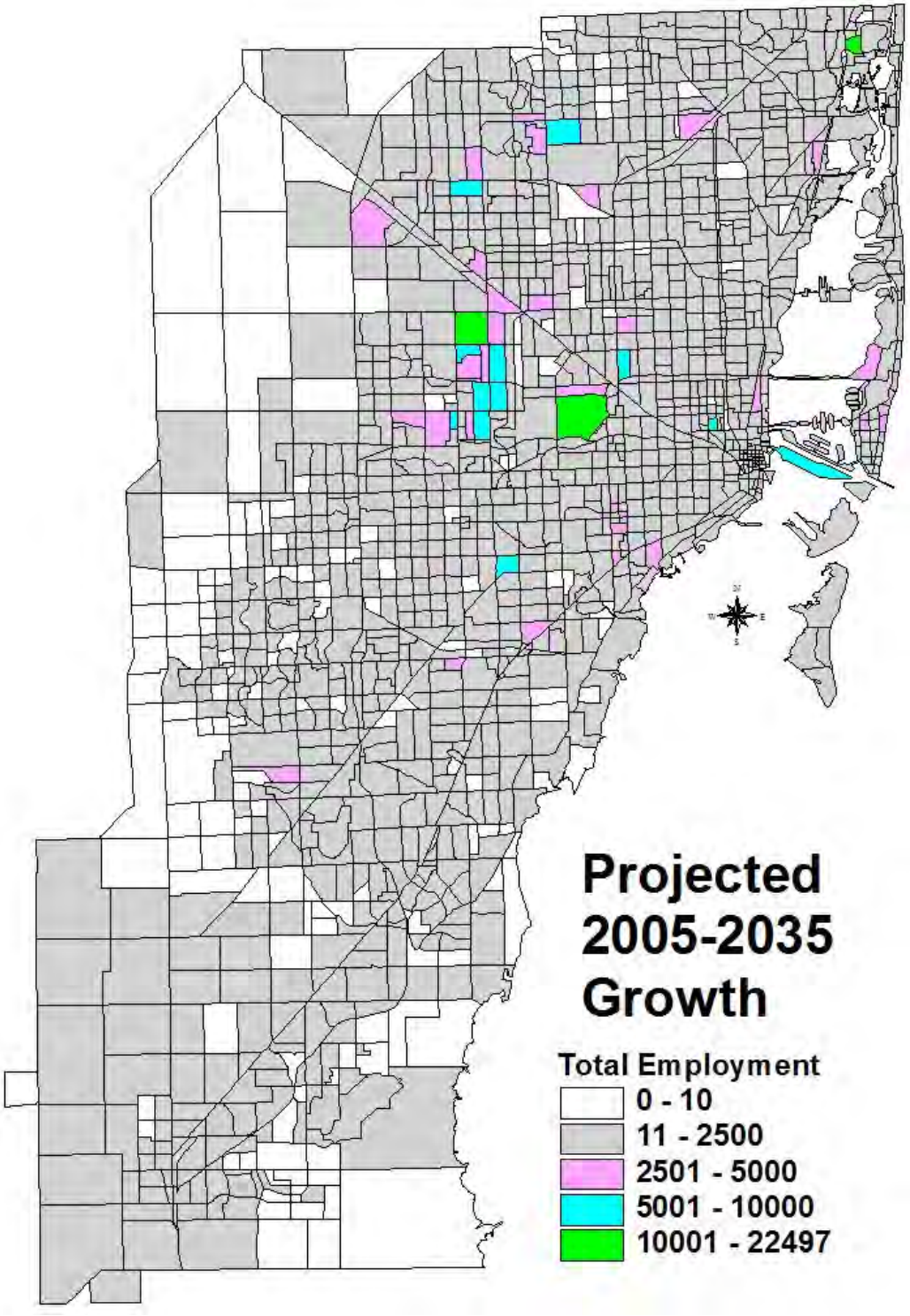


Figure 6
Miami-Dade 2005 – 2035 Employment Growth



3.2 Broward County Projected Growth

Population and employment projections were developed for Broward County by the Broward County MPO staff for the preparation of the 2035 Long Range Transportation Plan Update. This same information was also used to develop the parking demand estimates for the Golden Glades parking facility. Table 3 provides a summary of that projected county-wide growth from the 2005 – 2035. Figure 7 is map showing the projected growth in dwelling units by traffic analysis zone from 2005 – 2035. Figure 8 shows the projected growth of employment by traffic zone.

Table 3
Broward County 2005 – 2035 Projected Growth

	2005	2035	Growth	Percent
Total Population	1,753,323	2,251,518	498,195	28%
Industrial Employment	85,577	136,315	50,738	59%
Commercial Employment	227,239	340,541	113,302	50%
Service Employment	422,915	534,439	111,524	26%
Total Employment	735,731	1,011,295	275,564	37%
Hotel Units	32,630	32,422	-208	-1%

3.3 Projected Growth for the Two County Area

Table 4 shows the combined population and employment growth for both counties from 2005 – 2035.

Table 4
Combined Two County Growth

	2005	2035	Growth	Percent
Total Population	4,125,285	5,529,673	1,404,388	34%
Industrial Employment	224,386	289,175	64,789	29%
Commercial Employment	446,713	620,114	173,401	39%
Service Employment	1,443,987	2,096,221	652,234	45%
Total Employment	2,115,086	3,005,510	890,424	42%
Hotel Units	68,434	99,243	30,809	45%

Figure 7
Broward 2005 – 2035 Population Growth

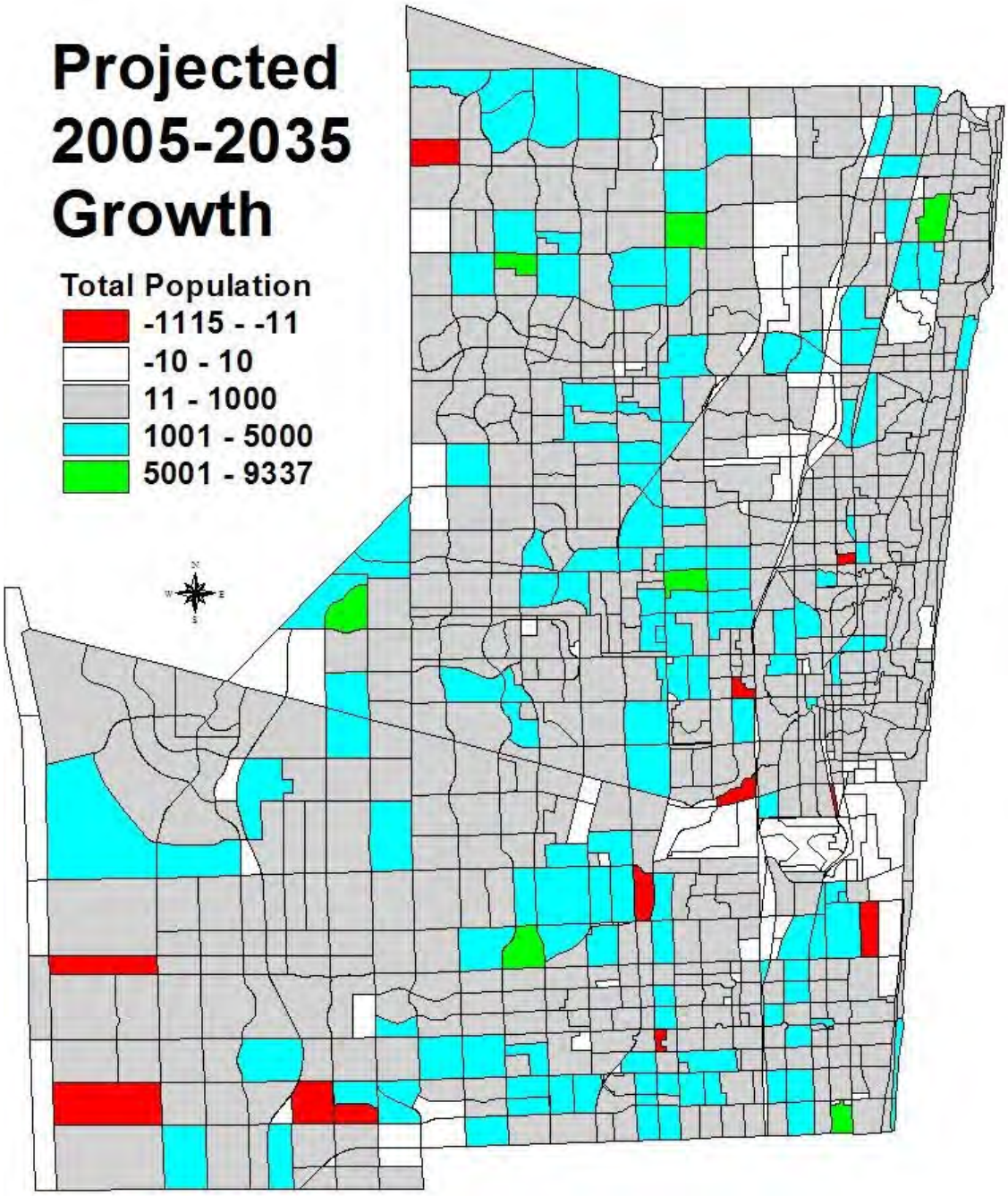
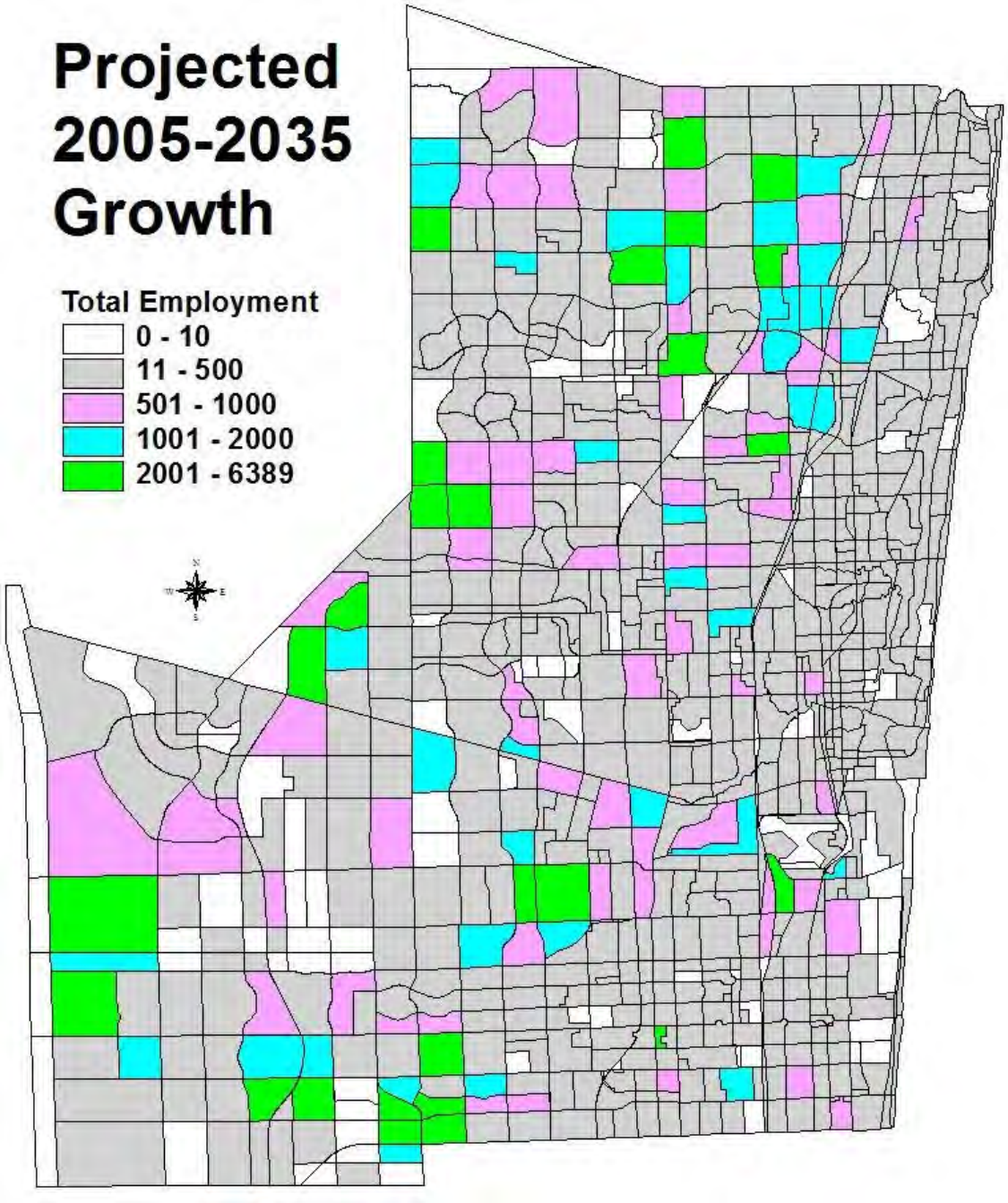


Figure 8
Broward 2005 – 2035 Employment Growth



4.0 Demand Projection Methodology

4.1 Technical Approach

This chapter presents a method for estimating lot demand, and ultimately lot space requirements. The technical approach used for this study was taken from the ***State Park & Ride Lot Program Planning Manual***, Frederick R. Harris, Inc. 1989; revised by The Marketing Institute Florida State University College of Business, 1996, and ***Update of State Park & Ride Lot Program Planning Manual***, ***Chapters 3, 4 and 6***, Center for Urban Transportation Research, Revised: June 1, 2012. More detailed information on this technical approach is available in Chapter 4 of those documents. The following paragraphs provide a general overview of the methodology used in this study.

The methodology presented is this chapter is an adaptation of a similar procedure used to estimate the park and ride lot size requirements for the I-95 reconstruction project in Southeast Florida. In that work, considerations for HOV facilities, the Tri-County Commuter Rail system, as well as carpooling were required. The procedure incorporates the traditional transportation planning process and is most applicable in any urban area where new or additional change-of-mode fringe parking facilities are under consideration.

Application
The site sizing procedure described in this chapter is best used in situations where transit influences need to be addressed by the demand estimation procedure. This suggests that the approach is best applied in the planning of significant facilities which will contain hundreds of spaces such as major urban corridor lots, HOV parking facilities, and transit transfer terminals. Any facility study to be reviewed by a Federal reviewing agency should consider using this approach.

Methodology
The methodology includes seven steps which relate to defining the lot service and trip destination areas, developing the total interchange of trips between these two areas, computing the share of travel which will be attracted to the park-and-ride facility, and converting this travel share to lot size requirements. These steps are described as follows:

STEP 1: Delineate the origin market influence area.

STEP 2: Develop the total daily trip interchange volumes between the origin and destination influence areas.

STEP 3: Estimate the input variables to the mode split model - The input data for the various mode under consideration must be developed. These data relate to in-vehicle travel time, out-of-vehicle travel time, parking cost, and other out of pocket costs.

STEP 4: Compute disutilities for modes under consideration.
These modes include:

- Drive alone auto
- 2-person carpools
- 3+ person carpools
- Local bus line-haul transit with walk or local bus access
- Line-haul transit with drive alone auto access
- Line-haul transit with shared ride auto access
- Carpool formed at the park-and-ride facility with drive alone access
- Carpool formed with 2-persons shared ride auto access
- Carpool formed with 3+ persons shared ride auto access

STEP 5: Compute primary-level modal shares - The disutilities computed in Step 4 are input to calculate the primary-level modal shares of person trips between the origin and destination market influence areas of the park-and-ride facility under analysis.

STEP 6: Compute secondary-level modal shares - In this step, the modal shares for the primary auto modes calculated in Step 5 are split to determine the number of persons who will use the park-and-ride facility.

STEP 7: Determine parking space requirements.

The most complex set of calculations are related to the computation of mode shares performed in Steps 3 through 6. These computations are included in the procedure in order to estimate the impacts on park-and-ride facility size produced by provision of various types of transit services, parking costs, and congestion levels. The procedure is a simplified approach which was developed in lieu of one using the Micro-FSUTMS procedures.

The methodology follows the nested logic mode split model formulation. The first step of the process is to determine the primary modal splits for person trips between the origin and destination market influence areas. The primary modes differ by size of urban area. Typically, larger urban areas will have line-haul transit services available while smaller areas will not. Consequently, modeling in larger urban areas requires consideration of a larger number of primary modes than that done in smaller areas.

The second level in the mode split calculations consists of splitting the primary modal shares into sub-modes. As an example, the primary mode split model determines the proportion of trips which travel by the drive alone auto mode. The secondary mode split model then determines the proportion of drive alone person trips which will utilize a park and ride lot and those which will drive directly to the final destination.

Two additional adjustments need to be made to the above value to account for kiss-and-ride access and for planned utilization in the design year. Approximately 10 to 15 percent of park-and-ride facility patrons access the facility via kiss-and-ride. Use of the 10 percent factor is recommended for two reasons. First, all kiss-and-ride vehicles will not be accessing the facility at the same time.

4.2 Golden Glades Market Area

A critical element of all site-specific demand estimation techniques based on facility and environmental attributes is the definition of a service area or market shed for the park and-ride lot. Theory suggests that once a market area is defined for the park-and-ride lot, socioeconomic data can be collected regarding the people living within the market shed, which can then be used to predict demand for specific park-and-ride facilities.

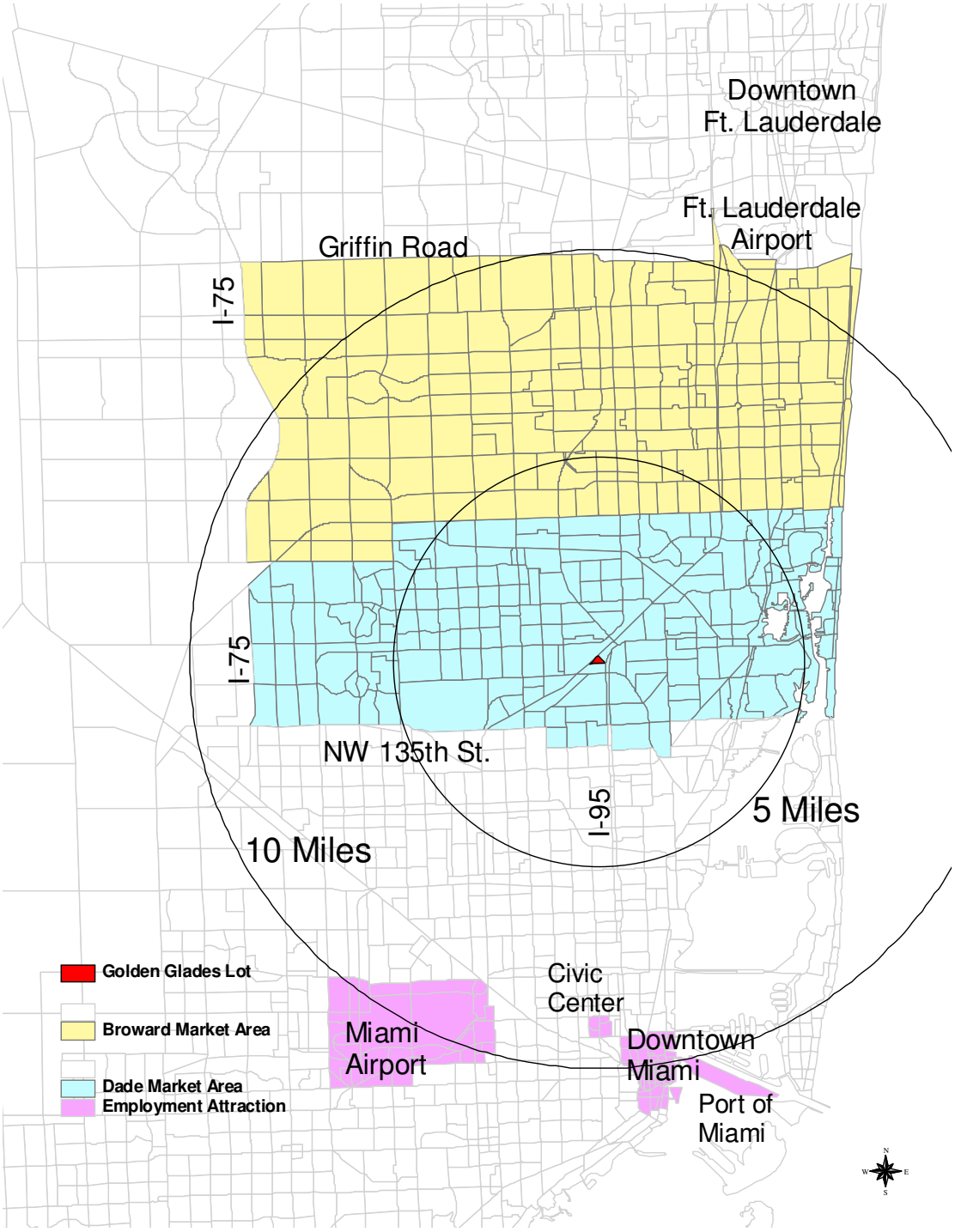
A number of park-and-ride studies throughout North America have evaluated park-and-ride market sheds in an attempt to identify a single standardized market shape and size. Considerable evidence suggests, however, that market areas will differ in both size and shape, depending upon what type of lot is being analyzed (e.g., remote, rural, suburban, or peripheral). Not surprisingly, market sheds for each of these park-and-ride types have also been found to vary in size and dimension from one metropolitan area to the next, which is likely due to factors such as differences in central city parking costs, extent of the transit network, and perceived congestion within the region.

For the suburban park-and-ride facility, a generalized service shape can be defined, based on a hydraulic analogy. That is, patrons using a specific park-and-ride facility will be expected to come from a catchment area, primarily upstream from the park-and-ride facility. Backtracking, the phenomenon of patrons who live between the park-and-ride lot and the employment destination driving upstream to gain access to a lot for a downstream location, would be limited.

As will be noted, the maximum downstream point from which ridership would be expected to be generated, represented by the parabolic vertex, extends approximately 3.2 to 4 km (2 to 2.5 miles) towards the primary CBD downstream from the lot. Upstream demand extended approximately 16.1 km (10 miles), following the major freeway or major arterial closest to the lot. The maximum spread of the demand, represented by the long chord, was approximately 19.3 km (12 miles). The orientation of the draw area shapes generally followed a directional axis passing through the lot.

Using this approach a market area was identified for the Golden Glades park and ride facility. Figure 9 shows the market area for the Golden Glades users and the employment centers that would attract those users.

Figure 9
Golden Glades Market Area



4.3 Transportation Modeling

A key issue in estimating parking demand for the Golden Glades lot is the transit services and HOV facilities to include in the analysis. The initial approach was to use the same travel demand model used for the Miami-Dade 2035 Long Range Transportation Plan. The problem with this approach is that this model allows for limited interaction with the Broward County transit system. More than half of the Golden Glades market area is in Broward County. As a result the Southeast Florida Regional Planning model (SFRPM 6.7) was used. The SFRPM 6.7 model which combines the transportation models for Miami-Dade, Broward and Palm Beach Counties also includes most of the transit projects in the long range transportation plans of each county. The SFRPM 6.7 model runs were available for 2005 and 2035. The 2035 model outputs were used for input to parking demand model. The SFRPM 6.7 model was not modified or rerun because of the limited time and budget available to complete this study. The approach of this study was to use existing data rather than creating any new data or making additional model runs.

The results of the 2035 and future parking demand model runs are provided in Appendix B of this report. In addition to the model validation effort some sensitivity testing of the model was also undertaken to determine how sensitive the model was to changes in some of the input variables.

4.4 Projected Parking Demand

Table 5 shows the projected parking demand for the various future years for the Golden Glades park and ride facility. The projections were developed using the data described in the previous sections of this chapter.

Table 5
Projected Golden Glades Parking Demand

	2015	2020	2025	2030	2035
Projected Demand (Cars)	1,074	1,290	1,506	1,722	1,938

5.0 Summary

Long term transit improvements listed in the Long Range Transportation Plans (LRTP) of both counties are reflected in the SFRPM regional transportation model including changes to Tri-Rail. The projected transit ridership and other data from the SFRPM model provided the basis of the projected parking demand in both this and the previous study.

In addition to the projects listed in the LRTP, other factors not included in the SFRPM model may also increase the parking demand at that facility. Increased gas prices and changes in the economy along with changes in employment in the service area will results in a greater use of transit. Short term improvements to the transit services at Golden Glades in the form of improved headways or frequency of service will also increase the demand for that facility.

Additional capacity will eventually be needed at the Golden Glades facility to meet future demand. Projected population and employment growth in the market shed for the facility and planned transit improvements serving the facility are factors in the increased demand for parking.

Appendix

Appendix A Market Area

A-1 Market Area Definition

The following study was used as a reference to help identify the market service area used for the analysis presented this report.

A study completed in the Greater Seattle metropolitan area for the King County Department of Metropolitan Services (Metro), an all-bus transit network; evaluated the observed market areas for 31 large suburban park-and-ride lots. These park-and-ride facilities were examined for their existing demand characteristics and the draw area associated with the patrons accessing the lot. A 1993 vehicle license plate survey was used as the basis for geocoding the residential location of vehicles observed in each of the 31 lots. Addresses for each observed parked vehicle were generated via a license plate search with the Washington Department of Motor Vehicles. The coordinates of each vehicle accessing individual lots were compared to the coordinates of the lot being used and then plotted on a common scale. The resulting service area demand sheds for each lot were compared to generate a common service area shape.

Market area shapes incorporating 50 and 85 percent of the total observed users at each park-and-ride lot were evaluated. At the 85 percentile user level, a parabolic shape was found to most nearly represent a common draw area for each of the 31 lots. The dimensions of the resulting average draw area shape are shown in Exhibit 5.3. As will be noted, the maximum downstream point from which ridership would be expected to be generated, represented by the parabolic vertex, extends approximately 3.2 to 4 km (2 to 2.5 miles) towards the primary CBD downstream from the lot. Upstream demand extended approximately 16.1 km (10 miles), following the major freeway or major arterial closest to the lot. The maximum spread of the demand, represented by the long chord, was approximately 19.3 km (12 miles). The orientation of the draw area shapes generally followed a directional axis passing through the lot and the Seattle CBD. This is likely due to much of this region's roadway network being more or less radial to the Seattle CBD, and to the fact that most existing service routes are destined for the CBD. In locations within the Metro region where the roadway network is not radically oriented to downtown, the directional axis of the observed draw areas typically orients in the direction of the primary roadway network that would be used to access the Seattle CBD by private automobile.

At the 50 percentile demand level, the average service area was more closely described by a circular pattern with a radial diameter of 4 km (2.5 miles), measured from the park-and-ride lot. In other words, 50 percent of a park-and-ride lot's demand comes from within a 4-km (2.5-mile) radius of the lot. This is consistent with the findings at the 85 percentile level in that the 4-km (2.5-mile) radius falls within the nose of the 85 percentile service area.

Appendix B Parking Demand Worksheets

B-1 2035 Parking Demand Model Worksheets

Step 2 Identify Market Area Influences

2035		Planning Year
485,088		Dwelling units with one or more autos in origin market area
1.60		Home-based work trip rate
636,581		Destination area employment
3,006,879		Total urban area employment
20		Average home-based work trip length (miles)
10		Average distance from origin and destination influence areas
	136,929	**Trips from origin market area to destination market area**

Step 4 Compute Disutility for Modes Considered

Mode	**IVTT**	**OVTT**	**PK**	**OC**	**Bias**	**Disutility**
Drive Alone	**20**	**6**	**6**	**2.00**	**0.00**	**1.276**
2 Occupants	**25**	**10**	**3**	**1.25**	**1.58**	**3.424**
3+ Occupants	**25**	**14**	**1**	**0.75**	**1.75**	**4.110**
Local Bus with Walk Access	**30**	**25**	**0**	**1.50**	**2.74**	**6.698**
Line Haul Bus Walk Access	**35**	**25**	**0**	**2.50**	**2.45**	**6.488**
Line Haul Bus Drive Alone	**33**	**21**	**0**	**2.50**	**2.56**	**6.008**
Line Haul Bus Shared Ride Access	**33**	**21**	**0**	**2.50**	**2.49**	**5.938**
Drive alone Park & Ride	**38**	**21**	**0**	**0.50**	**3.40**	**6.913**
2 Occupants Access Park & Ride	**38**	**25**	**0**	**0.50**	**4.25**	**8.323**
3+ Occupants Access Park & Ride	**38**	**27**	**0**	**0.50**	**4.75**	**9.103**

Step 5 Compute Primary Level Modal Shares

Drive Alone	1.276	0.2792	0.3360	0.83083	
2 Occupants	3.424	0.0326	0.3360	0.09695	
3+ Occupants	4.110	0.0164	0.3360	0.04885	
Local Bus with Walk Access	6.698	0.0012	0.3360	0.00367	
Line Haul Bus Walk Access	6.488	0.0015	0.3360	0.00453	
Line Haul Bus Drive Alone	6.008	0.0025	0.3360	0.00732	
Line Haul Bus Shared Ride Access	5.938	0.0026	0.3360	0.00785	
	Total	0.3360			

Step 6 Compute Secondary Level Modal Shares

Drive alone Park & Ride	6.913	0.000995	0.2792	0.83083	0.003
2 Occupants Access Park & Ride	8.323	0.000243	0.0326	0.09695	0.0007
3+ Occupants Access Park & Ride	9.103	0.000111	0.0164	0.04885	0.0003

Step 7 Compute Parking Space Requirements

Drive alone Park & Ride	114,029	0.002952	1	337	412
2 Occupants Access Park & Ride	114,029	0.000718	2	41	50
3+ Occupants Access Park & Ride	114,029	0.000329	3.2	12	14
Line Haul Bus Drive Alone	114,029	0.007322	1	835	1032
Line Haul Bus Shared Ride Access	114,029	0.007853	2.5	358	439

Year 2035 Parking Spaces Required = 1,938

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State Park and Ride Lot Planning Manual, 1996

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Tri-Rail Station Parking Projections from "Tri-Rail Parking and Circulation Study – 2008 Update

Golden Glades Intermodal Center Parking Occupancy Check Friday, May 11, 2012

Tri-Rail Parking Management Study, Executive Summary

Origin-Destination Surveys for Express Bus Services, Miami-Dade MPO

ATTACHMENT B

(Correspondence and Meeting Minutes)

Meeting Notes

Coordination Meeting with Miami-Dade Transit

GGI PD&E Study and Golden Glades Multimodal Transportation Facility / 21670063 and 21670064

Date/Time:	April 25, 2013 / 10:30 am to 12:00 am
Place:	MDT OTV 15th Floor Conference Room
Next Meeting:	TBD
Attendees:	Monica Cejas - MDT Nilia Cartaya - MDT Douglas Robinson - MDT Eric Zahn - MDT Gerald Bryan - MDT Eddie Lamas - Stantec Raul Salazar - Stantec Robert Carballo – Stantec
Absentees:	
Distribution:	Dat Huynh - FDOT

A meeting was held at Miami Dade Transits office this morning to review the status of the GGI PD&E Study and discuss the impacts on the East Park and Ride lot due to the implementation of Concept 4 (Inclusion of NW 12th Avenue Ramp). In addition several items regarding the potential improvements for the Golden Glades Multimodal Transportation Facility were also discussed including the following:

- An overview of the GGI PD&E Study for the benefit of the new MDT team members was discussed along with the potential modifications to both the west and east GGI park and ride lots.
- Changes associated with the addition of the NW 12th Avenue Ramp were reviewed. It was explained that these modifications would resolve MDT's earlier concerns with having to reroute buses within the industrial park since the on-ramp would remain open. We did explain that this required a further encroachment into the GGI East Park and Ride Lot and required the removal of several parking spaces and one bus bay. See attached Exhibit that was provided to MDT.
- FDOT intends to move forward with the interim improvements once the PD&E Study is complete. The schedule for completion of the PD&E was reviewed and it is anticipated that the interim improvements would begin construction in 2017 and open to traffic in 2018. MDT asked about the ultimate improvements and it was mentioned that they were unfunded at this point, but would be constructed with the East West Palmetto Improvements.
- The current GGI P&R West Lot upgrades were discussed and MDT showed the GGI Team an exhibit of the bus terminal improvements that are being currently proposed with the West Lot.
- The proposed GGMTF facility improvements where discussed and the attached exhibits were shared with MDT.

- One of the key issues discussed was MDT's current operations given the fact that they will be losing one of the bus bays on the east lot. MDT agreed to provide FDOT with additional information on current routes and use of each existing bays along with current boarding and alighting's for each route.
- The proposed improvements to the GGMTF and the current number of bus bays proposed were discussed. The study team asked MDT had reviewed the Bus Bay Study prepared by FDOT in 2008 and if the planned services routes and bay needs were still accurate. That study reflected the need for 11 bays. The proposed GGMTF has 10 bays and the existing East Lot will have two bays after the improvements to the GGI interchange. If the East Lot is redeveloped as planned into a truck service plaza then those additional bays will also be removed leaving only ten bays.
- MDT indicated that they are in the process of re-evaluating their entire system including performing a grid review, modification and increase of transfers and studying point to point service. They have 93 routes and are planning to modify 90 of those routes. They indicated that the current TDP update is obsolete. They will not know the direction they are heading in until they meet and present their concepts to the Mayor on May 13th, 2013. Based on the plan MDT selects; significant increase in routes and operations to and from the GGI will need to be developed. They have not taken into consideration the needs for additional capacity and service routes due to the proposed managed lanes network with services from both MDT and BCT needing to utilize the GGI facility. Monica Cejas committed to provide FDOT with information on their planned needs by end of May of this year.
- The parking structure and potential parking count was discussed. MDT indicated that in addition to consideration for handicap spaces that stroller spaces and an area for short-term parking should be included for people who are waiting to pick-up passengers at the Kiss and Ride facility.
- Within the GGMTF MDT would like a break room (comfort station) for their drivers. They also want a supervisors booth.
- MDT wants the facility set-up from and ITS perspective for Real-time passenger information displays at the bus bays including potential ITS signage in the Interstate explaining parking availability at the GGI Park and Ride Facility. They indicated that they had put in a grant application for this with FDOT. Monica Cejas indicated that she would provide a sample of the real-time parking space counters and dynamic signage that they are using at their Metro-Rail Stations.
- They said that they also want an area within the GGMTF for Jitney and taxi service so that they do not utilize their bus bays.
- MDT wanted to know about Way finding and what was going to be placed in the design criteria. Robert Carballo explained that they would need to provide information along with what systems they wanted to install to determine potential costs. The design build package may only reflect conduit and electrical services for equipment to be installed by others at a later date.
- Monica Cejas is going to supply additional criteria for design elements and will provide input to the building criteria as well.
- Robert Carballo asked MDT about their Metro Rail Plans and they indicated that a route is identified as unfunded in 2040, but that no routes are planned through the GGI.
- Nilia Cartaya indicated that as part of the AN Response to the project MDT had indicated that during construction of the GGMTF that MDT wanted full use of the existing Tandem Truck Parking area for Bus Transit operations. Robert Carballo indicated that this would need to be discussed with Florida's Turnpike.
- Nila Cartaya agreed to provide the study team with an electronic copy of the AN responses and MDT's Design Criteria for transit stations.

The meeting adjourned at noon.
The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.

Robert T. Carballo, PE - Vice President of Transportation – US South

Robert.Carballo@Stantec.com

Attachment: GGMTF Board 36x36; GGI Multimodal Facility West; GGI Multi-modal Facility East; GGI MMF East Truck Parking; Parking Garage Concepts

V:\2167\active\216700064\210 TWO # 2 _GGI Multimodal Facility\Data Collection\Coordination with Miami-Dade Transit\GGMTF Coordiantion Meeting with MDT 042513.docx

Meeting Notes

Coordination Meeting with Broward County Transit

GGI PD&E Study and Golden Glades Multimodal Transportation Facility / 21670063 and 21670064

Date/Time:	May 16, 2013 / 1:00 pm to 2:00 pm
Place:	MDT OTV 15th Floor Conference Room
Next Meeting:	TBD
Attendees:	Banard McCoy - BCT Peter Wolz – BCT (954-357-7714) Isi Hernandez – BCT Planner (954-357-8485) – Future Plans Paul Stobus – BCT Chief Scheduler Robert Carballo – Stantec
Absentees:	
Distribution:	Dat Huynh - FDOT

A teleconference call was held with Broward County Transit this afternoon to review the status of the GGI PD&E Study and discuss the impacts on the East Park and Ride lot due to the implementation of Concept 4 (Inclusion of NW 12th Avenue Ramp). In addition several items regarding the potential improvements for the Golden Glades Multimodal Transportation Facility were also discussed including the following:

- The PD&E Study alignment cuts into the current east lot resulting in the loss of some parking and reduced the number of bays from three to two. Signage for the bus bays in the East lot reflect the following operations.
    - 95 Civic Center – NW 36th Street
    - 95 Brickel Express
    - 95 Downtown Express (This bay is being removed)

  The Existing west lot has 4 bus bays with signage reflecting the following:
    - Southern bay is used by (95 Golden Glades, 95, 95 and 246)
    - Next bay (95 – NW 36 Street, 95 – Civic, 246)
    - Next Bay is used by (77 , 95 – Brickell, 277)
    - Northern Bay (22, Route E)

  None of the Bays reflect BCT Routes (Route 18, 2 Breeze, 441 Breeze, Pines Limited). BCT was asked if this would impact their operations and to confirm what they were actually utilizing
- BCT indicated that they only had operations in the West Lot area. They had constructed a stop along the perimeter fence adjacent to SR 9. Both Routes 18 and 441 Breeze utilize this area.
- Robert Carballo indicated that he would like for BCT to confirm their transit plans for use of the GGI facilities. He indicated that it was his understanding that both MDT and BCT were in the process of updating their TDP's. BCT indicated that they operate three routes to this facility which will increase to four high frequency and are considering two BRT Routes along 441.
- Robert Carballo indicated that FDOT needed them to confirm the number of bays in the proposed facility to get an understanding of how it meets their needs. He requested the following information for BCT's operation.

- Confirm current operations
- Confirm future operations (The table below was obtained from an FDOT 2008 Study that reflected the Year 2010 Peak Hour and Direction of Buses)
  - Service Headways (AM(Peak), PM(Peak), MD(off-peak), Saturday, Sunday)
  - Round Trip Time in minutes
  - Cycle Time (minutes)
  - Peak Hour Vehicle Requirements
  - Bus Berths needed per hour for AM and PM Peaks (Inbound and Outbound)
  - Anticipated Dwell Times/Bus
  - Ridership Numbers

Bus Routes	Peak Hour Vehicle Requirements	Peak Direction Buses	Service Type	
BCT Routes				
Route 2 Breeze	8 (40-ft buses)	4	Express	Through
Route 18	17 (40-ft buses)	8	Local	Terminating
Route 441 Breeze	7 (60-ft articulated buses)	4	Express	Through
Additional New Limited stop Service on Pines Blvd	5 (60-ft articulated buses)	3	Express	Through

- Mr. McCoy indicated that BCT would provide this information.
- The proposed GGMTF was discussed and BCT indicated that they would like to see a rest area for their drivers (Comfort Station) with separate bathroom facilities from the general public.
- BCT also suggested that a transit customer services areas be provided as well.
- Robert Carballo indicated that FDOT was looking for the transit partners to participate in the Operation and maintenance costs of the facility.

The meeting adjourned around 2 pm. The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.

Robert T. Carballo, PE - Vice President of Transportation – US South

Robert.Carballo@Stantec.com

Attachment: GGMTF Board 36x36; GGI Multimodal Facility West; GGI Multi-modal Facility East; GGI MMF East Truck Parking; Parking Garage Concepts

V:\2167\active\216700064\210 TWO # 2 _GGI Multimodal Facility\Data Collection\Coordination with Miami-Dade Transit\GGMTF Coordiantion Meeting with MDT 042513.docx

Meeting Agenda

Coordination Meeting with Miami-Dade Transit

GGI PD&E Study and Golden Glades Multimodal Transportation Facility / 21670063 and 21670064

Date/Time:	July 12, 2013 / 9:00 am to 11:00 am
Place:	FDOT D-6 Lakeshore Conference Room
Next Meeting:	TBD
Attendees:	Albert Hernandez - MDT Monica Cejas - MDT Nilia Cartaya - MDT Douglas Robinson - MDT Eric Zahn - MDT Gerald Bryan - MDT Eddie Lamas - Stantec Raul Salazar - Stantec Robert Carballo – Stantec
Absentees:	
Distribution:	Dat Huynh - FDOT

The purpose of this meeting with Miami Dade Transit is to review the potential improvements for the Golden Glades Multimodal Transportation Facility and impacts from the on-going GGI PD&E study Concept 4 as applicable. The following agenda items are to be reviewed:

- An overview of the GGI PD&E Study for the benefit of Albert Hernandez along with the potential modifications to both the west and east GGI park and ride lots.
- An overview of MDT's proposed route and operational changes which may have a direct impact on the proposed GGMTF facility.
- Status of requested information from MDT including:
    - Updated information on current routes and operation of existing bays.
    - Boarding and Alighting information for existing operations.
    - Updated information on planned routes and operations for GGI P&R Facilities including the number of bus bays required to meet service needs.
    - Need further coordination on design criteria evaluation and facility amenities
- Review of current program concepts prepared by FDOT.
    - East Lot Near term (GGI PD&E Impacts) and Long Term (Redevelopment)
    - West Lot GGMTF

- Over view of Parking Analysis by Atkins
  - Existing Parking Demand (846 Spaces in Use with 1527 Spaces available)
  - Future Parking Demand and Proposed Parking Facility at GGMTF (West Lot)

Projected Year	2015	2020	2025	2030	2035
Projected Demand	1074	1290	1506	1722	1938
Required Spaces*	1250	1450	1675	1900	2150
Provided Spaces	956 Surface Stalls + 1220 Garage Stalls =				2176
*Required spaces adjusted to provide 90% Occupancy					

If East Lot is not restructured as a Trucking Service Plaza an additional 486 parking stalls can be accommodated on the east lot. The total number of surface stalls would be 1442. Assuming an additional 150 surface stalls are available in the foot print of the future parking structure a total number of stalls would equal to 1592 which is slightly higher than the 2025 demand. The construction of the parking garage could be deferred for 5 years after construction of the GGMTF. However construction of the garage would potentially impact the operations of the GGMTF.

- MDT Concept for GGI Multimodal Transportation Facility provided on July 5, 2013.
- Operation and Maintenance of GGMTF
  - Site O&M Responsibilities
  - Facility O&M Responsibilities
  - Shared Costs of O&M (Tri-Rail, MDT, BCT, Inner City Bus Operator, FDOT)
  - Memorandum of Understanding needs to be formalized.
  - Will need O&M Cost numbers from MDT (Comparable)
- Capital Costs under evaluation.
  - Impacts to budget to address increase in parking demand
  - Increase in costs of facility to address LEED Silver Certifications Requirements
  - Request Cost information from MDT
- Funding
  - FPID No: 251684-1 has $18,749,973 programmed in 2018.
- Project Delivery – Design Build (Development of a Design Build Criteria Package)
- Required Design Environmental Re-evaluation
- Schedule

- 2006 GGMTF PD&E Commitments
    - Continued Coordination with State Representatives (17th District – Meeks)
    - Coordination with FTE for Truck Service Facility
    - Feasibility of providing North Dade Chamber of Commerce with a 2500 s.f. Welcome Center.
    - Continued Public Outreach including coordination with the City of Miami Gardens
    - Address potential impacts to emergency response times and need to construct additional fire stations in the area. There is a potential need to assess impact fees and it was agreed that this would be evaluated through the development review process.
    - BPAC commitment to evaluate the feasibility of providing paved shoulders along SR 7 for use by bicyclists.
    - Further coordination through the development review process with TARC.
    - 20 Bus Bays presented at Public Hearing

The meeting adjourned at 11 am.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.

Robert T. Carballo, PE - Vice President of Transportation – US South

Robert.Carballo@Stantec.com

Attachment:

V:\2167\active\216700064\210 TWO # 2 _GGI Multimodal Facility\Data Collection\Coordination with Miami-Dade Transit\GGMTF Coordiantion Meeting with MDT 071213.docx

Meeting Notes

Coordination Meeting with FDOT-6

GGI PD&E Study and Golden Glades Multimodal Transportation Facility / 21670063 and 21670064

Date/Time:	August 22, 2013 / 10:00 am to 11:00 am
Place:	FDOT D-6 R/W Conference Room
Next Meeting:	TBD
Attendees:	Harold Desdunes - FDOT Dat Huynh - FDOT Teresita Alvarez - FDOT Aileen Boucle - FDOT Fabiana Gonzalez - FDOT Godfrey Lamptey - Stantec Eddie Lamas - Stantec Raul Salazar - Stantec Robert Carballo – Stantec
Absentees:	
Distribution:	Dat Huynh - FDOT

The purpose of this meeting with FDOT was to review the new preliminary layouts for the Golden Glades Intermodal Facility based on the new requirements from Miami-Dade Transit. The following agenda items are to be reviewed:

- A recap of the key discussions from the previous meeting with Miami Dade Transit for the benefit of the attendees who were not present at that meeting. Subsequent to that meeting the following information and documents were provided to the study team by MDT staff.
    - Bus bays requirements: 20 total bus bays needed as follows
        - 10 Bus Bays for MDT
        - 4 Bus Bays for BCT
        - 6 Shared Bus Bays for Layover
    - Existing GGI maintenance Agreement
    - GGI Parking Patronage Summary
    - Golden Glades existing bus routes and assigned bays
    - MDT Conceptual park and ride layout and cost estimates
- The following new concepts for the Golden glades Multimodal facility were presented to the FDOT Director and staff
    - Option 1A - Bus Terminal Centered with Surface Parking Only
    - Option 1B - Bus Terminal & 4 Storey + Deck Parking Garage Centered
    - Option 1C - Bus Terminal Centered & 4 Storey Parking Garage + Deck on SW Lot
    - Option 2A - Bus Terminal on North Half Centered & Surface Parking Only
    - Option 2B - Bus Terminal on North Half with Transit Hub Centered & Surface Parking Only
    - Option 2C - Bus Terminal on North Half with Transit Hub Centered & 7 Storey Parking + Deck Garage on the Southwest Lot

- The following are the key issues discussed:
  - Mr. Harold Desdunes suggested that the options without parking garages should be eliminated from further evaluation since they do not satisfy the parking demand for the opening year.
  - He also added that language should be provided in the design build criteria package to provide incentive for contractors that provide additional parking spaces within the budget.
  - Mr. Harold Desdunes mentioned that the Golden Glades Park and Ride facility is currently being maintained by both Miami Dade County and Miami-Dade Transit. In addition FDOT provides maintenance of the pavement surfaces.
  - He recommended the study team to check with FHWA if parking fees can be charged to be used for the maintenance and operations of the facility.
  - Ms. Aileen Boucle suggested that a value engineering evaluation should be performed on the preliminary concepts prior to the development of the Design Build Criteria Package.
  - Mr. Harold Desdunes requested that the preliminary layout for the east lot should be developed that ties into the new parking and site circulation layouts for the west lot presented.
  - Coordination with tri-rail was also recommended so they can provide input on the conceptual layout options.

The meeting adjourned at 11 am.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.

Robert T. Carballo, PE - Vice President of Transportation – US South

Robert.Carballo@Stantec.com

Attachment:

ATTACHMENT C

(Multimodal Transportation Facility Conceptual Site Plans)

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY OPTION 1A				
SITE DATA	**Surface Lot Spaces**			
	North Lot	**South Lot**	**Parking Garage**	**Total**
Regular	261	632	-	893
Disabled	11	16	-	27
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**281**	**657**	-	**938**

OPTION 1A
SITE PLAN

NORTH
1"=100'

August 2013

9

945sf
Break Lounge

1,600sf
Restrooms

7

441

3,000sf
Intercity Bus
Hub

OPTION 1A

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 1B
(Bus Terminal & 4 Story + Deck Parking Garage Centered)

SITE DATA	Surface Lot Spaces		Parking Garage	Total
	North Lot	South Lot		
Regular	256	407	1,020	1,683
Disabled	11	14	-	25
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**276**	**430**	**1,020**	**1,726**

Note: 4 Stories plus Deck meet 2025 parking demand (1,675)

2 Additional stories needed to meet 2035 parking demand (2,150)

OPTION 1B
GROUND - SITE PLAN

NORTH
1"=100'

September 2013

SFRC RAILROAD

9

945sf — Intercity Bus Hub

10,400sf Retail

4,500sf Transit Hub

7

441

OPTION 1B
ROOF - SITE PLAN

September 2013

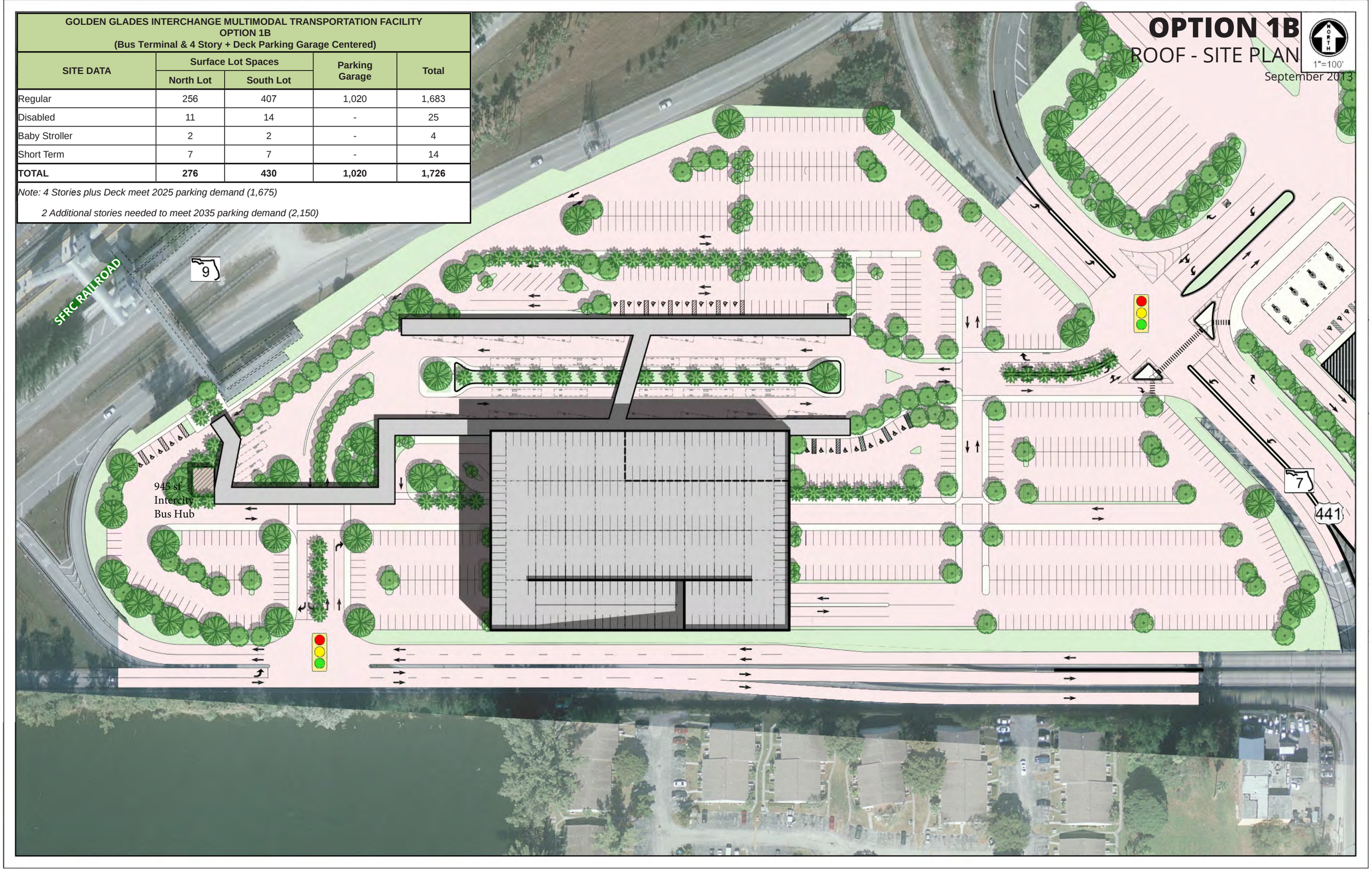
1"=100'

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 1B
(Bus Terminal & 4 Story + Deck Parking Garage Centered)

SITE DATA	Surface Lot Spaces		Parking Garage	Total
	North Lot	South Lot		
Regular	256	407	1,020	1,683
Disabled	11	14	-	25
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**276**	**430**	**1,020**	**1,726**

Note: 4 Stories plus Deck meet 2025 parking demand (1,675)

2 Additional stories needed to meet 2035 parking demand (2,150)



OPTION 1C

GROUND - SITE PLAN

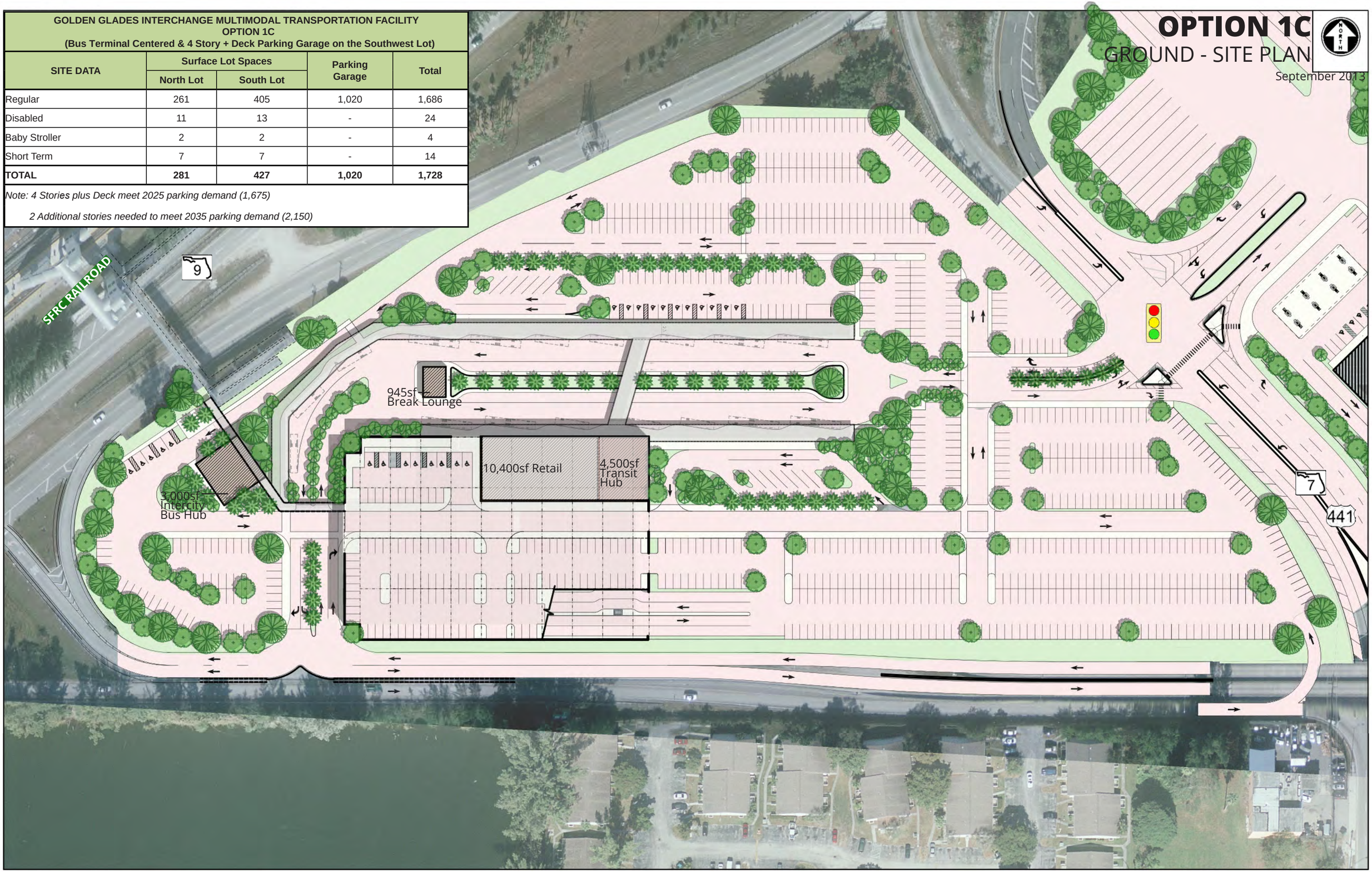
September 2013

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 1C
(Bus Terminal Centered & 4 Story + Deck Parking Garage on the Southwest Lot)

SITE DATA	Surface Lot Spaces		Parking Garage	Total
	North Lot	South Lot		
Regular	261	405	1,020	1,686
Disabled	11	13	-	24
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**281**	**427**	**1,020**	**1,728**

Note: 4 Stories plus Deck meet 2025 parking demand (1,675)

2 Additional stories needed to meet 2035 parking demand (2,150)



OPTION 1C
ROOF - SITE PLAN

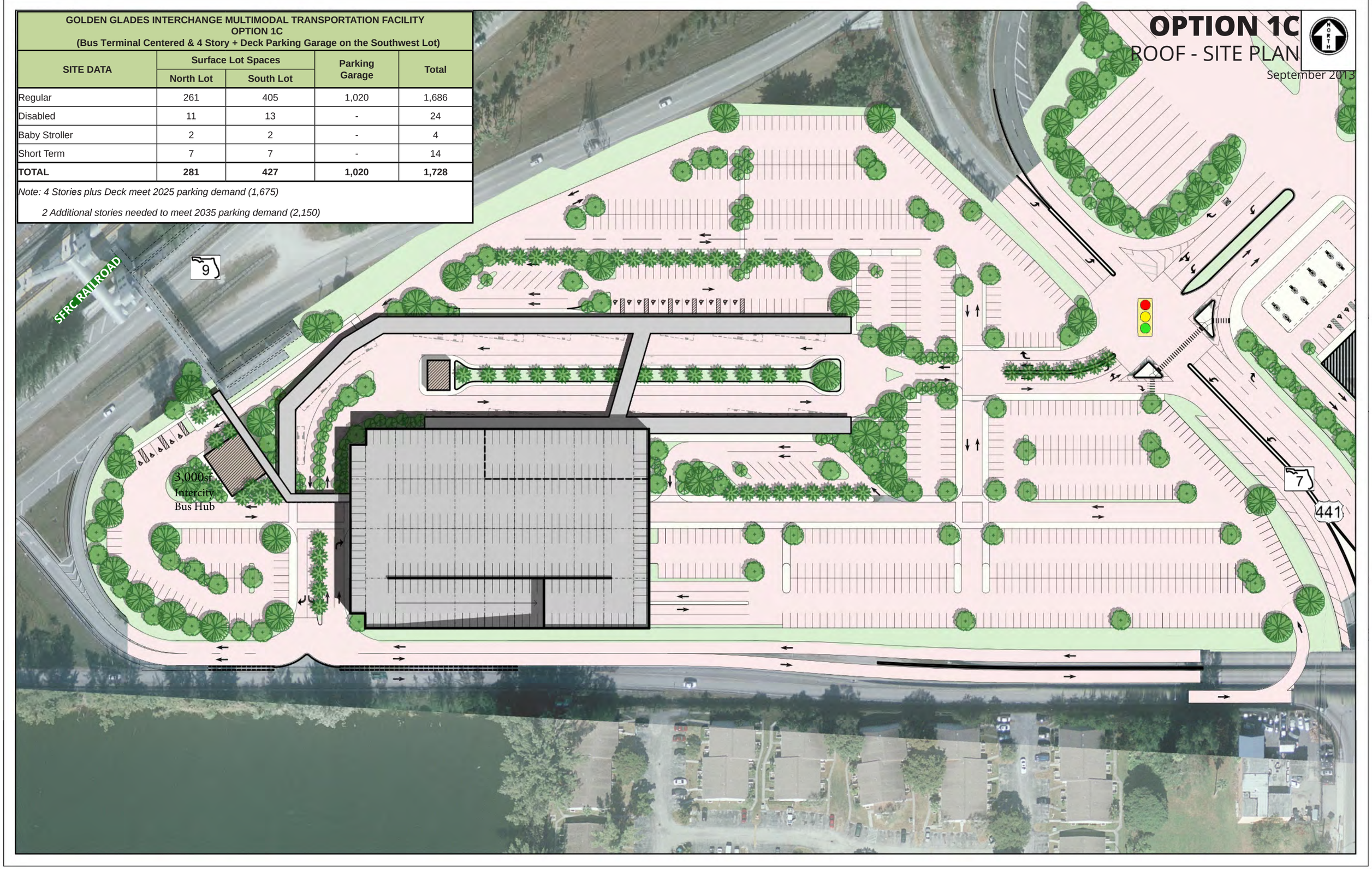
September 2013

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 1C
(Bus Terminal Centered & 4 Story + Deck Parking Garage on the Southwest Lot)

SITE DATA	Surface Lot Spaces		Parking Garage	Total
	North Lot	South Lot		
Regular	261	405	1,020	1,686
Disabled	11	13	-	24
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**281**	**427**	**1,020**	**1,728**

Note: 4 Stories plus Deck meet 2025 parking demand (1,675)

2 Additional stories needed to meet 2035 parking demand (2,150)



OPTION 2A
SITE PLAN

August 2013

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY OPTION 2A (Bus Terminal on North Half Centered &Surface Parking Only)				
SITE DATA	**Surface Lot Spaces**		**Parking Garage**	**Total**
	North Lot	**South Lot**		
Regular	38	713	-	751
Disabled	7	14	-	21
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**54**	**736**	-	**790**

945sf
Break Lounge

2,400sf
Intercity Bus Hub

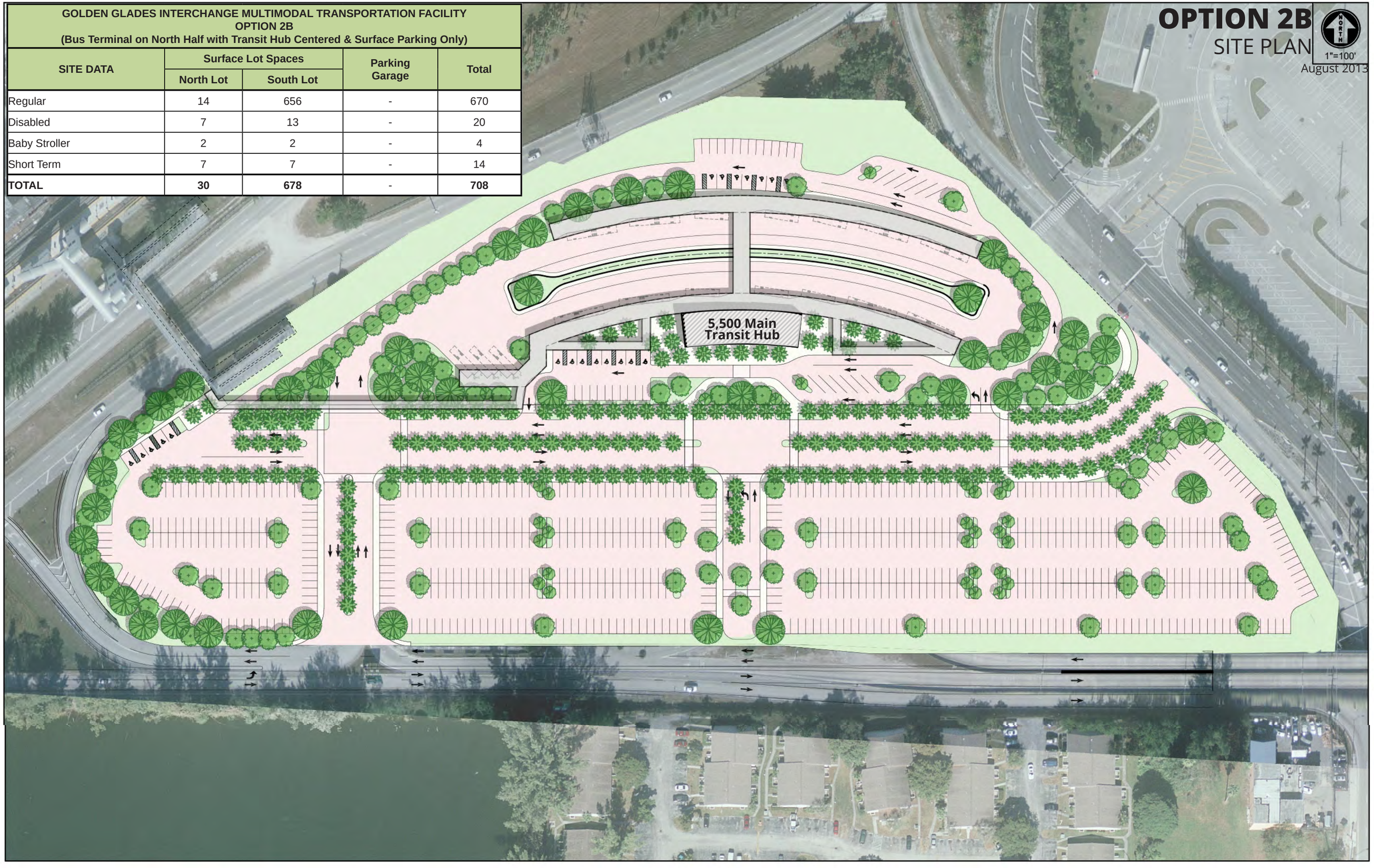
3,250sf
Transit Hub

OPTION 2B
SITE PLAN

NORTH
1"=100'
August 2013

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 2B
(Bus Terminal on North Half with Transit Hub Centered & Surface Parking Only)

SITE DATA	Surface Lot Spaces		Parking Garage	Total
	North Lot	South Lot		
Regular	14	656	-	670
Disabled	7	13	-	20
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**30**	**678**	-	**708**



OPTION 2C
GROUND - SITE PLAN

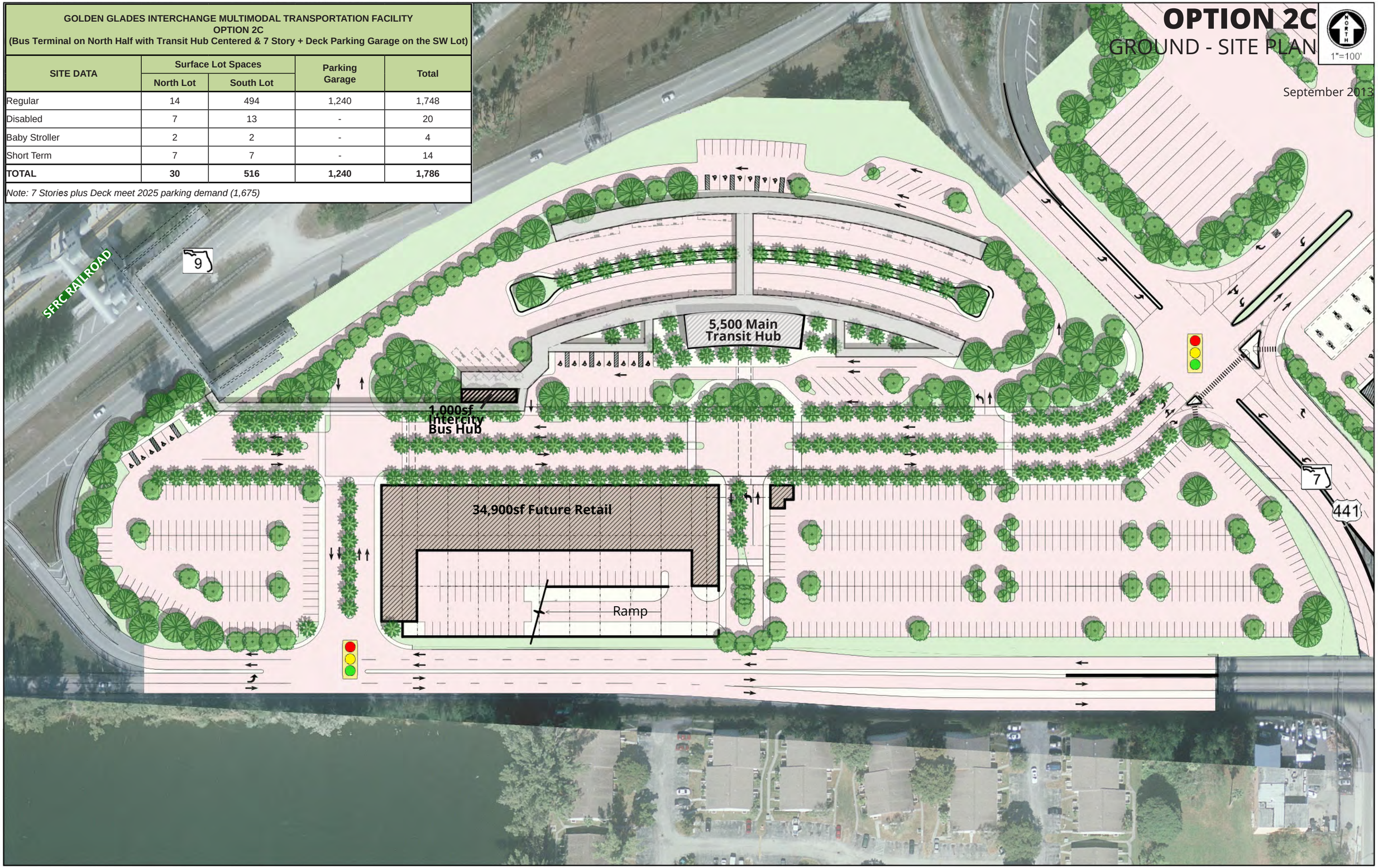
September 2013

1"=100'

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 2C
(Bus Terminal on North Half with Transit Hub Centered & 7 Story + Deck Parking Garage on the SW Lot)

SITE DATA	Surface Lot Spaces		Parking Garage	Total
	North Lot	South Lot		
Regular	14	494	1,240	1,748
Disabled	7	13	-	20
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**30**	**516**	**1,240**	**1,786**

Note: 7 Stories plus Deck meet 2025 parking demand (1,675)

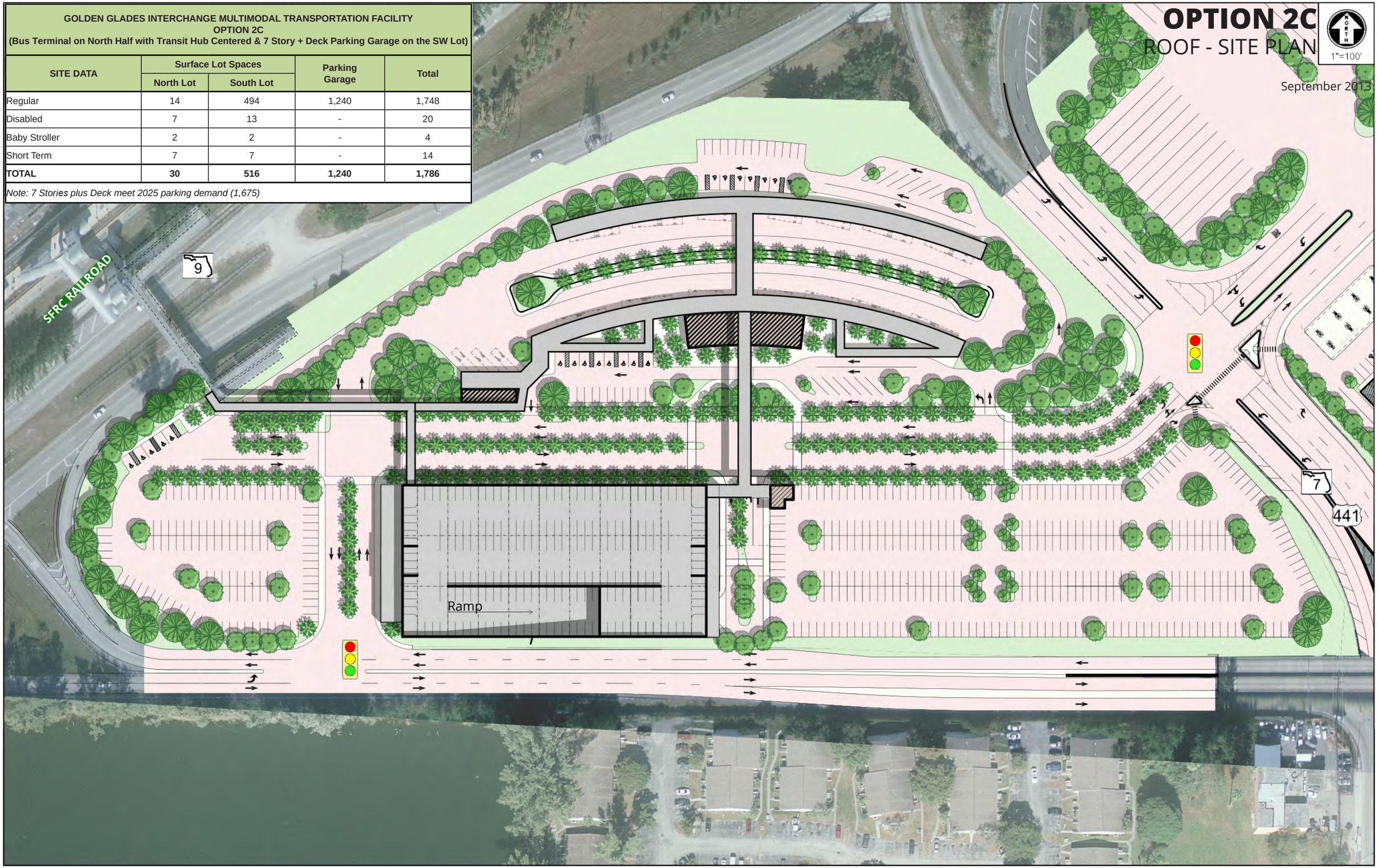


OPTION 2C

ROOF - SITE PLAN

September 2013

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY OPTION 2C (Bus Terminal on North Half with Transit Hub Centered & 7 Story + Deck Parking Garage on the SW Lot)				
SITE DATA	**Surface Lot Spaces**		**Parking Garage**	**Total**
	North Lot	**South Lot**		
Regular	14	494	1,240	1,748
Disabled	7	13	-	20
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**30**	**516**	**1,240**	**1,786**
Note: 7 Stories plus Deck meet 2025 parking demand (1,675)				



GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 2D
(Bus Terminal on North Half with Transit Hub Centered & Four 4 Story Parking Garages + Deck)

SITE DATA	Surface Lot Spaces		Parking Garage	Total
	North Lot	South Lot		
Regular	14	45	2,100	2,159
Disabled	7	13	-	20
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**30**	**67**	**2,100**	**2,197**

Note: Master Plan with 4 Stories plus Deck needed to meet 2035 parking demand (2,150)

OPTION 2D

GROUND - SITE PLAN
FULL MASTER PLAN

September 2013

NORTH
1"=100'

SFRC RAILROAD

9

5,500 Main Transit Hub

1,000sf Intercity Bus Hub

15,300sf Future Retail

34,900sf Future Retail

22,900sf Future Retail

22,500sf Future Retail

Ramp

Ramp

7

441

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 2D
(Bus Terminal on North Half with Transit Hub Centered & Four 4 Story Parking Garages + Deck)

SITE DATA	Surface Lot Spaces		Parking Garage	Total
	North Lot	South Lot		
Regular	14	45	2,100	2,159
Disabled	7	13	-	20
Baby Stroller	2	2	-	4
Short Term	7	7	-	14
TOTAL	**30**	**67**	**2,100**	**2,197**

Note: Master Plan with 4 Stories plus Deck needed to meet 2035 parking demand (2,150)

OPTION 2D

ROOF - SITE PLAN
FULL MASTER PLAN

September 2013

NORTH
1"=100'

SFRC RAILROAD

9

7

441

Sky Bridge

Sky Bridge

Sky Bridge

Ramp

Ramp

ATTACHMENT D

(Conceptual Layout for the Reconfiguration of the East Lot)

GOLDEN GLADES INTERMODAL CENTER (EAST LOT)					
SURFACES LOT					
EXISTING			PROPOSED		
COMMUTER PARKING	BICYCLES	TANDEM TRUCK	COMMUTER PARKING	BICYCLES	TANDEM TRUCK
535	42	12	486	14	12

SCALE 1:100

PARK AND RIDE WEST LOT

PARK AND RIDE EAST LOT

TANDEM TRUCK PARKING

SFRC RAILROAD

TURNPIKE CONNECTOR

I-95 EXPRESS

PROPOSED BICYCLE RACKS

441 7 9

12 15 38 41 5 25 50 34 5 31 5 16 43 91 53 34

LEGEND:

- Traffic Signal
- Existing R/W
- Barrier wall
- Golden Glades Interchange PD&E Study (FM No. 428358-1-22-01)
- (X) Number of Tandem Truck parking
- (Y) Number of Commuter parking

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	MIAMI-DADE	428358-1-22-01

$USER$ $DATE$ $TIME$ $FILE$

CONCEPTUAL PARK & RIDE EAST LOT RECONFIGURATION PLAN

SHEET NO.

ATTACHMENT E

(Cost Estimates- for Options 1A, 1B, 1C, 2A, 2B, 2C and 2D)

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY				
OPTION 1A (Bus Terminal Centered &Surface Parking Only)				
Item Description	**Unit**	**Quantity**	**Unit Cost**	**Total Cost**
Clearing and Grubbing	AC	2.5	$20,405.00	$51,012.50
Existing Pavement Removal	SY	54782	$3.00	$164,345.58
Type B Stabilized Sub-Base	SY	46387	$3.18	$147,510.78
Optional Base, Group 04	SY	45691	$12.13	$554,234.66
Superpave Asphaltic Concrete	TN	5103	$99.49	$507,655.11
Plain Cement Concrete Pavement, 9"	SY	6882	$75.00	$516,150.00
Concrete Curb & Gutter, Type F	LF	700	$19.54	$13,678.00
Concrete Curb, Type D	LF	9782	$20.46	$200,138.07
Concrete Sidewalk, 4" Thick	SY	5580	$36.56	$204,004.80
Bumper Guards, Concrete	EA	926	$60.00	$55,560.00
Drainage	LS	1	$500,000.00	$500,000.00
Performance Turf, Sod	SY	9900	$2.23	$22,077.00
Bicycle Rack	EA	2	$1,500.00	$3,000.00
Signing and Pavement Markings	LS	1	$36,000.00	$36,000.00
Lighting	LS	1	$163,965.00	$163,965.00
New Traffic Signal at SR 7/US441	LS	1	$300,000.00	$300,000.00
Passenger Information Systems & ITS	LS	1	$600,000.00	$600,000.00
Utilities (Water and Sewer Services)	LS	1	$650,000.00	$650,000.00
Drop-Off Area Canopy	SF	30000	$75.00	$2,250,000.00
Walkway Canopy Area	SF	3000	$75.00	$225,000.00
Break Lounge	SF	945	$150.00	$141,750.00
Intercity Bus Hub	SF	3000	$150.00	$450,000.00
Restrooms	SF	1600	$150.00	$240,000.00
TOTAL				**$7,996,081.51**

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY				
OPTION 1B (Bus Terminal & 4 Story+ Deck Parking Garage Centered)				
Item Description	**Unit**	**Quantity**	**Unit Cost**	**Total Cost**
Clearing and Grubbing	AC	2.5	$20,405.00	$51,012.50
Existing Pavement Removal	SY	54782	$3.00	$164,345.58
Type B Stabilized Sub-Base	SY	40569	$3.18	$129,009.69
Optional Base, Group 04	SY	39961	$12.13	$484,721.44
Superpave Asphaltic Concrete	TN	4463	$99.49	$443,984.00
Plain Cement Concrete Pavement, 9"	SY	7526	$75.00	$564,450.00
Concrete Curb & Gutter, Type F	LF	700	$19.54	$13,678.00
Concrete Curb, Type D	LF	8350	$20.46	$170,841.00
Concrete Sidewalk, 4" Thick	SY	5700	$36.56	$208,392.00
Bumper Guards, Concrete	EA	690	$60.00	$41,400.00
Drainage	LS	1	$500,000.00	$500,000.00
Performance Turf, Sod	SY	9900	$2.23	$22,077.00
Bicycle Rack	EA	2	$1,500.00	$3,000.00
Signing and Pavement Markings	LS	1	$36,000.00	$36,000.00
Lighting	LS	1	$149,565.00	$149,565.00
New Traffic Signal at SR 7/US441	LS	1	$300,000.00	$300,000.00
New Traffic Signal on the Southwest Lot Entrance	LS	1	$300,000.00	$300,000.00
Passenger Information Systems & ITS	LS	1	$600,000.00	$600,000.00
Utilities (Water and Sewer Services)	LS	1	$650,000.00	$650,000.00
Drop-Off Area Canopy	SF	30000	$75.00	$2,250,000.00
Walkway Canopy Area	SF	4000	$75.00	$300,000.00
Intercity Bus Hub	SF	945	$150.00	$141,750.00
Transit Hub Building (Inside Parking Garage)	SF	4500	$85.00	$382,500.00
Parking Structure	SPACE	920	$16,000.00	$14,720,000.00
TOTAL				**$22,626,726.20**

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY				
OPTION 1C (Bus Terminal Centered & 4 Story Parking Garage on the Southwest Lot)				
Item Description	**Unit**	**Quantity**	**Unit Cost**	**Total Cost**
Clearing and Grubbing	AC	2.5	$20,405.00	$51,012.50
Existing Pavement Removal	SY	54782	$3.00	$164,345.58
Type B Stabilized Sub-Base	SY	40569	$3.18	$129,009.69
Optional Base, Group 04	SY	39961	$12.13	$484,721.44
Superpave Asphaltic Concrete	TN	4463	$99.49	$443,984.00
Plain Cement Concrete Pavement, 9"	SY	7526	$75.00	$564,450.00
Concrete Curb & Gutter, Type F	LF	700	$19.54	$13,678.00
Concrete Curb, Type D	LF	8350	$20.46	$170,841.00
Concrete Sidewalk, 4" Thick	SY	5700	$36.56	$208,392.00
Bumper Guards, Concrete	EA	697	$60.00	$41,820.00
Drainage	LS	1	$500,000.00	$500,000.00
Performance Turf, Sod	SY	9900	$2.23	$22,077.00
Bicycle Rack	EA	2	$1,500.00	$3,000.00
Signing and Pavement Markings	LS	1	$36,000.00	$36,000.00
Lighting	LS	1	$149,565.00	$149,565.00
New Traffic Signal at SR 7/US441	LS	1	$300,000.00	$300,000.00
New Traffic Signal on the Southwest Lot Entrance	LS	1	$300,000.00	$300,000.00
Passenger Information Systems & ITS	LS	1	$600,000.00	$600,000.00
Utilities (Water and Sewer Services)	LS	1	$650,000.00	$650,000.00
Drop-Off Area Canopy	SF	30000	$75.00	$2,250,000.00
Walkway Canopy Area	SF	3000	$75.00	$225,000.00
Intercity Bus Hub	SF	3000	$150.00	$450,000.00
Connection from Tri-Rail Bridge to Parking Garage	LS	1	$800,000.00	$800,000.00
Transit Hub Building (Inside Parking Garage)	SF	4500	$85.00	$382,500.00
Parking Structure	SPACE	920	$16,000.00	$14,720,000.00
TOTAL				**$23,660,396.20**

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY				
OPTION 2A (Bus Terminal on North Half Centered & Surface Parking Only)				
Item Description	**Unit**	**Quantity**	**Unit Cost**	**Total Cost**
Clearing and Grubbing	AC	2.5	$20,405.00	$51,012.50
Existing Pavement Removal	SY	54782	$3.00	$164,345.58
Type B Stabilized Sub-Base	SY	44807	$3.18	$142,487.76
Optional Base, Group 04	SY	44135	$12.13	$535,361.92
Superpave Asphaltic Concrete	TN	4929	$99.49	$490,368.50
Plain Cement Concrete Pavement, 9"	SY	7120	$75.00	$534,000.00
Concrete Curb & Gutter, Type F	LF	925	$19.54	$18,074.50
Concrete Curb, Type D	LF	9485	$20.46	$194,063.10
Concrete Sidewalk, 4" Thick	SY	6000	$36.56	$219,360.00
Bumper Guards, Concrete	EA	776	$60.00	$46,560.00
Drainage	LS	1	$500,000.00	$500,000.00
Performance Turf, Sod	SY	10500	$2.23	$23,415.00
Bicycle Rack	EA	2	$1,500.00	$3,000.00
Signing and Pavement Markings	LS	1	$36,000.00	$36,000.00
Lighting	LS	1	$149,565.00	$149,565.00
New Traffic Signal at SR 7/US441	LS	1	$300,000.00	$300,000.00
New Traffic Signal on the Southwest Lot Entrance	LS	1	$300,000.00	$300,000.00
Passenger Information Systems & ITS	LS	1	$600,000.00	$600,000.00
Utilities (Water and Sewer Services)	LS	1	$650,000.00	$650,000.00
Drop-Off Area Canopy	SF	30000	$75.00	$2,250,000.00
Walkway Canopy Area	SF	4375	$75.00	$328,125.00
Break Lounge	SF	945	$150.00	$141,750.00
Intercity Bus Hub	SF	2400	$150.00	$360,000.00
Transit Hub Building	SF	3250	$150.00	$487,500.00
TOTAL				**$8,524,988.86**

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY				
OPTION 2B (Bus Terminal on North Half Centered & Surface Parking Only)				
Item Description	**Unit**	**Quantity**	**Unit Cost**	**Total Cost**
Clearing and Grubbing	AC	2.5	$20,405.00	$51,012.50
Existing Pavement Removal	SY	54782	$3.00	$164,345.58
Type B Stabilized Sub-Base	SY	43811	$3.18	$139,318.27
Optional Base, Group 04	SY	43154	$12.13	$523,453.36
Superpave Asphaltic Concrete	TN	4819	$99.49	$479,460.77
Plain Cement Concrete Pavement, 9"	SY	7120	$75.00	$534,000.00
Concrete Curb & Gutter, Type F	LF	925	$19.54	$18,074.50
Concrete Curb, Type D	LF	9485	$20.46	$194,063.10
Concrete Sidewalk, 4" Thick	SY	6500	$36.56	$237,640.00
Bumper Guards, Concrete	EA	694	$60.00	$41,640.00
Drainage	LS	1	$500,000.00	$500,000.00
Performance Turf, Sod	SY	10500	$2.23	$23,415.00
Bicycle Rack	EA	2	$1,500.00	$3,000.00
Signing and Pavement Markings	LS	1	$36,000.00	$36,000.00
Lighting	LS	1	$149,565.00	$149,565.00
New Traffic Signal at SR 7/US441	LS	1	$300,000.00	$300,000.00
New Traffic Signal on the Southwest Lot Entrance	LS	1	$300,000.00	$300,000.00
Passenger Information Systems & ITS	LS	1	$600,000.00	$600,000.00
Utilities (Water and Sewer Services)	LS	1	$650,000.00	$650,000.00
Drop-Off Area Canopy	SF	30000	$75.00	$2,250,000.00
Walkway Canopy Area	SF	4500	$75.00	$337,500.00
Transit Hub Building	SF	5500	$150.00	$825,000.00
TOTAL				**$8,357,488.09**

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY				
OPTION 2C (Bus Terminal on North Half Centered & 7 Story Parking Garage on the Southwest Lot)				
Item Description	**Unit**	**Quantity**	**Unit Cost**	**Total Cost**
Clearing and Grubbing	AC	2.5	$20,405.00	$51,012.50
Existing Pavement Removal	SY	54782	$3.00	$164,345.58
Type B Stabilized Sub-Base	SY	36354	$3.18	$115,607.13
Optional Base, Group 04	SY	35809	$12.13	$434,364.72
Superpave Asphaltic Concrete	TN	3999	$99.49	$397,859.40
Plain Cement Concrete Pavement, 9"	SY	7120	$75.00	$534,000.00
Concrete Curb & Gutter, Type F	LF	925	$19.54	$18,074.50
Concrete Curb, Type D	LF	9485	$20.46	$194,063.10
Concrete Sidewalk, 4" Thick	SY	6500	$36.56	$237,640.00
Bumper Guards, Concrete	EA	470	$60.00	$28,200.00
Drainage	LS	1	$500,000.00	$500,000.00
Performance Turf, Sod	SY	10500	$2.23	$23,415.00
Bicycle Rack	EA	2	$1,500.00	$3,000.00
Signing and Pavement Markings	LS	1	$36,000.00	$36,000.00
Lighting	LS	1	$149,565.00	$149,565.00
New Traffic Signal at SR 7/US441	LS	1	$300,000.00	$300,000.00
New Traffic Signal on the Southwest Lot Entrance	LS	1	$300,000.00	$300,000.00
Passenger Information Systems & ITS	LS	1	$600,000.00	$600,000.00
Utilities (Water and Sewer Services)	LS	1	$650,000.00	$650,000.00
Drop-Off Area Canopy	SF	30000	$80.00	$2,400,000.00
Walkway Canopy Area	SF	4500	$80.00	$360,000.00
Transit Hub Building	SF	5500	$150.00	$825,000.00
Parking Structure	SPACE	1190	$16,000.00	$19,040,000.00
TOTAL				**$27,362,146.94**

ATTACHMENT F

(Preliminary Conceptual Site Plan for Option 1B Modified)

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY
OPTION 1B
(Bus Terminal & 4 Story + Deck Parking Garage Centered)

SITE DATA	Surface Parking		Parking Garage (Ground Floor not included)	Total
	North Lot	South Lot		
Regular	195	511	901	1,607
Disabled	10	12	19	41
Baby Stroller	3	3	-	6
Short Term	8	8	-	16
Carpools / Vanpools	7	11		18
Bicycle	20	20	-	40
Motorcycle/ Scooter	12	15	-	27
TOTAL	**223**	**545**	**920**	**1,688**

Note:
4 Story plus Deck meet 2025 parking demand (1,675)
2 Additional stories needed to meet 2035 parking demand (2,150)

LEGEND:

- (Y) Number of Regular Parking
- (Y) Number of Disabled Parking
- (Y) Number of Stroller Parking
- (Y) Number of Carpools / Vanpools Parking
- (Y) Number of Motorcycle Parking
- (Y) Number of Bicycle Parking
- Traffic Signal
- Continuos Canopy
- Concrete Pavement
- Parking Garage
- Sidewalk/Pedestrian Walking Areas
- Sod/Landscaping

SCALE 1:100

TRUCK AND TRAVEL CENTER

GATEWAY FEATURE

945 SF BREAK LOUNGE

TRI-RAIL STATION

FUTURE CONNECTION

3,000 SF INTERCITY BUS HUB

BIKE LOCKERS

10,450 SF RETAIL

4,500 SF TRANSIT HUB

BIKE LOCKERS

GATEWAY FEATURE

24' TYP.

20' TYP.

9' TYP.

24' TYP.

9

7

441

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

GODFREY LAMPTEY, P.E., PTOE
P.E. LICENSE No. 68261
STANTEC CONSULTING SERVICES, INC.
901 Ponce de Leon Blvd., Suite 900
Coral Gables, Florida 33134
Certificate of Authorization No. 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	MIAMI-DADE	428358-1-22-01

CONCEPTUAL LAYOUT FOR GGI MULTIMODAL FACILITY (OPTION 1B)

SHEET NO. 1

glamptey 3/20/2014 4:32:17 PM V:\2167\active\216700064\210 TWO # 2 _GGI Multimodal Facility\GGI MF_ Alternatives\DGN Files_Transportation\Basemap-West Lot

ATTACHMENT G

(Preliminary Cost Estimates for Option 1B Modified)

Date: 10/23/2013 5:30:37 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 251684-6-52-01 **Letting Date:** 04/2017

Description: GOLDEN GLADES MULTI- MODAL TERMINAL

District: 06 **County:** 87 MIAMI-DADE **Market Area:** 13 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 0.730 MI

Project Manager: HUYNH, DAT

Version 3 Project Grand Total **$40,092,608.55**

Description: GOLDEN GLADES MULTIMODAL TRANSIT FACILITY AND TRUCK PARKING FACILITY

Sequence: 1 MIS - Miscellaneous Construction **Net Length:** 0.000 MI 0 LF

Description: GOLDEN GLADES MULTIMODAL TRANSIT FACILITY

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	9.25	AC	$20,000.00	$185,000.00
120-6	EMBANKMENT	8,000.00	CY	$12.00	$96,000.00
	Earthwork Component Total				$281,000.00

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	42,184.00	SY	$5.21	$219,778.64
285-704	OPTIONAL BASE,BASE GROUP 04	41,552.00	SY	$10.00	$415,520.00
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	4,640.00	TN	$90.00	$417,600.00
350-1-4	PLAIN CEMENT CONC PAVT, 9"	7,526.00	SY	$78.93	$594,027.18
542-70	BUMPER GUARDS, CONCRETE	709.00	EA	$64.66	$45,843.94
	Roadway Component Total				$1,692,769.76

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	700.00	LF	$20.00	$14,000.00
520-2-4	CONCRETE CURB, TYPE D	8,350.00	LF	$18.00	$150,300.00
522-1	CONC SIDEWALK AND DRIVEWAYS, 4" THICK	5,700.00	SY	$35.00	$199,500.00
570-1-2	PERFORMANCE TURF, SOD	9,900.00	SY	$2.50	$24,750.00
	Shoulder Component Total				$388,550.00

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	2,104.00	LF	$60.00	$126,240.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	1,256.00	LF	$80.00	$100,480.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-1-2	CONC CLASS I, ENDWALLS	6.33	CY	$800.00	$5,064.00
425-1-362	INLETS, CURB, TYPE P-6, >10'	4.00	EA	$4,550.00	$18,200.00
425-1-549	INLETS, DT BOT, TYPE D, MODIFY	20.00	EA	$4,000.00	$80,000.00
425-1-601	INLETS, DT BOT, TYPE J, <10'	10.00	EA	$4,300.00	$43,000.00
425-2-92	MANHOLES, J-8, >10'	5.00	EA	$8,500.00	$42,500.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	256.00	LF	$130.00	$33,280.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	152.00	LF	$150.00	$22,800.00
430-185-142	PIPE CULV,OPT MATL, ROUND, JACK&BORE,42"	130.00	LF	$70.00	$9,100.00
	Drainage Component Total				$480,664.00

SIGNING COMPONENT

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	SIGNING AND PAVEMENT MARKINGS	1.00	LS	$75,000.00	$75,000.00
	Signing Component Total				$75,000.00

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	NEW TRAFFIC SIGNAL AT SR 7/US 441

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$15.00	$10,500.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$18.00	$5,400.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$3,170.00	$3,170.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$450.00	$9,900.00
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$1,350.00	$1,350.00
639-2-1	ELECTRICAL SERVICE WIRE	60.00	LF	$1.20	$72.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$1,000.00	$1,000.00
649-1-10	STEEL STRAIN POLE, F&I, PEDESTAL	1.00	EA	$1,000.00	$1,000.00
649-31-105	M/ARM,F&I, WS-150,SINGLE ARM,W/0 LUM-78	4.00	EA	$34,500.00	$138,000.00
650-1-311	TRAFFIC SIGNAL,F&I,3 SECT,1 WAY,ALUMINUM	20.00	AS	$850.00	$17,000.00
653-191	PEDESTRIAN SIGNAL, F&I, LED-COUNT DWN, 1	8.00	AS	$625.00	$5,000.00
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	$168.00	$3,360.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	$650.00	$13,000.00
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$250.00	$2,000.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$20,300.00	$20,300.00
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$350.00	$1,400.00

Signalization 2

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	NEW TRAFFIC SIGNAL ON THE SOUTHWEST CORNER OF THE LOT ENTRANCE

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	$15.00	$11,250.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	$18.00	$4,500.00

632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$3,170.00	$3,170.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00	EA	$450.00	$7,200.00
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$1,350.00	$1,350.00
639-2-1	ELECTRICAL SERVICE WIRE	60.00	LF	$1.20	$72.00
649-31-103	M/ARM,F&I, WS-150,SINGLE ARM,W/0 LUM-60	4.00	EA	$34,500.00	$138,000.00
650-1-311	TRAFFIC SIGNAL,F&I,3 SECT,1 WAY,ALUMINUM	12.00	AS	$850.00	$10,200.00
653-191	PEDESTRIAN SIGNAL, F&I, LED-COUNT DWN, 1	8.00	AS	$625.00	$5,000.00
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00	EA	$168.00	$2,016.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00	AS	$650.00	$7,800.00
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$250.00	$2,000.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$20,300.00	$20,300.00
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$350.00	$1,400.00
	Signalizations Component Total				$446,710.00

INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT

Description of Work

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	PASSENGER INFORMATION SYSTEM & ITS	1.00	LS	$600,000.00	$600,000.00
	Intelligent Traffic System (ITS) Component Total				$600,000.00

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MAX

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	LIGHTING	1.00	LS	$100,000.00	$100,000.00
	Lighting Component Total				$100,000.00

LANDSCAPING COMPONENT

User Input Data

Description	Value
Lump Sum	700,000.00
Cost %	0.00
Component Detail	N

Landscaping Component Total $700,000.00

RETAINING WALLS COMPONENT

Retaining Wall 1

Description	Value
Length	300.00
Begin height	1.00
End Height	12.67
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	2,050.50	SF	$25.00	$51,262.50

Retaining Walls Component Total $51,262.50

ARCHITECTURAL COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
751-36-11	BICYCLE RACK, FURNISH & INSTALL, 1-2 BI	4.00	EA	$750.00	$3,000.00

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	DROP-OFF AREA CANOPY	34,000.00	SF	$75.00	$2,550,000.00
	Comment: INCLUDES WALKWAY CANOPY				
2	SEATING AND TRASH CANS	1.00	LS	$70,000.00	$70,000.00
3	BREAK LOUNGE	945.00	SF	$150.00	$141,750.00
4	INTERCITY BUS HUB	945.00	SF	$150.00	$141,750.00
5	TRANSIT HUB BUILDING	4,500.00	SF	$125.00	$562,500.00
	Comment: INSIDE PARKING GARAGE				
6	PARKING GARAGE	1,010.00	EA	$16,000.00	$16,160,000.00
7	BUILDING PERMIT/ IMPACT FEES ALOWANCE	1.00	LS	$150,000.00	$150,000.00
8	SITE DEMOLITION	1.00	LS	$125,000.00	$125,000.00
9	GENERAL CONDITIONS	1.00	LS	$800,000.00	$800,000.00

Architectural Component Total $20,704,000.00

UTILITIES COMPONENT

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	WATER AND SEWER	1.00	LS	$650,000.00	$650,000.00
	Utilities Component Total				$650,000.00

Sequence 1 Total $26,169,956.26

Sequence: 2 MIS - Miscellaneous Construction **Net Length:** 0.000 MI 0 LF

Description: TRUCK PARKING FACILITY

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$20,000.00	$100,000.00
120-6	EMBANKMENT	7,000.00	CY	$12.00	$84,000.00
	Earthwork Component Total				$184,000.00

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	35,036.00	SY	$5.21	$182,537.56
285-704	OPTIONAL BASE,BASE GROUP 04	34,511.00	SY	$10.00	$345,110.00
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	3,854.00	TN	$90.00	$346,860.00
542-70	BUMPER GUARDS, CONCRETE	53.00	EA	$64.66	$3,426.98
550-10-959	FENCING, SPECIAL TYP, 8.1-10.0', SPECIAL	1,000.00	LF	$50.00	$50,000.00
	Roadway Component Total				$927,934.54

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	900.00	LF	$20.00	$18,000.00

520-2-4	CONCRETE CURB, TYPE D	3,000.00	LF	$18.00	$54,000.00
522-1	CONC SIDEWALK AND DRIVEWAYS, 4" THICK	600.00	SY	$35.00	$21,000.00
570-1-2	PERFORMANCE TURF, SOD	6,211.00	SY	$2.50	$15,527.50
	Shoulder Component Total				$108,527.50

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	2,104.00	LF	$60.00	$126,240.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	1,256.00	LF	$80.00	$100,480.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-362	INLETS, CURB, TYPE P-6, >10'	4.00	EA	$4,550.00	$18,200.00
425-1-549	INLETS, DT BOT, TYPE D, MODIFY	15.00	EA	$4,000.00	$60,000.00
425-1-601	INLETS, DT BOT, TYPE J, <10'	10.00	EA	$4,300.00	$43,000.00
425-2-92	MANHOLES, J-8, >10'	5.00	EA	$8,500.00	$42,500.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	256.00	LF	$130.00	$33,280.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	152.00	LF	$150.00	$22,800.00
	Drainage Component Total				$446,500.00

SIGNING COMPONENT

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	SIGNING AND PAVEMENT MARKINGS	1.00	LS	$50,000.00	$50,000.00
	Signing Component Total				$50,000.00

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MAX

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	LIGHTING	1.00	LS	$150,000.00	$150,000.00
	Lighting Component Total				$150,000.00

LANDSCAPING COMPONENT

User Input Data

Description	Value
Lump Sum	400,000.00
Cost %	0.00
Component Detail	N

Landscaping Component Total $400,000.00

ARCHITECTURAL COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
751-36-11	BICYCLE RACK, FURNISH & INSTALL, 1-2 BI	2.00	EA	$750.00	$1,500.00

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	TRUCK WASH	1.00	LS	$300,000.00	$300,000.00
10	GENERAL CONDITIONS	1.00	LS	$400,000.00	$400,000.00
2	STATIC SCALE	1.00	LS	$175,000.00	$175,000.00
3	MAINTENANCE FACILITY	1,000.00	SF	$120.00	$120,000.00
4	TRUCK AND TRAVEL CENTER BUILDING	10,000.00	SF	$150.00	$1,500,000.00
5	AIREDOCK PEDESTAL TRUCK ELECTRIFICATION SYSTEM	70.00	EA	$25,000.00	$1,750,000.00
6	VEHICLE FUEL PUMPS	1.00	LS	$400,000.00	$400,000.00
7	DIESEL FUEL PUMPS	1.00	LS	$400,000.00	$400,000.00
8	SITE DEMOLITION	1.00	LS	$120,000.00	$120,000.00
9	BUILDING PERMIT/ IMPACT FEES ALOWANCE	1.00	LS	$125,000.00	$125,000.00

Architectural Component Total $5,291,500.00

UTILITIES COMPONENT

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
1	WATER AND SEWER	1.00	LS	$450,000.00	$450,000.00

Utilities Component Total $450,000.00

Sequence 2 Total $8,008,462.04

Date: 10/23/2013 5:30:38 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 251684-6-52-01 **Letting Date:** 04/2017

Description: GOLDEN GLADES MULTI- MODAL TERMINAL

District: 06 **County:** 87 MIAMI-DADE **Market Area:** 13 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 0.730 MI

Project Manager: HUYNH, DAT

Version 3 Project Grand Total **$40,092,608.55**

Description: GOLDEN GLADES MULTIMODAL TRANSIT FACILITY AND TRUCK PARKING FACILITY

Project Sequences Subtotal			**$34,178,418.30**
102-1	Maintenance of Traffic	5.00 %	$1,708,920.92
101-1	Mobilization	6.00 %	$2,153,240.35
Project Sequences Total			**$38,040,579.57**
Project Unknowns		5.00 %	$1,902,028.98
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					**$150,000.00**
Version 3 Project Grand Total					**$40,092,608.55**

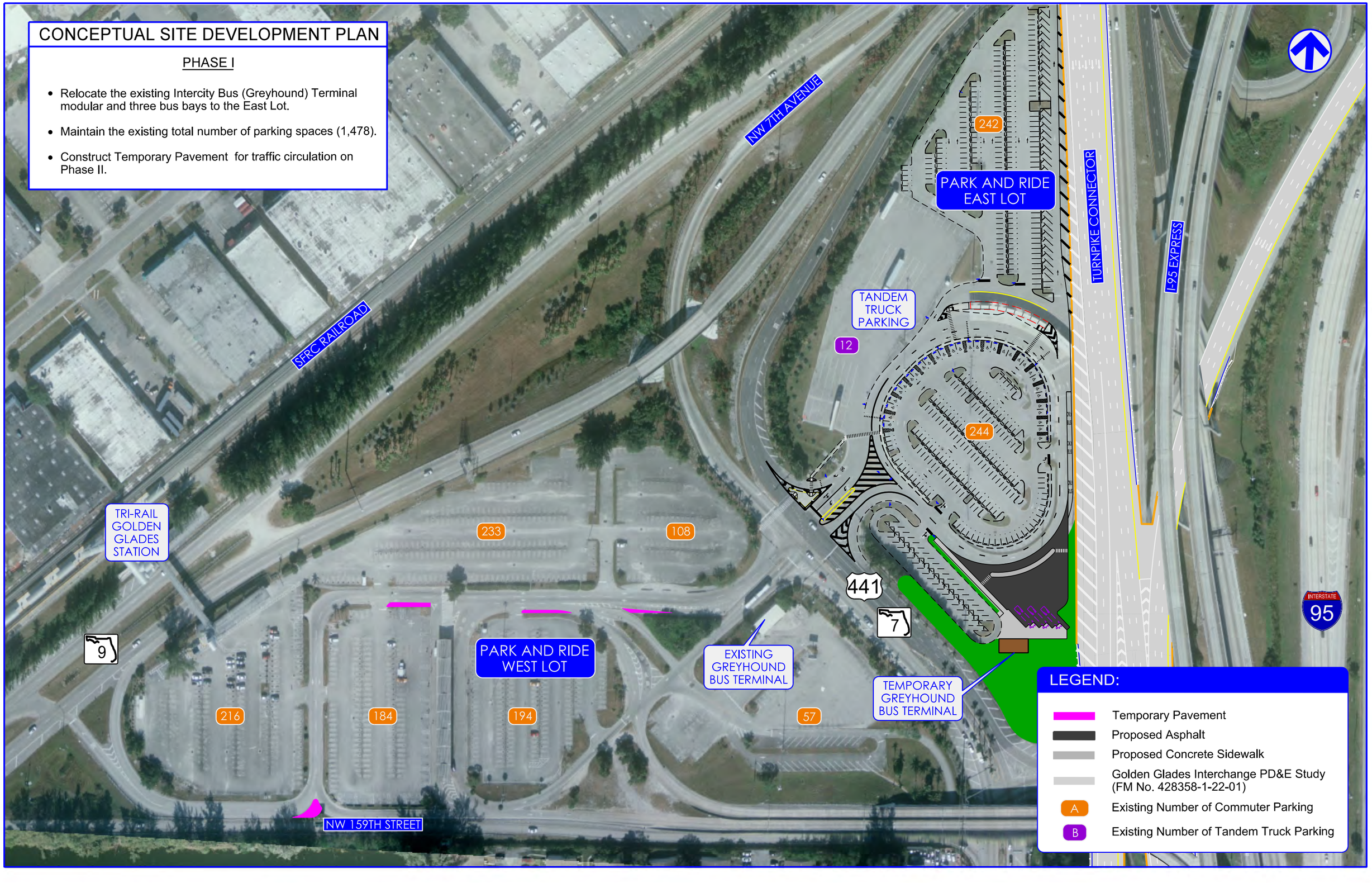
ATTACHMENT H

(Conceptual Site Development Plan)

CONCEPTUAL SITE DEVELOPMENT PLAN

PHASE I

- Relocate the existing Intercity Bus (Greyhound) Terminal modular and three bus bays to the East Lot.
- Maintain the existing total number of parking spaces (1,478).
- Construct Temporary Pavement for traffic circulation on Phase II.



CONCEPTUAL SITE DEVELOPMENT PLAN

PHASE II

- Begin construction work of the West lot to provide an approximate number of 503 parking spaces.
- Maintain access to Tri-Rail Station through work zone protected pedestrian passage connected to parking areas.
- Begin construction of the Bus Terminal (7 Bus Bays).
- Construct the Intercity Bus (Greyhound) Terminal and the bike lockers at the west side of the parking lot.
- Construct temporary pavement on the west side of the parking lot to allow proper circulation of traffic for Phase III.
- Approximately 864 parking spaces will be operating during this phase.

242

12

244

206

57

184

194

240

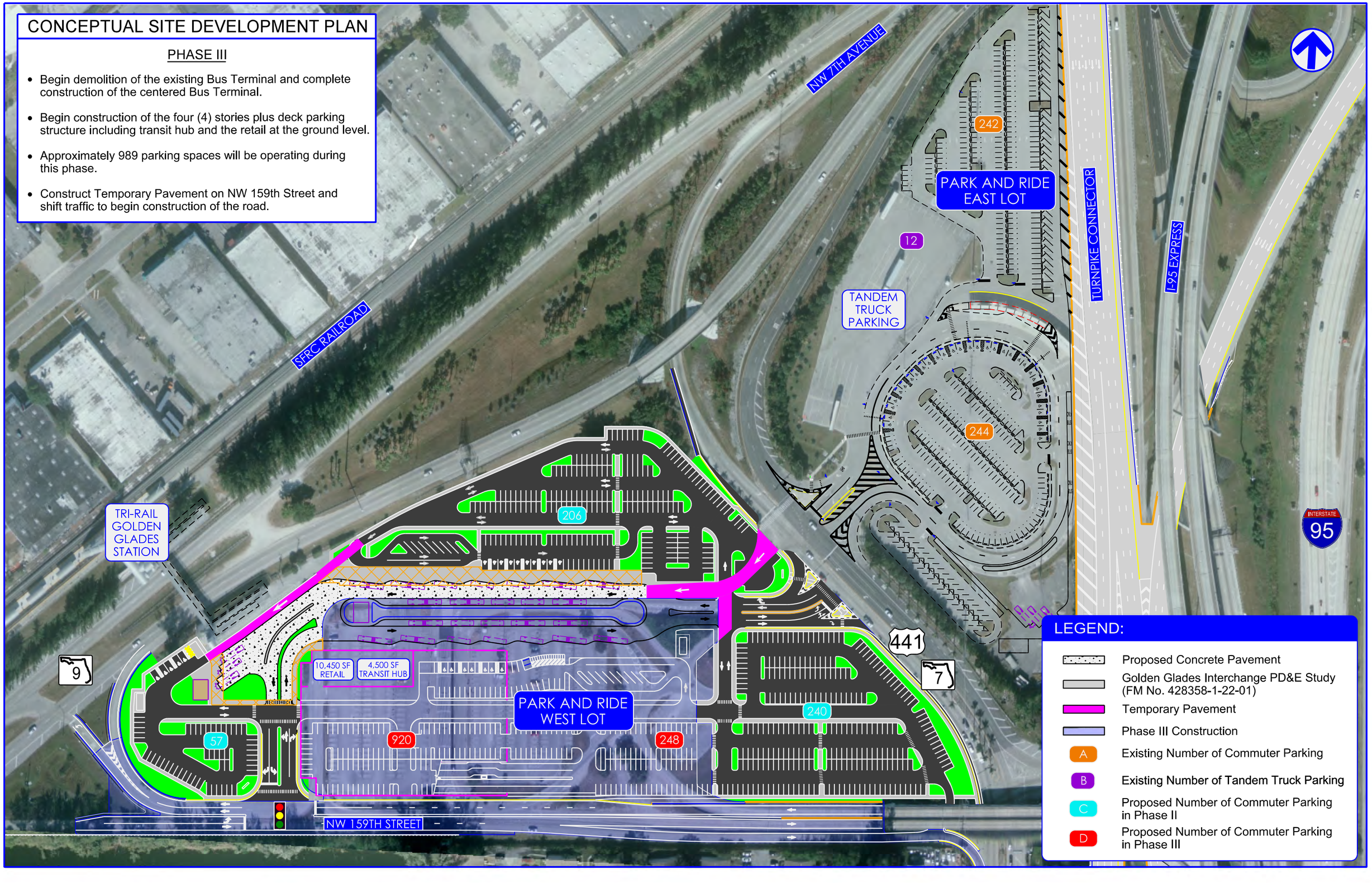
LEGEND:

- Proposed Concrete Pavement
- Temporary Pavement
- Golden Glades Interchange PD&E Study (FM No. 428358-1-22-01)
- A — Existing Number of Commuter Parking
- B — Existing Number of Tandem Truck Parking
- C — Proposed Number of Commuter Parking in Phase II
- Bus and Car Circulation

CONCEPTUAL SITE DEVELOPMENT PLAN

PHASE III

- Begin demolition of the existing Bus Terminal and complete construction of the centered Bus Terminal.
- Begin construction of the four (4) stories plus deck parking structure including transit hub and the retail at the ground level.
- Approximately 989 parking spaces will be operating during this phase.
- Construct Temporary Pavement on NW 159th Street and shift traffic to begin construction of the road.



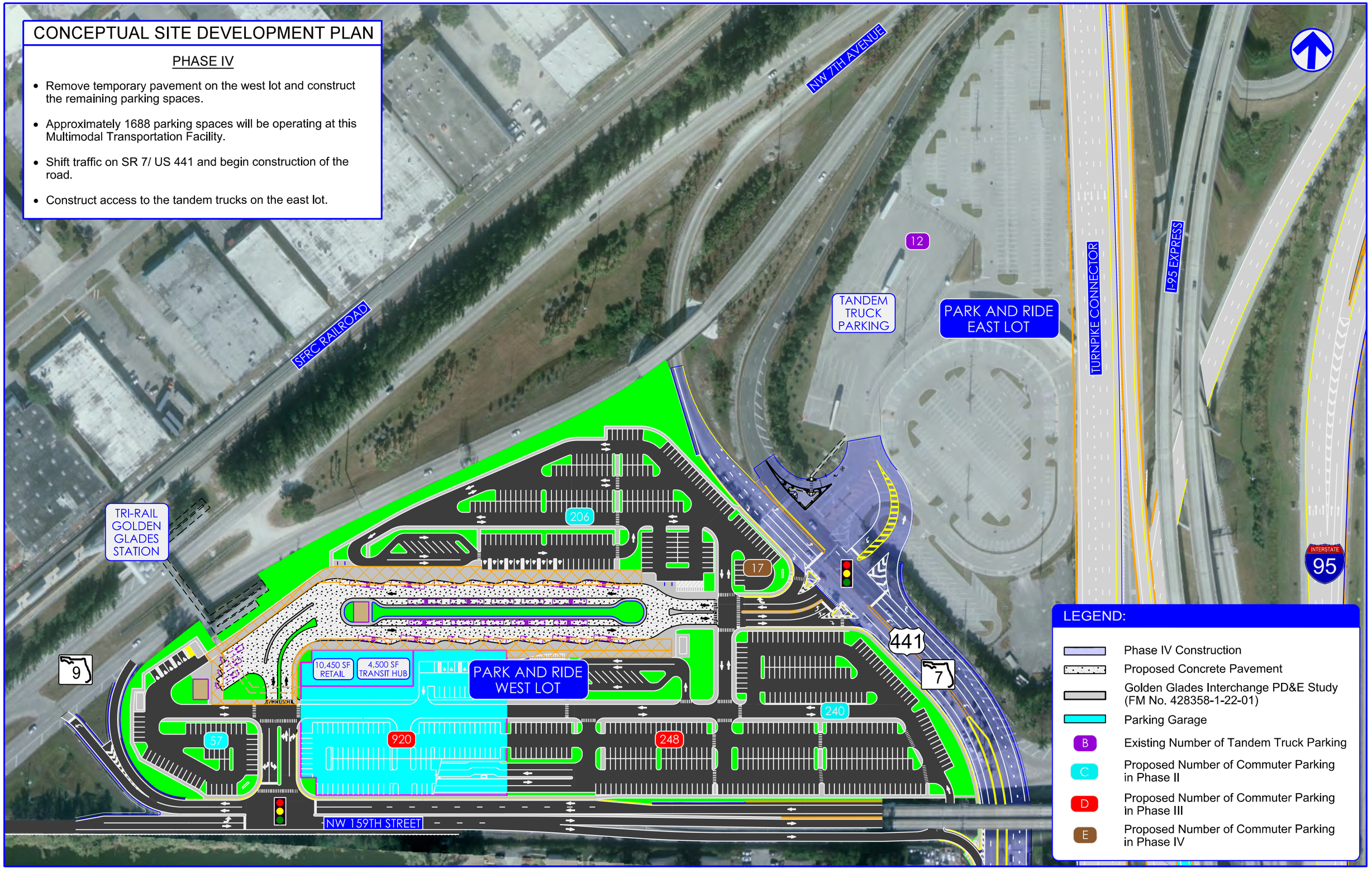
LEGEND:

- Proposed Concrete Pavement
- Golden Glades Interchange PD&E Study (FM No. 428358-1-22-01)
- Temporary Pavement
- Phase III Construction
- A — Existing Number of Commuter Parking
- B — Existing Number of Tandem Truck Parking
- C — Proposed Number of Commuter Parking in Phase II
- D — Proposed Number of Commuter Parking in Phase III

CONCEPTUAL SITE DEVELOPMENT PLAN

PHASE IV

- Remove temporary pavement on the west lot and construct the remaining parking spaces.
- Approximately 1688 parking spaces will be operating at this Multimodal Transportation Facility.
- Shift traffic on SR 7/ US 441 and begin construction of the road.
- Construct access to the tandem trucks on the east lot.



LEGEND:

- Phase IV Construction
- Proposed Concrete Pavement
- Golden Glades Interchange PD&E Study (FM No. 428358-1-22-01)
- Parking Garage
- B — Existing Number of Tandem Truck Parking
- C — Proposed Number of Commuter Parking in Phase II
- D — Proposed Number of Commuter Parking in Phase III
- E — Proposed Number of Commuter Parking in Phase IV

ATTACHMENT I

(Future Truck and Travel Center Layout)

NOTES:

1. 75 TRUCK PARKING SPACES
   (SIZED FOR HVAC/INTERNET HOOK-UP POD)

2. 109 CAR PARKING SPACES

3. RETAINING WALL ALONG EAST BOUNDARY
   RELATED TO FUTURE GOLDEN GLADES INTERCHANGE
   IMPROVEMENTS

N O R T H

0 25 50 100 200

GRAPHIC SCALE IN FEET
FULL SIZE: 1" = 50'
HALF SIZE: 1" = 100'

441 (SR 7)

SR-9

I-95

FUEL PUMPS

DRIVE - THRU

PROPOSED CONVENIENCE STORE, FAST FOOD RESTAURANT, AND TRUCKER SERVICES

TRUCK WASH

SHOP

TRUCK FUELING

DOG PARK

PROPOSED MSE RETAINING WALL

ATKINS
2001 NW 107th Avenue
Miami, Florida 33172
305.592.7275
FBPR Certificate of Authorization No. 24

CLIENT
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. SR-826
COUNTY: MIAMI-DADE

ORIGINAL
REVISIONS:
1
2
3
4

WERNER J. REINEFELD P.E. NO. 63042

Signature Date

NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

JOB NO.
DRAWN
DESIGNED
CHECKED
QC

PROJECT *GOLDEN GLADES EAST PARKING LOT*

SHEET TITLE *CONCEPTUAL LAYOUT*
TRUCK & TRAVEL CENTER

SHEET

User: 17775
P:\CIVIL\PROJECTS\FDOT\CD'S\INTERM BUILD ALT 3A.dwg 11/02/2012 04:53:04 PM

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY Truck and Travel Center	
SITE DATA	**Surface Lot**
Regular	63
Disabled	4
Truck	53
Tandem Truck	15
TOTAL	**135**

SCALE 1:100

MULTIMODAL TRANSIT FACILITY

MAINTENANCE FACILITY

FHP EMERGENCY MANAGEMENT AREA

STATIC SCALE

TRUCK WASH

LEAKY LOAD CONTAINMENT

SFRC RAILROAD

TRUCK AND TRAVEL CENTER

441

TURNPIKE CONNECTOR

LEGEND:

- Traffic Signal
- Concrete
- Sod/Landscaping
- (Y) Number of Commuter parking
- (Y) Number of Disabled parking
- (X) Number of Tandem Truck parking
- (Z) Number of Truck parking

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

GODFREY LAMPTEY, P.E., PTOE
P.E. LICENSE No. 68261
STANTEC CONSULTING SERVICES, INC.
901 Ponce de Leon Blvd., Suite 900
Coral Gables, Florida 33134
Certificate of Authorization No. 00027013

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	MIAMI-DADE	428358-1-22-01

CONCEPTUAL LAYOUT
TRUCK & TRAVEL CENTER

SHEET NO. 2

APPENDIX D

UTILITIES ASSESSMENT REPORT

UTILITIES ASSESSMENT REPORT

Project Development & Environmental (PD&E)
Golden Glades Multimodal Transportation Facility
and Truck Travel Center

Financial Project ID: 251684-4
Miami-Dade County

Final
February 2016

Prepared by:

Brindley Pieters & Associates, Inc.
212 East New York Avenue
DeLand, FL 32720
386-822-9473

Prepared for:

Florida Department of Transportation
District 6

TABLE OF CONTENTS

PROJECT DESCRIPTION

The Golden Glades Multimodal Transportation Facility and Truck Travel Center is located in northern Miami-Dade County. The area is bordered by the South Florida Rail Corridor (SFRC) to the north, SR 9A (I-95) to the east, and the NW 157th St. to the south. The area is divided into 2 sites, a 10-acre site to accommodate the Truck Travel Center, and a 15-acre site for the Multimodal Transportation Facility. FDOT, District 6 is performing a PD&E re-evaluation for these 2 sites. A Utility Assessment Report was not originally done as part of the original PD&E in 2006, and is therefore being included in the re-evaluation. The concept plans used in this Utility Assessment Report are shown in **Figure 1**.

PURPOSE

The purpose of this Utility Assessment report is to:

1. Identify utility agencies/owners within the study area.
2. Identify and describe the approximate location, type/size/material of all utility facilities within the study area.
3. Obtain an order-of-magnitude cost estimate from identified utility agencies/owners within the study area.
4. Provide any potential mitigative recommendations which could be taken by the Department to minimize impacts.

UTILITY COORDINATION

A Sunshine 811 utility design ticket was obtained to identify the initial list of utilities within the study area. The Sunshine 811 design ticket can be found in Appendix A of this Utility Assessment Report. On November 18, 2015, Brindley Pieters & Associates, Inc. distributed to all utility agencies/owners Site Concept Plans file dated November 2015. This assessment is not intended to cover any equipment, facilities for the ITS or traffic operations systems, or services needed at the proposed site.

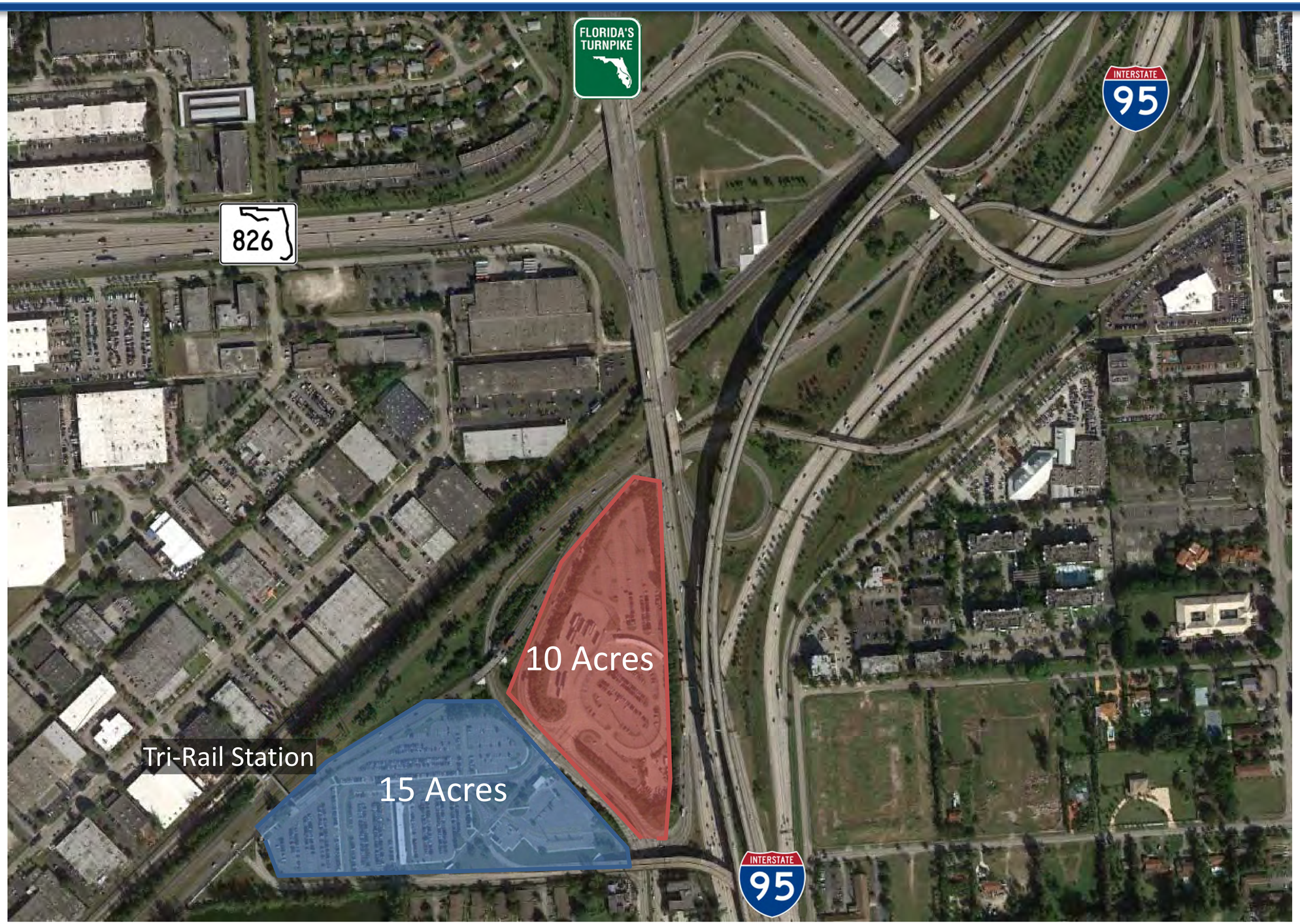
EXISTING UTILITIES

The information provided by the utility agency/owners indicate that facilities are present paralleling the west side of I-95 and Florida's Turnpike, outside the L/A R/W crossing the proposed 10-acre and 15-acre sites, as well as existing services including water, and electric within the area.

Table 1 lists the identified utility agency/owners and the representative contact information. **Table 2** is a summary of the existing facilities present within the project area along with an estimated order-of-magnitude relocation cost.

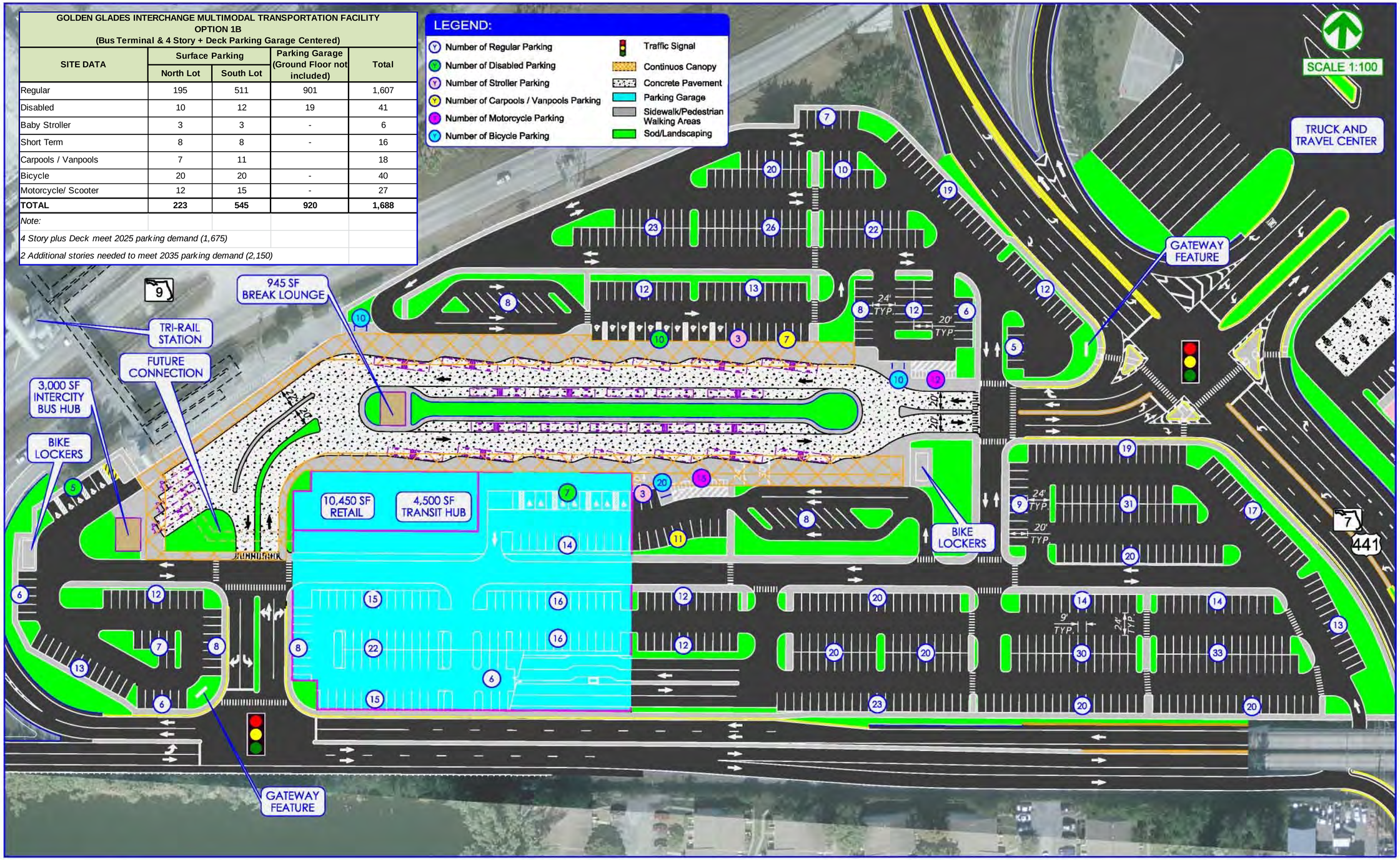
FIGURE 1 – CONCEPT PLANS
(See attached)

Golden Glades Interchange - Existing Conditions



Conceptual Layout – Multimodal Facility

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY OPTION 1B (Bus Terminal & 4 Story + Deck Parking Garage Centered)				
SITE DATA	**Surface Parking**		**Parking Garage (Ground Floor not included)**	**Total**
	North Lot	**South Lot**		
Regular	195	511	901	1,607
Disabled	10	12	19	41
Baby Stroller	3	3	-	6
Short Term	8	8	-	16
Carpools / Vanpools	7	11		18
Bicycle	20	20	-	40
Motorcycle/ Scooter	12	15	-	27
TOTAL	**223**	**545**	**920**	**1,688**
Note:				
4 Story plus Deck meet 2025 parking demand (1,675)				
2 Additional stories needed to meet 2035 parking demand (2,150)				



Conceptual Layout – Truck Travel Center

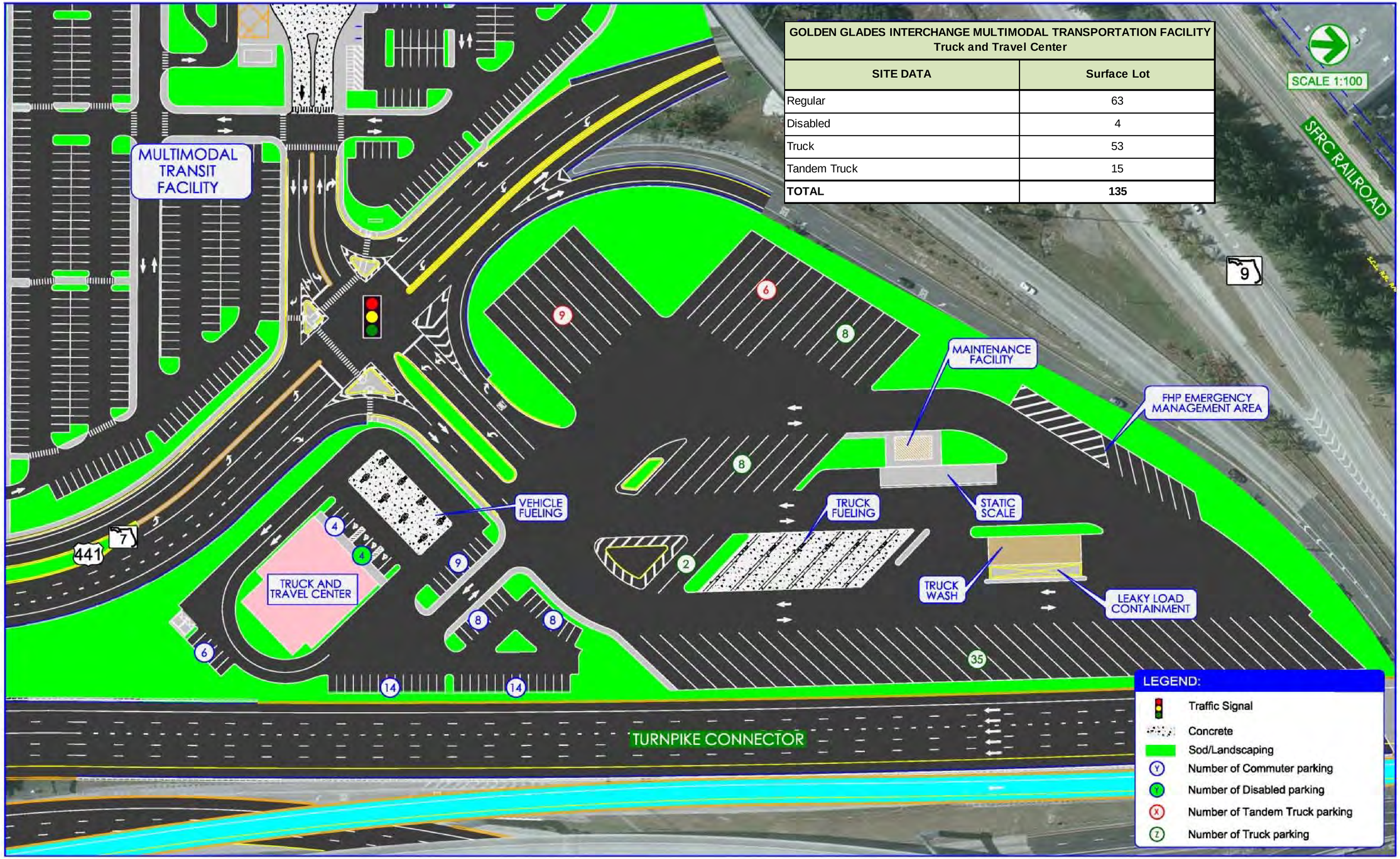


TABLE 1 – IDENTIFIED UTILITY AGENCY/OWNERS

Golden Glades Multimodal Transportation Facility and Truck Travel Center		
UTILITY AGENCY/OWNER		CONTACT INFORMATION
1	AT&T Florida	Steve Low Phone: (305) 222-8745 Email: sl4504@att.com
2	City of North Miami	Wisler Pierre-Louis, P.E. Phone: (305) 895-9834 Email: wpierre-louis@nothmiamifl.gov
3	City of North Miami Beach	Karim Rossy Phone: (305) 948-2980 Email: karim.rossy@citynmb.com
4	Comcast Cable	Leonard Maxwell-Newbold Phone: (954) 447-8405 Email: Leonard_Maxwell-Newbold@cable.comcast.com
5	Dade County Public Works	Octavio Marin Phone: (305) 375-4664 Email: ocm@miamidade.gov
6	Florida Power & Light (Distribution)	Angel Vargas Phone: (305) 442-5129 Email: angel.vargas@fpl.com
7	Florida Power & Light (Transmission)	George Beck Phone: (561) 904-3604 Email: george.beck@fpl.com
8	FPL Fibernet	Danny Haskett Phone: (305) 552-2931 Email: danny.haskett@fpl.com
9	Miami-Dade Water and Sewer	Patrick Chong Phone: (786) 268-5255 Email: pchon@miamidade.gov
10	TECO People Gas	Angel Quant Phone: (945) 453-0805 Email: alquant@tecoenergy.com
11	Verizon	John McNeil Phone: (863)965-6438 Email: john.mcneil@verizon.com

TABLE 2 - EXISTING UTILITIES

Golden Glades Multimodal Transportation Facility and Truck Travel Center			
UTILITY AGENCY/OWNER		FACILITIES WITHIN PROJECT AREA	ESTIMATED RELOCATION COST
1	AT&T Florida	Aerial copper cable parallel on the west side of I-95. The 10-acre site has multiple aerial and buried copper cables. The 15-acre site has multiple aerial and buried copper cables and a fiber optic.	N/A
2	City of North Miami	None	N/A
3	City of North Miami Beach	16" water main that runs parallel to I-95 with an 8" feed to the 10-acre project site and a 12" water main that services the 15-acre site.	$150/LF - 16" wm $100/LF - 12" wm
4	Comcast Cable	None	N/A
5	Dade County Public Works	No Response	N/A
6	Florida Power & Light (Distribution)	13.2 kv overhead electric paralleling I-95 outside the limited access R/W on the west side. There is also a 13.2 kv overhead electric on both the north and south side SFRC and a 13.2 kv service into the 15-acre site.	$250,000
7	Florida Power & Light (Transmission)	138 kv overhead electric transmission lines along the west side of NW 7th Ave and continue through the 10-acre Truck Center site with approximately 6 poles in existing landscape areas.	$500,000
8	FPL Fibernet	None	N/A
9	Miami-Dade Water and Sewer	None	N/A
10	TECO People Gas	None	N/A
11	Verizon	None	N/A

A. DESCRIPTION OF EXISTING UTILITIES

1. AT&T Florida

AT&T Florida supplied a GIS map (photo) of their facilities within the project area. These facilities include: an aerial copper cable parallel and on the west side of I-95, multiple aerial and buried copper cables within the 10-acre site and multiple aerial and buried copper cables and a fiber optic within the 15-acre site. No cost was supplied due to the vast amount of facilities and the ability for the ultimate design to avoid many impacts to the existing lines. Color coding of the map was described as follows: Green – buried copper cable, Blue – aerial copper cable, Pink – fiber optic cable, Circles – AT&T poles, and Stars – FPL poles.

2. City of North Miami

The City of North Miami provided a letter dated November 19, 2015 stating they had no facilities within the project area.

3. City of North Miami Beach

The City of North Miami Beach supplied a water atlas of the project area which depicts a 16" water main running parallel on the west side of I-95 outside the limited access right-of-way. This main has a 12" water main feed into the 15-acre site and an 8" water main into the 10-acre site. There are multiple feeds with meters to each parcel with associated 4" and 6" service lines within both project sites. The City of North Miami Beach estimated relocation costs to be $150 / lf of the 16" main, and $100 / lf for the 12" mains.

4. Comcast Cable

Comcast Cable supplied an as-built of the existing facilities along NW 7th Ave. that service the Centre Lake Apartments south of the proposed site. No facilities are within the project area, but the map supplied is included in the Appendix C for information only.

5. Dade County Public Works

No Response to date from the County Public Works department, but the Water and Sewer Department did respond stating that they did not have any facilities. The remainder of potential County facilities would include storm sewer (not included in this report) and facilities for lighting and ITS (also not included in this report).

6. Florida Power & Light (Distribution)

Florida Power & Light (Distribution) supplied a map of the electric facilities in the area. There is an existing 13.2 kv overhead electric running parallel on the west side of I-95 outside the limited access right-of-way. This line crossing through the 10-acre site and is on the Florida Power & Light Transmission poles. There is also an existing 13.2 kv overhead

electric that feeds the 15-acre site at the southeast corner of the site. Cost to relocate just the distribution portion of the overhead electric was estimated at approximately $250,000.

7. Florida Power & Light (Transmission)

Florida Power & Light (Transmission) supplied a marked aerial depicting the existing Transmission facilities in the project area. There are existing 138 kv overhead electric transmission lines running parallel on the west side of NW 7th Ave. The line continues north through the proposed 10-acre Truck Center site. There are currently 6 existing poles within the existing parking area landscape islands that are potentially impacted by the proposed improvements. Cost to relocate the poles to new landscape areas while leaving the overhead electric in the same relative position was estimated at approximately $500,000.

8. FPL Fibernet

FPL Fibernet provided a screen shot map of the existing facilities within the project area, all of which are north of SFRC on the west side of the Turnpike. There are no facilities within the 10-acre or the 15-acre sites.

9. Miami-Dade Water and Sewer

Miami-Dade Water and Sewer provided an email response on November 19, 2015 stating that they had no facilities within the project area.

10. TECO Peoples Gas

Teco provided an email response on November 30, 2015 stating that they had no facilities within the project area.

11. Verizon

Verizon provided an email response on November 18, 2015 stating that they had no facilities within the project area.

APPENDIX A – SUNSHINE 811 INTERNET TICKET

Patricia Dickerson

From: irth_host@callsunshine.com
Sent: Tuesday, November 17, 2015 3:38 PM
To: Patricia Dickerson
Subject: SSOCOF CONFRM 2015/11/17 #00000 321510401-000 NORM DSGN NEW

CONFRM 00000 CALL SUNSHINE 11/17/15 15:38:05ET 321510401-000 DESIGN GRID GOLDEN GLADES MULTI MODAL FACILITY AND TRUCK CENTER Ticket : 321510401 Rev:000 Taken: 11/17/15 15:17ET

State: FL Cnty: DADE GeoPlace: GOLDEN GLADES
CallerPlace: GOLDEN GLADES
Subdivision:

Address :
Street : SR 9
Cross 1 : GOLDEN GLDS INTC EXT
Within 1/4 mile: Y

Locat: DESIGN TICKET FOR LIST OF UAO'S AROUND THE GOLDEN GLADES MULTI MODAL SITE AT NW 7TH AVE AND I-95/TURNPIKE AND SR 9.
:
Remarks : IN RESPONSE TO RECEIPT OF A DESIGN TICKET, SSOCOF PROVIDES THE
ORIGINATOR OF THE DESIGN TICKET WITH A LIST OF SSOCOF MEMBERS IN THE
VICINITY OF THE DESIGN PROJECT. SSOCOF DOES NOT NOTIFY SSOCOF MEMBERS OF
THE RECEIPT BY SSOCOF OF A DESIGN TICKET. IT IS THE SOLE RESPONSIBILITY
OF THE DESIGN ENGINEER TO CONTACT SSOCOF MEMBERS TO REQUEST INFORMATION
ABOUT THE LOCATION OF SSOCOF MEMBERS' UNDERGROUND FACILITIES. SUBMISSION
OF A DESIGN TICKET WILL NOT SATISFY THE REQUIREMENT OF CHAPTER 556,
FLORIDA STATUTES, TO NOTIFY SSOCOF OF AN INTENT TO EXCAVATE OR DEMOLISH.
THAT INTENT MUST BE MADE KNOWN SPECIFICALLY TO SSOCOF IN THE MANNER
REQUIRED BY LAW. IN AN EFFORT TO SAVE TIME ON FUTURE CALLS, SAVE YOUR
DESIGN TICKET NUMBER IF YOU INTEND TO BEGIN EXCAVATION WITHIN 90 DAYS OF
YOUR DESIGN REQUEST. THE DESIGN TICKET CAN BE REFERENCED , AND THE
INFORMATION ON IT CAN BE USED TO SAVE TIME WHEN YOU CALL IN THE EXCAVATION
REQUEST.
*** LOOKUP BY MANUAL ***
:
Grids : 2555B8012A 2555B8012B 2555C8012A 2555C8012B 2555C8013D
Grids : 2555D8012A 2555D8012B 2555D8013D

Work date: 11/17/15 Time: 15:31ET Hrs notc: 000 Category: 6 Duration: UNKNOWN Due Date : 11/19/15 Time: 23:59ET
Exp Date : 12/17/15 Time: 23:59ET Work type: DESIGN Boring: N White-lined: N
Ug/Oh/Both: U Machinery: N Depth: UNK Permits: N N/A Done for : DESIGN

Company : BRINDLEY PIETERS & ASSOCIATES Type: CONT Co addr : 2600 MAITLAND CENTER PKWY
City : MAITLAND State: FL Zip: 32751
Caller : PATRICIA DICKERSON Phone: 386-822-9473
BestTime: 8-5
Fax : 386-822-9475

Email : PDICKERSON@BPA-ENGINEERS.COM

Submitted: 11/17/15 15:17ET Oper: PAT Chan: WEB Mbrs :
CC1280 LEONARD MAXWELL-NEWBOLD 954-447-8405
COMCAST CABLE
2601 SW 145TH AVE
MIRAMAR, FL 33027
Level 1: Member does not provide this service.
Level 2: Member does not provide this service.
Level 3: Member does not provide this service.
Level 4: Member does not provide this service.
CNM529 HASAN RIZVI 305-893-6511 Ext: 15005
CITY OF NORTH MIAMI
1815 NE 150TH ST
NORTH MIAMI , FL 33181
Level 1:
Level 2:
Level 3:
Level 4:
DCPWT OCTAVIO VIDAL 305-412-0891 Ext: 201
DADE COUNTY PUBLIC WORKS AND TRAFFIC
13284 SW 120TH ST
MIAMI, FL 33186
Level 1: SERVICES NOT PROVIDED BY MEMBER
Level 2: SERVICES NOT PROVIDED BY MEMBER
Level 3: SERVICES NOT PROVIDED BY MEMBER
Level 4: SERVICES NOT PROVIDED BY MEMBER
FDOT06 THOMAS MILLER 305-470-5757
AECOM
1001 NW 111TH AVE
MIAMI, FL 33172
Level 1: SERVICES NOT PROVIDED BY MEMBER
Level 2: SERVICES NOT PROVIDED BY MEMBER
Level 3: SERVICES NOT PROVIDED BY MEMBER
Level 4: SERVICES NOT PROVIDED BY MEMBER
FPLDAD TRACY STERN 800-868-9554
FLORIDA POWER & LIGHT
2900 CATHERINE ST
PALATKA, FL 32177
Level 1: NO FEE
Level 2: SERVICES NOT PROVIDED BY MEMBER
Level 3: SERVICES NOT PROVIDED BY MEMBER
Level 4: SERVICES NOT PROVIDED BY MEMBER
FPLFOD DANNY HASKETT** 305-552-2931
FPL FIBERNET LLC
9250 W FLAGLER ST
MIAMI, FL 33174
Level 1: NO CHARGE
Level 2: SERVICES NOT PROVIDED BY MEMBER
Level 3: SERVICES NOT PROVIDED BY MEMBER
Level 4: SERVICES NOT PROVIDED BY MEMBER
MCIU01 DEAN BOYERS 972-729-6322

MCI
2400 N GLENVILLE DR
RICHARDSON , TX 75082
Level 1: $0
Level 2: SERVICES NOT PROVIDED BY MEMBER
Level 3: SERVICES NOT PROVIDED BY MEMBER
Level 4: SERVICES NOT PROVIDED BY MEMBER

MDWS SERGIO GARCIA 786-268-5320
MIAMI DADE WATER SEWER
3575 S LEJEUNE RD
MIAMI, FL 33146
Level 1: AS-BUILDS PROVIDED AT COST OF $5.00 PER SHEET
Level 2: SERVICES NOT PROVIDED BY MEMBER
Level 3: SERVICES NOT PROVIDED BY MEMBER
Level 4: SERVICES NOT PROVIDED BY MEMBER

NMBPU KARIM ROSSY 305-948-2980 Ext: 7962
CITY OF NORTH MIAMI BEACH PUBLIC UTILIT
17050 NE 19TH AVENUE
NORTH MIAMI BEACH, FL 33162
Level 1: SERVICES NOT PROVIDED BY MEMBER
Level 2: SERVICES NOT PROVIDED BY MEMBER
Level 3: SERVICES NOT PROVIDED BY MEMBER
Level 4: SERVICES NOT PROVIDED BY MEMBER

PGSND YVONNE GOLDMAN 954-453-0824
TECO PEOPLES GAS- SOUTH FLORIDA
5101 NW 21ST AVE
SUITE 460
FT LAUDERDALE, FL 33309
Level 1:
Level 2:
Level 3:
Level 4:

SBF23 STEVE LOW 305-222-8745
AT & T/ DISTRIBUTION
9101 SW 24TH STREET
MIAMI, FL 33165
Level 1: FEE TO BE DETERMINED
Level 2: NOT PROVIDED BY MEMBER
Level 3: FEE TO BE DETERMINED
Level 4: NOT PROVIDED BY MEMBER

TL2051

APPENDIX B – SAMPLE CONTACT LETTER

212 East New York Avenue
DeLand, FL 32724
386.822.9473 . FAX 386.822.9475
www.bpa-engineers.com

November 18, 2015

Utility Pre-Design Contact

Project:	Golden Glades Multimodal Facility and Truck Travel Center
Limits:	Southwest Quadrant of the Golden Glades Interchange
Description:	Multimodal Facility and Truck Center – Utility Assessment Report
FPID:	251684-4
County:	Miami-Dade

The above referenced project will be advertised as a Design/Build type project. Currently, FDOT District VI is performing a PD&E Re-Evaluation for this project. As part of the PD&E Re-Evaluation, A Utility Assessment Report is being prepared. Information from your agency is necessary for inclusion in this report.

The purpose of this Utility Assessment report is to:

1. Identify utility agencies/owners within the study area.
2. Identify and describe the approximate location, type/size/material of all utility facilities within the study area.
3. Obtain order-of-magnitude cost estimate from identified utility agencies/owners within the study area.
4. Provide any potential mitigative recommendations which could be taken by the Department to minimize impacts.

The attached draft concept plan is preliminary and is not complete. The plans are subject to change as the project is developed.

Please mark up the attached draft concept plan and include your existing type, size, diameter, and voltage (if applicable) of your facilities. An order-of-magnitude cost estimate should be included for any potential adjustments of your existing facilities. At this time, we also ask that you provide any documents pertaining to the facilities you have within the project limits, related to the placement of your facilities within the right-of-way (permit, easement, etc.), as-built plans, and/or any other documentation you have available. This information can be submitted to me via email or by mail, but must be received by or before **December 11, 2015.**

We look forward to working with you in this endeavor. Please feel free to contact me with any questions you may have.

Sincerely,

Patricia Dickerson
Utilities Project Manager
Brindley Pieters & Associates, Inc.

PH: 386-822-9473
E-Mail: pdickerson@bpa-engineers.com

Enclosures

APPENDIX C – UTILITY RESPONSE INFORMATION

AT&T FLORIDA

Patricia Dickerson

From: LOW, STEVEN <sl4504@att.com>
Sent: Thursday, January 28, 2016 3:09 PM
To: Patricia Dickerson
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

From: Patricia Dickerson [mailto:PDickerson@bpa-engineers.com]
Sent: Thursday, January 28, 2016 2:46 PM
To: LOW, STEVEN
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report
Importance: High

Steve,
The Final Utility Assessment Report is due next week, and therefore the FDOT will need some time to review before I submit. If you want your information to be included in the report, I need a map of your facilities (or even a marked up of the attached plan) and an order of magnitude cost to relocate if impacted.

Based on an old PD&E study, I believe you have a BFO cable running parallel to the I-95 Connector along the east side of the 10 acre site. Please confirm and provide any info you may have.

Thanks for your help on this.
Trish

From: Patricia Dickerson
Sent: Thursday, January 21, 2016 2:08 PM
To: 'sl4504@att.com' <sl4504@att.com>
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report
Importance: High

Steve,
Just following up on my request for any facilities you might have within the attached area so we can include the information in the Utility Assessment Report.

Thanks,
Trish

Patricia Dickerson
Utilities Project Manager
Brindley Pieters & Associates, Inc.
212 East New York Avenue
DeLand, FL 32724
PH: 386-822-9473
FAX: 386-822-9475
E-Mail: pdickerson@bpa-engineers.com

From: Patricia Dickerson
Sent: Wednesday, December 02, 2015 1:55 PM
To: 'leonard_maxwell-newbold@cable.comcast.com' <leonard_maxwell-newbold@cable.comcast.com>; 'ocm@miamidade.gov' <ocm@miamidade.gov>; 'angel.vargas@fpl.com' <angel.vargas@fpl.com>; 'karen.lund@fpl.com' <karen.lund@fpl.com>; 'george.beck@fpl.com' <george.beck@fpl.com>; 'danny.haskett@fpl.com' <danny.haskett@fpl.com>; 'pchon@miamidade.gov' <pchon@miamidade.gov>; 'sl4504@att.com' <sl4504@att.com>; 'karim.rossy@citynmb.com' <karim.rossy@citynmb.com>
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

Just following up on my email previous sent on 11/18/15:

Just checking in on the status of your maps and order-or-magnitude costs for relocations based on the attached concept plans sent a couple weeks ago. As I stated below, I need all information by Dec. 11th (the sooner the better).

Thanks, and if you have any questions or need further information in order to provide the requested documents, please let me know.

Trish

From: Patricia Dickerson
Sent: Wednesday, November 18, 2015 2:17 PM
To: 'leonard_maxwell-newbold@cable.comcast.com' <leonard_maxwell-newbold@cable.comcast.com>; 'wpierre-louis@northmiamifl.gov' <wpierre-louis@northmiamifl.gov>; 'ocm@miamidade.gov' <ocm@miamidade.gov>; 'angel.vargas@fpl.com' <angel.vargas@fpl.com>; 'george.beck@fpl.com' <george.beck@fpl.com>; 'danny.haskett@fpl.com' <danny.haskett@fpl.com>; 'investigations@verizon.com' <investigations@verizon.com>; 'pchon@miamidade.gov' <pchon@miamidade.gov>; 'alquant@tecoenergy.com' <alquant@tecoenergy.com>; 'sl4504@att.com' <sl4504@att.com>
Cc: Mcneil, John B (john.mcneil@verizon.com) <john.mcneil@verizon.com>
Subject: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

To All,
We are assisting the FDOT on the PD&E Re-Evaluation for the Golden Glades Multimodal and Truck Center (FPID# 251684-4). I am contacting you all to get information for the Utility Assessment Report that will be part of the PD&E. I have attached a contact letter with more information and a set of "Conceptual Plans" to this email.

Please review the attached and provide a description or map of your facilities including any order-of-magnitude costs for necessary relocations based on the concept plans, and any other pertinent information we can include in the report. As you will see in the letter, due to the short timeframe associated with the Re-Evaluation, we need this information on or before **December 11th**.

Please forward this email on to others in your organization if you are not the correct contact.

If you have any questions or need additional information, please feel free to contact me.
Thanks,
Trish

Patricia Dickerson
Utilities Project Manager
Brindley Pieters & Associates, Inc.
212 East New York Avenue
DeLand, FL 32724
PH: 386-822-9473
FAX: 386-822-9475
E-Mail: pdickerson@bpa-engineers.com


SR-9 N
SR-7 N
US-441 N
Greyhound-
Miami North
NW 7TH AVE
MIAMFLOL212905
OPA LOCKA
SR-9A S
RONALD REAGAN TPKE
NDADFLAC460925
I-95 NSR-9A N
NW 7TH AVE
ARCH CREEK

CITY OF NORTH MIAMI

NORTH MIAMI
FLORIDA

Public Works Division
Water & Sewer Department
Utility Operations Center
1815 N.E. 150 Street · North Miami, FL 33181 · T: (305) 895-9838 · F: (305) 787-1008

November 19, 2015

Patricia Dickerson
Utility Project Manager
Brindley Pieters & Associates, Inc.
212 East New York Avenue
Deland, Florida 32724

RE: Utility Assessment Report
Project: Golden Glades Multimodal Facility and Truck Travel Center
Limits: Southwest Quadrant of the Golden Glades Interchange
Description: Multimodal Facility and Truck Center – Utility Assessment Report
FPID: 251684-4
County: Miami-Dade

Dear Ms. Dickerson,

The City of North Miami has no facilities within the limits of the above referenced project.

If you have any question or require further information please do not hesitate to contact me at 305.895.9838, ext.15009 or e-mail: cokereke@northmiamifl.gov. Thanks.

Sincerely,

11/19/15

Chuks U. Okereke, P.E.
Sr. Civil Engineer
City of North Miami
Public Works Department

CITY OF NORTH MIAMI BEACH

Patricia Dickerson

From: Osborne, Aaron <Aaron.Osborne@citynmb.com>
Sent: Wednesday, December 02, 2015 4:57 PM
To: Patricia Dickerson
Cc: Rossy, Karim
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report
Attachments: W Atlas (Golden Glades Intermodal) - 251684-4.pdf

Follow Up Flag: Follow Up
Due By: Thursday, December 03, 2015 6:34 AM
Flag Status: Flagged

Good afternoon Ms. Patricia Dickerson,

Per your request, I am sending you a copy of our water atlas of your specified project area. In reference to the order-of-magnitude cost estimate for our utilities, the cost to relocate the 16 inch water main would be $150 per L.F. and to relocate the 12 inch water main would be about $100 per L.F. Please feel free to contact me if you have any questions. Thank you.

Best Regards,

Aaron Osborne, E.I.
Civil Engineer
City of North Miami Beach
17050 NE 19th Ave.
North Miami Beach, FL. 33162
Ph: 305-948-2980, ext. 7957
Fax: 305-957-3501
Email: Aaron.Osborne@citynmb.com
Engineering Lobby Hrs. Mon. - Fri. 8a.m. - 3p.m.

From: Patricia Dickerson [mailto:PDickerson@BPA-Engineers.com]
Sent: Wednesday, December 02, 2015 1:56 PM
To: leonard_maxwell-newbold@cable.comcast.com; ocm@miamidade.gov; angel.vargas@fpl.com; karen.lund@fpl.com; george.beck@fpl.com; 'danny.haskett@fpl.com' <danny.haskett@fpl.com>; pchon@miamidade.gov; sl4504@att.com; Rossy, Karim <Karim.Rossy@citynmb.com>
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

Just following up on my email previous sent on 11/18/15:

Just checking in on the status of your maps and order-or-magnitude costs for relocations based on the attached concept plans sent a couple weeks ago. As I stated below, I need all information by Dec. 11th (the sooner the better).

Thanks, and if you have any questions or need further information in order to provide the requested documents, please let me know.

Trish

From: Patricia Dickerson
Sent: Wednesday, November 18, 2015 2:17 PM
To: 'leonard_maxwell-newbold@cable.comcast.com' <leonard_maxwell-newbold@cable.comcast.com>; 'wpierre-louis@northmiamifl.gov' <wpierre-louis@northmiamifl.gov>; 'ocm@miamidade.gov' <ocm@miamidade.gov>; 'angel.vargas@fpl.com' <angel.vargas@fpl.com>; 'george.beck@fpl.com' <george.beck@fpl.com>; 'danny.haskett@fpl.com' <danny.haskett@fpl.com>; 'investigations@verizon.com' <investigations@verizon.com>; 'pchon@miamidade.gov' <pchon@miamidade.gov>; 'alquant@tecoenergy.com' <alquant@tecoenergy.com>; 'sl4504@att.com' <sl4504@att.com>
Cc: Mcneil, John B (john.mcneil@verizon.com) <john.mcneil@verizon.com>
Subject: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

To All,
We are assisting the FDOT on the PD&E Re-Evaluation for the Golden Glades Multimodal and Truck Center (FPID# 251684-4). I am contacting you all to get information for the Utility Assessment Report that will be part of the PD&E. I have attached a contact letter with more information and a set of "Conceptual Plans" to this email.

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If you have any questions or need additional information, please feel free to contact me.
Thanks,
Trish

Patricia Dickerson
Utilities Project Manager
Brindley Pieters & Associates, Inc.
212 East New York Avenue
DeLand, FL 32724
PH: 386-822-9473
FAX: 386-822-9475
E-Mail: pdickerson@bpa-engineers.com

PALMETTO EXPRESSWAY (SR 826)
PALMETTO FEEDER ROAD
FRONTAGE ROAD R/W LINE
LIMITED ACCESS R/W LINE
NW 167th ST.
NW 165th ST.
NW 163rd ST.
NW 159th ST.
NW 155th ST.
NW 155th TERR.
NW 17th AVE.
NW 15th AVE.
NW 13th AVE.
NW 10th AVE.
NW 7th AVE.
NW 5th CT.
NW 2nd AVE.
NW 1st AVE.
CANAL R/W
MIAMI GARDENS CITY LIMIT
TURNPIKE AUTHORITY R/W
STATE ROAD NO.9
I-95 EXPRESSWAY
STANDARD ALL FLORIDA RAILWAY
BISCAYNE DRAINAGE CANAL
NEW CANAL R/W
BORROW PIT No.1 STATE RD. No. 9
NE 167th ST. (GOLDEN GLADES DRIVE)
NW 165th ST.
NW 164th ST.
NW 163rd ST.
NW 162nd ST.
NW 161st ST.
NW 160th ST.
NW 159th ST.
NW 158th ST.
NW 157th ST.
NW 156th ST.
NE 158th ST.
CHAMBER DRIVE
NORTH BISCAYNE RIVER DRIVE
NW 2nd PL.
NW 2nd CT.
ABANDONED
LP EVANS
L.P. EVANS MERCEDES BENZ
F.H. IN CTR. OF MEDIAN
SAMPLING POINT #57
SAMPLING POINT #84
SAMPLING POINT #134
SAMPLING POINT #117
SUNSHINE P.S. #1 NMB #7
PSM-08
SUNSHINE P.S. #2 NMB #8
S-149
BM NMB-910 EL. 7.56
BM B-18-1 EL. 15.16
BM B-17-1 EL. 10.47
ABM H-390 EL. 11.77
MASTER FLOW METER
72" F.M. (MDWASD)
6" F.M. (ELEVATED)
FIRE CONTROL LINE
TRACT A
TRACT 1
TRACT 1-A
TRACT 1-B
TRACT 2
TRACT 3
TRACT 4
TRACT 5
TRACT 6
TRACT 7
TRACT 8
TRACT 1A
TRACT 2A
TRACT 3A
TRACT A
TRACT B
TRACT C
TRACT E
TRACT F
TRACT G
TRACT H
TR. A
NOT SUBDIVIDED
LP EVANS
GOLDEN LAKES APTS.
HIDDEN COVE
TWIN LAKES/ GOLDEN POND APTS.
PARK CITY APTS.
DADE COUNTY PROPERTY

COMCAST

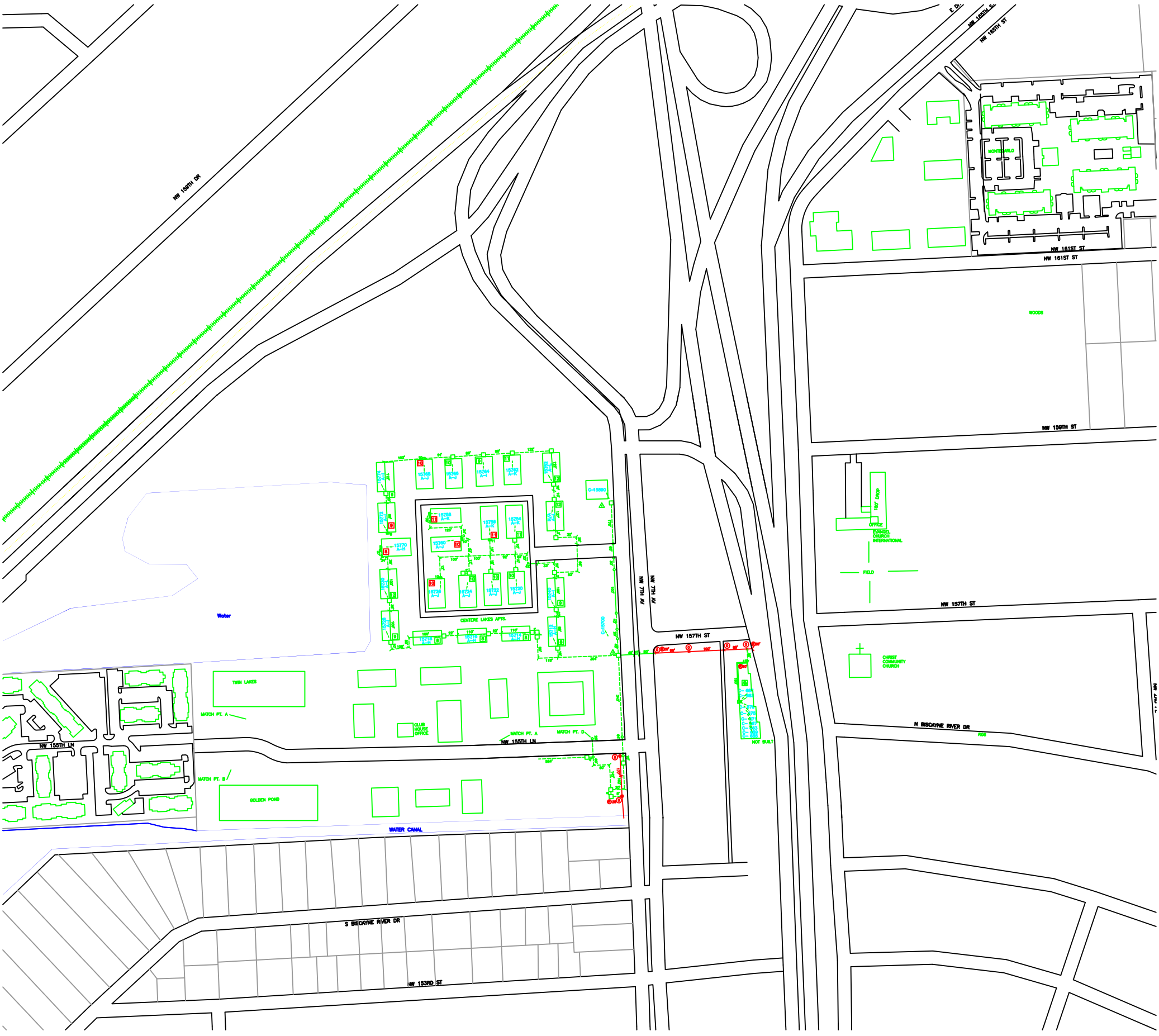
As Built Legend

Aerial is represented by solid Red Lines _____

A Pole is either marked with an X or O

Subgrade plant is marked in Green Dashed Lines ----------

Underground Bore is marked in Solid Green Lines _____



DADE COUNTY PUBLIC WORKS

(NO RESPONSE TO DATE)

FLORIDA POWER & LIGHT (DISTRIBUTION)

Patricia Dickerson

From: Vargas, Angel <Angel.Vargas@fpl.com>
Sent: Thursday, December 03, 2015 2:57 PM
To: Patricia Dickerson
Cc: Beck, George
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

Hi Patricia,
This pole line going across the area labeled “10 Acres” is a Transmission pole line with Distribution underbuilt. I handle the Distribution portion only. To relocate, we need to find a location where we can install similar facilities and maintain continuity. Without an actual plan, it is hard to tell what it would cost to relocate. But, assuming that we can install a new pole line along the east side of the property (near I-95), the cost of relocating the Distribution facilities could be around $250,000. You (or DOT) will have to coordinate with the local customers to transfer their service to the new poles; FPL would not do this work.
I have copied George Beck so he can speak for Transmission.
Please let me know if you need any additional information.
Thank you,
Angel A. Vargas
(O) 305-442-5129
(C): 305-495-9253

From: Patricia Dickerson [mailto:PDickerson@BPA-Engineers.com]
Sent: Thursday, December 03, 2015 1:48 PM
To: Vargas, Angel
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

Angel,
Thanks for the marked plan. I will incorporate this information in the Utility Assessment Report.

Can you give me an order of magnitude cost estimate to relocate the OE in the area hatched and labeled as 10 acres if needed?

Thanks
Trish

From: Vargas, Angel [mailto:Angel.Vargas@fpl.com]
Sent: Thursday, December 03, 2015 10:56 AM
To: Patricia Dickerson <PDickerson@BPA-Engineers.com>
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

Hi Patricia,
Here are the marked road plan showing the approximate location of FPL facilities and the record drawings of such facilities within the boundaries of this project. Please let me know if you have any question.
Thank you,
Angel A. Vargas
(O) 305-442-5129
(C): 305-495-9253

From: Patricia Dickerson [mailto:PDickerson@BPA-Engineers.com]
Sent: Wednesday, December 02, 2015 1:56 PM
To: leonard_maxwell-newbold@cable.comcast.com; ocm@miamidade.gov; Vargas, Angel; Lund, Karen; Beck, George; Haskett, Danny; pchon@miamidade.gov; sl4504@att.com; karim.rossy@citynmb.com
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

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Thanks, and if you have any questions or need further information in order to provide the requested documents, please let me know.

Trish

From: Patricia Dickerson
Sent: Wednesday, November 18, 2015 2:17 PM
To: 'leonard_maxwell-newbold@cable.comcast.com' <leonard_maxwell-newbold@cable.comcast.com>; 'wpierre-louis@northmiamifl.gov' <wpierre-louis@northmiamifl.gov>; 'ocm@miamidade.gov' <ocm@miamidade.gov>; 'angel.vargas@fpl.com' <angel.vargas@fpl.com>; 'george.beck@fpl.com' <george.beck@fpl.com>; 'danny.haskett@fpl.com' <danny.haskett@fpl.com>; 'investigations@verizon.com' <investigations@verizon.com>; 'pchon@miamidade.gov' <pchon@miamidade.gov>; 'alquant@tecoenergy.com' <alquant@tecoenergy.com>; 'sl4504@att.com' <sl4504@att.com>
Cc: Mcneil, John B (john.mcneil@verizon.com) <john.mcneil@verizon.com>
Subject: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

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Thanks,
Trish

Patricia Dickerson
Utilities Project Manager

Brindley Pieters & Associates, Inc.
212 East New York Avenue
DeLand, FL 32724
PH: 386-822-9473
FAX: 386-822-9475
E-Mail: pdickerson@bpa-engineers.com

Golden Glades Interchange - Existing Conditions

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

Call before you dig! 1-800-432-4770

AG-0283

Confidential: For Florida Power & Light Company use only.

1:300

Lat/Long: 25.9351 N 80.2109 W

SPC: (915500,582900)

AD-0281

Updated: 11/18/2015

Lat/Long: 25.9204 N 80.2365 W

SPC: (907100,577500)

THIS IS NOT TO BE USED FOR CABLE LOCATION CALL: 1-800-432-4770 FAX: 305-442-5123

CAUTION: This drawing is an approximation. Determine the exact location of the cable/duct lines/conduit prior to any subsurface operation in this area

PARKVIEW ELEMENTARY

GREATER NEW BETHEL BAPT CHURCH

GOLDEN GLADES

PARK CENTRE PLAZA PHASE I

PARK CENTRE PHASE VI

RAMADA INN

PLAZA EXECUTIVE CENTER

PLAZA EXEC. CENTER

NATIONAL WINE & LIQUOR

CITY FURNITURE

LEVITZ WAREHOUSE & SHOWROOM

NORTH AMERICAN BIO INC.

NORTH AMERICAN BIOLOGICAL

PLANT & WAREHOUSE

FERRO CORPORATION

NEW COMMERCIAL BLDG

ACUMINAIRE INC 1550 NW 165 ST

PERKINS MARINE LAMP & HARDWARE

ANODYNE INC.

UNITED FOOD SUPPLIES INC.

PDI WAREHOUSE

SMOKED FISH

HORDIS BROS OF FLORIDA

HEAVEN HDQ & DIVISION BLDG

TRADE WINDS

TEXTILE INDUSTRIES INC.

COMM. WAREHOUSE

J. BYRON WAREHOUSE

RUBANK INC.

MIAMI COASTAL MERCHANTS CO. INC.

NEW 7 BAY WAREHOUSE

BASSIN DISTRIBUTORS

WAREHOUSE

PARKWAY TWR WEST

E BUNCHE PARK DR

NW 7 AVE 872' S/O SW 175 ST

NW 175TH ST

NW 174TH ST

NW 173RD TER

NW 172ND TER

NW 171ST ST

NW 170TH TER

NW 168TH TER

NW 167TH ST

NW 166TH ST

NW 165TH ST

NW 163RD ST

NW 159TH ST

NW 169 TERR

NW 168 DR

NW 16 WAY

NW 15TH DR

NW 9TH AVE

NW 10TH AVE

NW 12TH AVE

NW 17TH AVE

NW 19TH AVE

NW 21ST AVE

NW 20TH AVE

NW 8TH AVE

NW 9TH CT

NW 9TH PL

NW 10TH CT

NW 12TH CT

NW 13TH CT

NW 16TH CT

NW 16TH PL

NW 17TH CT

NW 17TH PL

NW 18TH CT

NW 18TH PL

NW 22ND AVE

NW 167TH TER

NW 169TH TER

NW 19TH AVENUE RD

NW 15TH ST

NW 16TH ST

NW 18TH ST

NW 163RD TER

NW 165TH TER

NW 166TH TER

NW 168TH DR

NW 170TH ST

NW 171ST TER

NW 172ND ST

NW 174TH TER

NW 175TH TER

NW 176TH TER

NW 13TH CT

NW 13TH PL

NW 175TH DR

NW 174TH ST

NW 173RD TER

NW 172ND TER

NW 171ST ST

NW 170TH TER

NW 168TH TER

NW 167TH TER

NW 166TH ST

NW 165TH ST

NW 163RD ST

NW 159TH ST

NW 169 TERR

NW 168 DR

NW 16 WAY

NW 15TH DR

NW 9TH AVE

NW 10TH AVE

NW 12TH AVE

NW 17TH AVE

NW 19TH AVE

NW 21ST AVE

NW 20TH AVE

NW 8TH AVE

NW 9TH CT

NW 9TH PL

NW 10TH CT

NW 12TH CT

NW 13TH CT

NW 16TH CT

NW 16TH PL

NW 17TH CT

NW 17TH PL

NW 18TH CT

NW 18TH PL

NW 22ND AVE

NW 167TH TER

NW 169TH TER

NW 19TH AVENUE RD

NW 15TH ST

NW 16TH ST

NW 18TH ST

NW 163RD TER

NW 165TH TER

NW 166TH TER

NW 168TH DR

NW 170TH ST

NW 171ST TER

NW 172ND ST

NW 174TH TER

NW 175TH TER

NW 176TH TER

NW 13TH CT

NW 13TH PL

NW 175TH DR

SUNSHINE STATE PKWY E

SUNSHINE STATE PKWY W

PALMETTO EXPY

STATE ROAD 9

17400 NW 7 AVE

1900 NW 171 ST

17100 NW 18 AV

15950 NW 19 AVE

1200 NW 167 ST

1550 NW 165 ST

1900 NW 163 DR

County: Dade

Mgmt Area: Northeast

Svc Ctr: Northeast

AG-0277

Primary Map: AG-0280

E

NW 16T ST.

INST. 5/16"G. DN GUY.

3#2 ST (3.68"Ø)

5 KVA 10 KVA

5/16"G - DN GUY 22° - 15' LD.

2-#1 ST. LT. U.G. RISER (IN 3" CONDUIT)

NW 16 AVE

NW 165 ST.

5 KVA BΦ

3Φ 568 ℄ 4 #5/0TN

BUILDING

3Φ 568T (#6TN) 1/0 15KV

RWL ROAD

#1 ST. LT. U.G. RISER (2" CD)

4 SDPX (75'±)

4 SDPX

NW 7 AVE

N.W. 165 ST

DELETE 203, 203

A Φ 5KVA

3Φ 568T ℄ 3 #1/0TN 15KV

NW 163 DR.

*FRAME PER EDS 2-19.6 FIG 1 ATTACH PRIMARY TO NEW CONC. POLE ST. LT. U.G. RISER (2" CONDUIT)

ST. LT. U.G. RISER (2" CONDUIT)

DELETE 205

INST. #4 #0 TPX ALTERNATE ST. LT. TAPS (TYPICAL)

N.W. 159

FOR CONTINUATION SEE SH 1

THIS IS NOT TO BE USED
FOR CABLE LOCATION
CALL: 1-800-432-4770
FAX: 305-442-5123

CAUTION: This drawing is an approximation. Determine the exact location of the cable/duct lines/conduit prior to any subsurface operation in this area

AS-BUILT REQ'D

RWO 232-2-864 SH 3/3

FLORIDA POWER & LIGHT COMPANY

DATE: 6-9-77

0 100 200 300 "SCALE IN FEET"

ER	NO.	DATE	REVISION	BY	CH	COR	APP
232-2	1	2-27-78	GEN. REV. PER DADE CO. PERMIT	RSS	MTD	PAR	

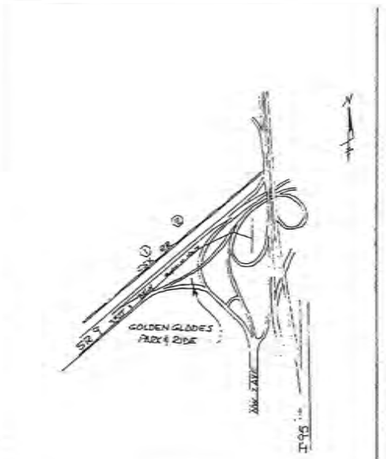
DR JB/TG | ER NO. | LIST OF DRAWINGS A-D-030 | SD-E-3396 SH 3

CH. MTD

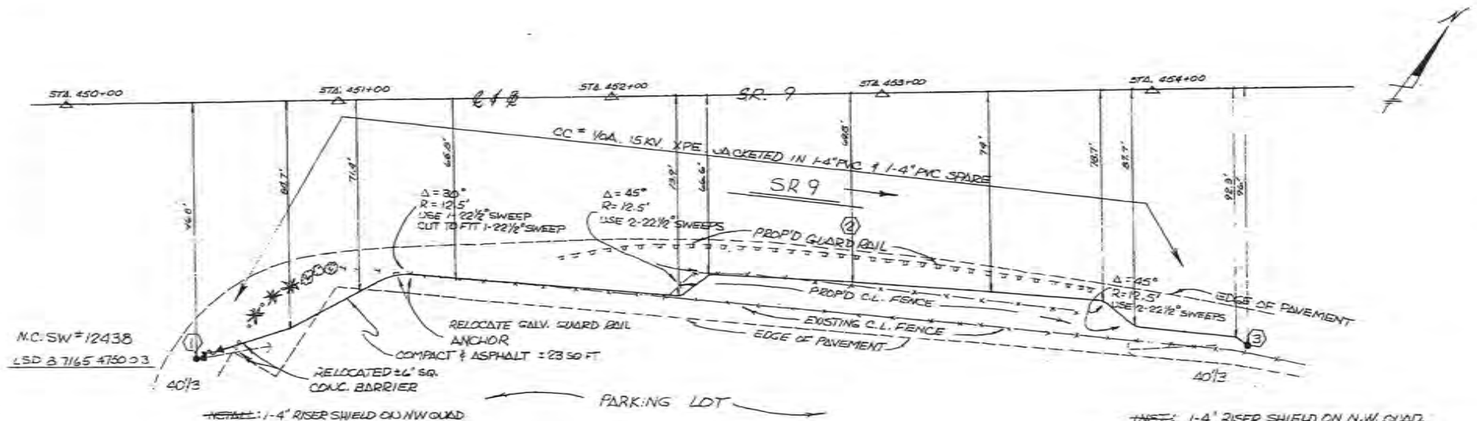
COR. PAR

SUP M.T. DIAZ

E-



LOCATION SKETCH
NTS

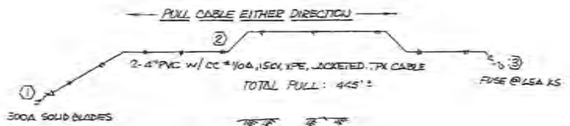


~~INSTALL~~: 1-4" RISER SHIELD ON NW QUAD OF POLE.
P.H. & LA BRACKET ON S. QUAD OF POLE
3-13KV RUBBER TERM'S. & 3-10KV
Z.O. LA'S SIMILAR TO UH-30, SH 2.
D.C.S. JULY '87'
STUB 2-4" PVC 90° ELLS 4" ABOVE GRADE & CAP SPARE.
FUSE WITH 300A SOLID BLADES.

~~INST~~: 1-4" RISER SHIELD ON N.W. QUAD. OF POLE
P.H. & LA. BRACKET ON N QUAD OF POLE.
3-13KV RUBBER TERM'S & 3-10KV
Z.O. LA'S SIMILAR TO UH-30, SH 2
D.C.S. JULY '87'
STUB 2-4" PVC 90° ELLS 4" ABOVE GRADE & CAP SPARE.
FUSE AT 45A KS

CONSTRUCTION NOTES:
1. TRENCH TO HAVE 36" MIN. COVER.
2. CABLE TO BE CC # 1/0A, 15KV XPE TRIPLEX JACKETED.
3. ——PVC4—— INDICATES 1-4" PVC SPARE CONDUIT AND 1-4" PVC CONDUIT WITH 1/0 Δ 15KV TPX CABLE PULLED THROUGH IT IS ~~TO~~ BE INSTALLED.

PULL CABLE EITHER DIRECTION



TYPICAL TRENCH DETAIL

LOC	TLM DATA
3	B 7165 5761 0 1
TLM UPDATE #: EFV 02	

GENERAL NOTES:
1. COORDINATE WITH D.H. S/C "486-4-864
2. PRIMARY SERVES "METRO DADE COUNTY CORRECTIONAL INSTITUTE. OUTAGE TO BE KEPT TO MINIMUM TIME NEEDED, AND WORKED DURING DAYLIGHT HOURS. 24 HRS. PRIOR TO CUT-OVER CONTACT "SHIFT COMMANDER AT 685-5022.

SURVEY NOTE:
SEE ENGINEER BEFORE STAKING.

48 HRS. PRIOR TO START OF CONSTRUCTION, NOTIFY THE FOLLOWING UTILITIES TO FIELD MARK BURIED FACILITIES:

CITY GAS CO.
PEOPLES GAS CO. 1-800-432-4770
ENRON PIPELINE (FLA. GAS TRANSM.)

THIS IS NOT TO BE USED
FOR CABLE LOCATION
CALL: 1-800-432-4770
FAX: 305-442-5123

CAUTION: This drawing is an approximation. Determine the exact location of the cable/duct lines/conduit prior to any subsurface operation in this area

REIMBURSABLE D.O.T. PROJECT
PROJECT # 99006-3930

STAKES
ST. RD. (PERMIT) SR 9
SURVEY AS BUILT
FOREMAN'S AS BUILT
M.P. POST: D-030, D-040

TRENCH FT.: 1350'

AUTH. NO.	REVISION	BY	CH	COR	APP
	AS-BUILT				
0	SURVEY AS-BUILT 5-15-88 SIO "486-CC-964 (MA-PB. HGT PG. 4-11)	JH			
1	SIO "486-4-864 (1" TO 3)	JH			

DATE: 5-2-89 | SCALE: NONE | DR: JM | ER NO. | CH | COR | APPROVED

FPL FLORIDA POWER & LIGHT COMPANY

INSTALL 22' DIA UNDER PROP'D PEDESTRIAN OVERPASS FOR TR. DM TO COMMUTER RAIL W/S GOLDEN GLOBES PARK & RIDE (SR 9), LOC: 964 ENGR: K. MARSH

D-030, D-040 | LATEST REVISION DATE 5-2-89

Sheet of SD-E- 5447

REV. NO.

FLORIDA POWER & LIGHT (TRANSMISSION)

Patricia Dickerson

From: Beck, George <GEORGE.BECK@fpl.com>
Sent: Tuesday, January 19, 2016 5:19 PM
To: Patricia Dickerson
Cc: Vargas, Angel; Borrelli, Natalie
Subject: RE: 251684-4; Golden Glades Multimodal Center; FPL Plan review and no conflict letter

Follow Up Flag: Follow Up
Due By: Tuesday, January 19, 2016 6:50 PM
Flag Status: Flagged

Hi Patricia,

Assuming five tangent pole locations, for a high level ballpark estimate, please use relocation cost of $500,000.

Best Regards,

George J. Beck, P.E.
Florida Power and Light

"Changing the Current"

From: Patricia Dickerson [mailto:PDickerson@BPA-Engineers.com]
Sent: Thursday, January 07, 2016 3:39 PM
To: Beck, George
Cc: Vargas, Angel
Subject: RE: 251684-4; Golden Glades Multimodal Center; FPL Plan review and no conflict letter

Hey George, I have an additional question:

I know you have multiple poles within landscape areas in the current configuration, but the concept show poles in travel areas. I understand that the concept could be adjusted to avoid most possible conflicts on your existing poles, but could you provide an order of magnitude price to relocate the OE (I would assume you could stay within the approximate same air space, but may need to adjust pole locations). This price would be included in the utility assessment package to express the high cost of not avoiding your facilities.

Thanks
Trish

From: Beck, George [mailto:GEORGE.BECK@fpl.com]
Sent: Thursday, January 07, 2016 8:17 AM
To: Patricia Dickerson <PDickerson@BPA-Engineers.com>

Cc: Vargas, Angel <Angel.Vargas@fpl.com>
Subject: 251684-4; Golden Glades Multimodal Center; FPL Plan review and no conflict letter

Hi Patricia,

Let me know if you need more info.

Best Regards,

George J. Beck, PE
FPL Transmission Engineering – Relocations
700 Universe Blvd., TS4/JW
Juno Beach, FL 33408

15430 Endeavor Drive
Jupiter, FL

George.Beck@FPL.com
(561) 904-3604 tel
(561) 904-3710 fax

Power Delivery
Transforming our business

Florida Power & Light Company, 700 Universe Blvd., TS4/JW, Juno Beach, FL 33408
Phone: (561) 904-3604, Fax: (561) 904-3710

January 7, 2016

Patricia Dickerson
Brindley Pieters & Associates
212 E. New York Ave
Deland, FL 32724

RE: **Adjustment of Utilities**

Road:	**N/A**
County:	**Miami Dade**
Description:	**Golden Glades Multimodal Facility**
Financial Project ID:	**251684-4**

Dear Ms. Dickerson,

Thank you for informing us of this proposed project. If you have not already done so, please make sure to contact FPL Distribution to confirm their facilities at this location. We have reviewed the set of sketches sent to us on 11/18/15 by your firm and our records. It has been determined that Florida Power & Light has existing Transmission facilities within the project boundaries as marked per the FDOT Utility Accommodation Manual section 4.9.1 in 'Green' at approximate locations on the sheets enclosed herewith. Please show them on future revisions of the Plans at surveyed 'OE' locations. Although these facilities are not anticipated in direct conflict, please note the following while working in the vicinity of FPL's existing facilities:

1. Contractors must maintain clearances, as required by OSHA, when working in the proximity of FPL's high-voltage transmission conductors & lower voltage Distribution conductors
2. The roadway contractor must maintain access to all FPL facilities at all times during construction
3. All existing facilities must remain energized during road construction

If you have additional questions, please give me a call at 561-904-3604.

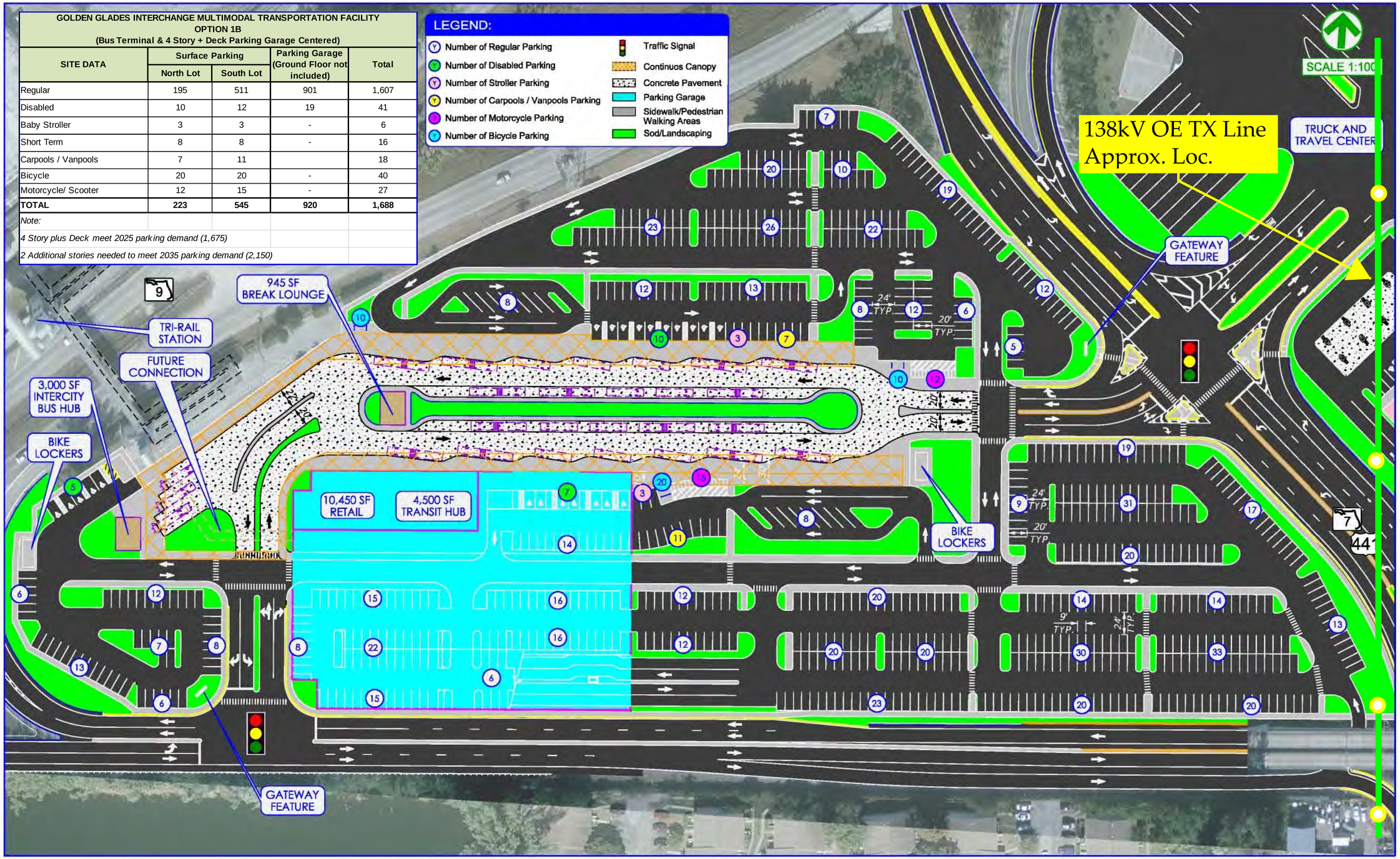
Sincerely,

George J. Beck, P.E.
Transmission Relocation Coordinator

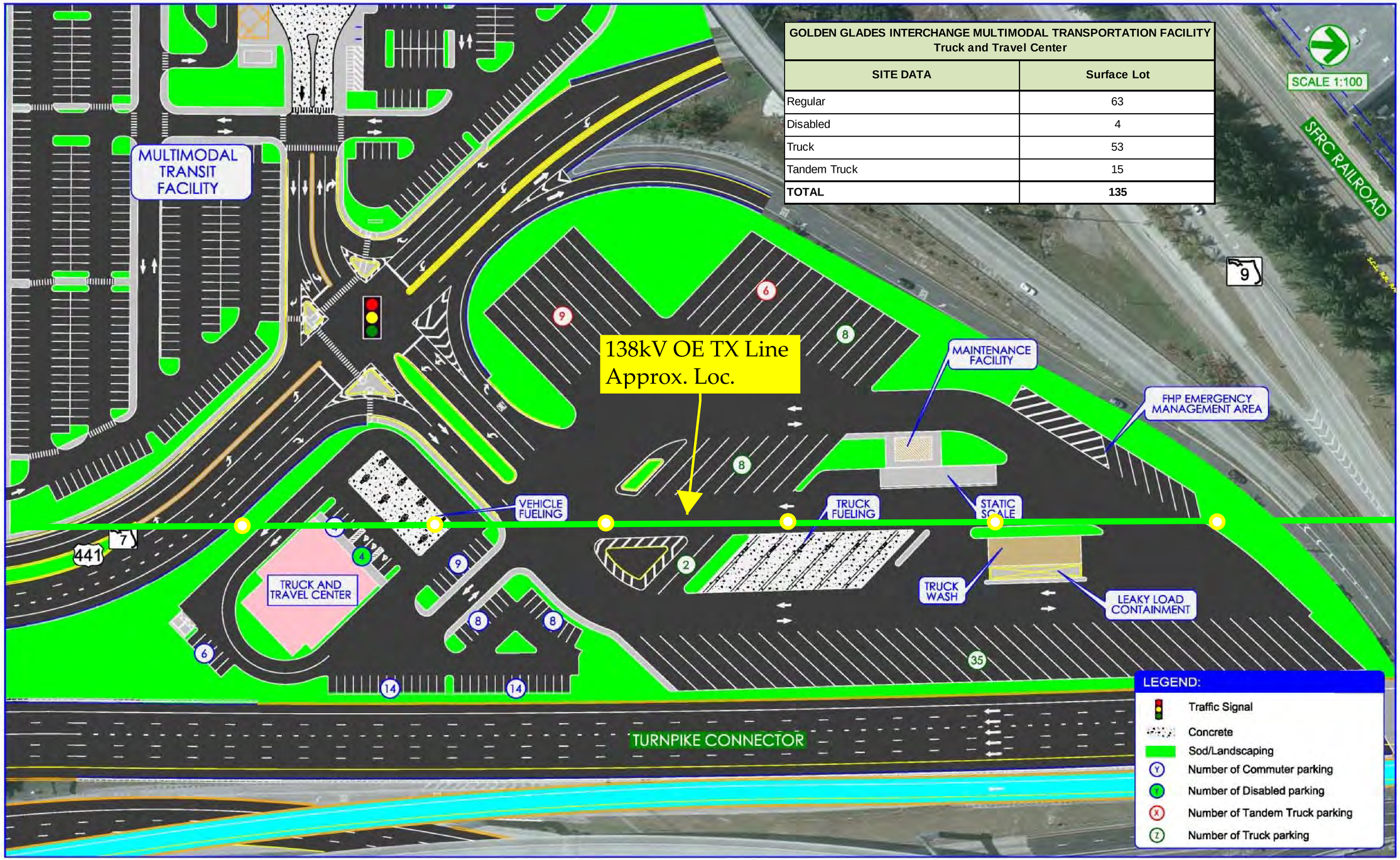
enclosure

Conceptual Layout – Multimodal Facility

GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY OPTION 1B (Bus Terminal & 4 Story + Deck Parking Garage Centered)				
SITE DATA	**Surface Parking**		**Parking Garage (Ground Floor not included)**	**Total**
	North Lot	**South Lot**		
Regular	195	511	901	1,607
Disabled	10	12	19	41
Baby Stroller	3	3	-	6
Short Term	8	8	-	16
Carpools / Vanpools	7	11		18
Bicycle	20	20	-	40
Motorcycle/ Scooter	12	15	-	27
TOTAL	**223**	**545**	**920**	**1,688**
Note:				
4 Story plus Deck meet 2025 parking demand (1,675)				
2 Additional stories needed to meet 2035 parking demand (2,150)				



Conceptual Layout – Truck Travel Center



FPL FIBERNET

Patricia Dickerson

From: Haskett, Danny <Danny.Haskett@FPLFiberNet.com>
Sent: Wednesday, December 02, 2015 3:34 PM
To: Patricia Dickerson
Cc: Vilas, Jesus
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report
Attachments: #251684-4-52-01-Golden Glades Multimodal Facility & Truck Travel Center-Miami-Location Map & Cover Letter.pdf

Follow Up Flag: Follow Up
Due By: Thursday, December 03, 2015 6:34 AM
Flag Status: Flagged

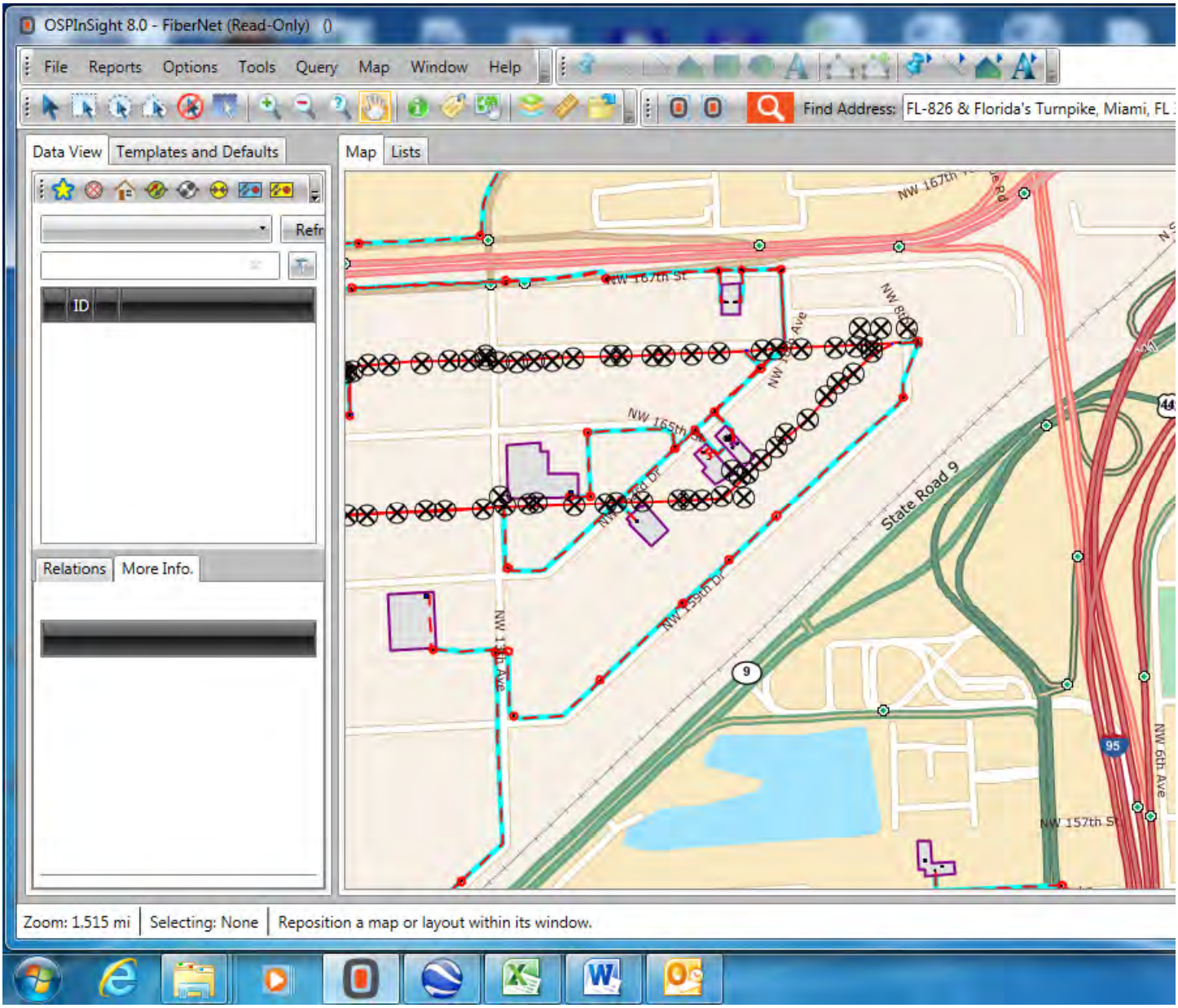
Patricia,

FPL FiberNet has no facilities within the limits of the above-referenced project in Miami. On the map below, the area of the proposed project appears clear of our facilities.

Regards, Danny

FPL FIBERNET℠
Reliability Counts.

Danny Haskett | Associate Project Manager | 9250 W Flagler St Miami, FL 33174
O 305-552-2931 | **C** 786-246-7827 | **NOC** 1-866-553-4237 (option 3) | **FPLFiberNet.com**



From: Patricia Dickerson [mailto:PDickerson@BPA-Engineers.com]
Sent: Wednesday, November 18, 2015 2:18 PM
To: leonard_maxwell-newbold@cable.comcast.com; wpierre-louis@northmiamifl.gov; ocm@miamidade.gov; Vargas, Angel; Beck, George; Haskett, Danny; investigations@verizon.com; pchon@miamidade.gov; alquant@tecoenergy.com; sl4504@att.com
Cc: Mcneil, John B (john.mcneil@verizon.com)
Subject: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

To All,
We are assisting the FDOT on the PD&E Re-Evaluation for the Golden Glades Multimodal and Truck Center (FPID# 251684-4). I am contacting you all to get information for the Utility Assessment Report that will be part of the PD&E. I have attached a contact letter with more information and a set of "Conceptual Plans" to this email.

Please review the attached and provide a description or map of your facilities including any order-of-magnitude costs for necessary relocations based on the concept plans, and any other pertinent information we can include in the report. As you will see in the letter, due to the short timeframe associated with the Re-Evaluation, we need this information on or before **December 11th**.

Please forward this email on to others in your organization if you are not the correct contact.

If you have any questions or need additional information, please feel free to contact me.
Thanks,
Trish

Patricia Dickerson
Utilities Project Manager
Brindley Pieters & Associates, Inc.
212 East New York Avenue
DeLand, FL 32724
PH: 386-822-9473
FAX: 386-822-9475
E-Mail: pdickerson@bpa-engineers.com

MIAMI-DADE WATER & SEWER

Patricia Dickerson

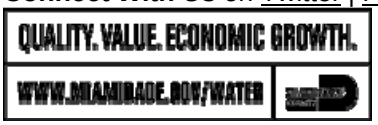
From: Chong, Patrick A. (WASD) <PCHON@miamidade.gov>
Sent: Tuesday, November 24, 2015 9:08 AM
To: Patricia Dickerson
Cc: Garcia, Sergio (WASD); Fernandez-Cuervo, Victor (WASD)
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report
Attachments: Golden Glades_Conceptual Site Plans.pdf; GG Multimodal Utility Contact Letter 11-18-15.pdf

Good morning Patricia,

Miami Dade Water and Sewer Department does not have utilities within the proposed Golden Glades Interchange or NW 12 St Multimodal Facility/Truck Travel Center. Please contact WASD's New Customer Division regarding water and sewer service requirements for facilities shown in attached PDF.

Regards,

Patrick Chong, Utility Coordination Supervisor
Miami-Dade Water and Sewer Department
786-268-5255
miamidade.gov/water
Connect With Us on Twitter | Facebook



From: Patricia Dickerson [mailto:PDickerson@BPA-Engineers.com]
Sent: Wednesday, November 18, 2015 2:18 PM
To: leonard_maxwell-newbold@cable.comcast.com; wpierre-louis@northmiamifl.gov; Marin, Octavio (PWWM); angel.vargas@fpl.com; george.beck@fpl.com; 'danny.haskett@fpl.com'; investigations@verizon.com; Chong, Patrick A. (WASD); alquant@tecoenergy.com; sl4504@att.com
Cc: Mcneil, John B (john.mcneil@verizon.com)
Subject: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

To All,
We are assisting the FDOT on the PD&E Re-Evaluation for the Golden Glades Multimodal and Truck Center (FPID# 251684-4). I am contacting you all to get information for the Utility Assessment Report that will be part of the PD&E. I have attached a contact letter with more information and a set of "Conceptual Plans" to this email.

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Please forward this email on to others in your organization if you are not the correct contact.

If you have any questions or need additional information, please feel free to contact me.

Thanks,
Trish

Patricia Dickerson
Utilities Project Manager
Brindley Pieters & Associates, Inc.
212 East New York Avenue
DeLand, FL 32724
PH: 386-822-9473
FAX: 386-822-9475
E-Mail: pdickerson@bpa-engineers.com

TECO PEOPLES GAS

Patricia Dickerson

From: Roche, Alex R. <arroche@tecoenergy.com>
Sent: Monday, November 30, 2015 11:57 AM
To: Patricia Dickerson
Subject: 251684-4 Golden Glades Multimodal
Attachments: Golden Glades_Conceptual Site Plans.pdf

Patricia,

TECO does not have facilities within the limits of the referenced project.

Thanks,
Alex Roche

VERIZON

Patricia Dickerson

From: Mcneil, John B <john.mcneil@verizon.com>
Sent: Wednesday, November 18, 2015 3:46 PM
To: Patricia Dickerson
Subject: RE: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

I am glad to say the Verizon (MCI) does not have any facilities in the project limits of either intersection.
Please list us as No Facilities.

verizon

John McNeil
Engineer IV, Southeast Region (FL)

210 Recker Highway
Auburndale, FL 33823

O 863 965 6438 | M 904 234 6032
john.mcneil@verizon.com

From: Patricia Dickerson [mailto:PDickerson@BPA-Engineers.com]
Sent: Wednesday, November 18, 2015 2:18 PM
To: leonard_maxwell-newbold@cable.comcast.com; wpierre-louis@northmiamifl.gov; ocm@miamidade.gov; angel.vargas@fpl.com; george.beck@fpl.com; 'danny.haskett@fpl.com'; Investigations; pchon@miamidade.gov; alquant@tecoenergy.com; sl4504@att.com
Cc: Mcneil, John B
Subject: 251684-4, Golden Glades Multimodal and Truck Center - Utility Assessment Report

To All,
We are assisting the FDOT on the PD&E Re-Evaluation for the Golden Glades Multimodal and Truck Center (FPID# 251684-4). I am contacting you all to get information for the Utility Assessment Report that will be part of the PD&E. I have attached a contact letter with more information and a set of "Conceptual Plans" to this email.

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Thanks,
Trish

Patricia Dickerson
Utilities Project Manager
Brindley Pieters & Associates, Inc.
212 East New York Avenue
DeLand, FL 32724

PH: 386-822-9473
FAX: 386-822-9475
E-Mail: pdickerson@bpa-engineers.com

APPENDIX E

DRAFT TRAFFIC TECHNICAL MEMORANDUM

Golden Glades Multimodal Transportation Facility (GGMTF) PD&E Reevaluation

Draft Traffic Technical Memorandum

June 2016

Table of Contents

Tables Page

Figures

Appendices (Provided as a separate electronic file)

This report documents existing traffic conditions and provides traffic forecasts and operational analysis for the Golden Glades Multimodal Transportation Facility (GGMTF) Project Development and Environment (PD&E) Reevaluation Study. The GGMTF facility is owned by FDOT and is located in unincorporated Miami-Dade County in the southwest quadrant of the Golden Glades Interchange (GGI). A previous PD&E study was conducted for the GGMTF in 2006. Since then, background traffic has changed and an updated parking demand estimation was completed in 2012 by Atkins and published in *The Golden Glades Park and Ride Lot Parking Demand Projection Study*, new concepts for the East and West Lots of GGMTF were developed in 2014 by Stantec a report titled *Conceptual Alternatives Evaluation for Golden Glades Multimodal Facility*, and a PD&E/Interchange Modification Report (IMR) study was completed in 2014 for the GGI resulting in preferred improvement alternatives for the opening and design years.

This GGMTF PD&E reevaluation study is based on new 2015 traffic counts and incorporates the previous 2012 parking demand and 2014 design concept studies, as well as the 2014 GGI PD&E improvements. The internal circulation, connectivity, and driveway operations are also evaluated in this study. The estimated parking demand is similar to the Atkins study, the design concepts are the ones developed by Stantec and the background volumes on the regional roads are consistent with the PD&E peak hour traffic forecasts.

This document serves as the Traffic Technical Memorandum (TTM) to reevaluate the traffic analysis of the *Golden Glades Multimodal Transportation Facility* (GGMTF) *Project Development and Environment* (PD&E) *Study* underway by the Florida Department of Transportation (FDOT) District Six. The District developed the methodology scope. All stakeholders including FDOT Central Office, Florida's Turnpike Enterprise (FTE), and the Federal Highway Administration (FHWA) concurred with the methodology.

The primary purpose of this study is to reevaluate the traffic operational and safety analysis performed in 2006 in support of the 2006 GGMTF PD&E Study. The reevaluation is based on updated traffic and crash data and incorporates the roadway improvements recommended in the recently completed GGI PD&E and IMR studies. The reevaluation is also based on the design concepts for the park and ride facility and the truck and travel center developed by Stantec Consulting Services for FDOT and documented in the *Conceptual Alternatives Evaluation for Golden Glades Multimodal Facility*, *July 2014* (hereafter referred to as the *2014 GGMTF Concepts Study*).

In general, the internal site circulation review and Synchro/SimTraffic level of service (LOS), Delay, and 95th Queue analyses indicate that Concept Build (Alternative 1) maintains an overall intersection LOS comparable to the Golden Glades Interchange PD&E Study except as follows:

- *S.R. 9 at S.R. 7/S.R. 9 Connector Intersection:* Queue lengths increase on the westbound approach for the AM and PM peak periods.
- *S.R. 7 at GGMTF East/West Lot Driveway Intersection:* Queue lengths increase on the eastbound approach for AM and PM peak periods.
- *S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway Intersection:* Signal control is introduced at this location, which has free-flow movements under existing conditions. The analysis indicates significant queuing would be experienced by the southbound approach.

Recommendations for consideration to improve traffic operations are outlined below and are included in the Improved Build (Alternative 2) analysis:

- *S.R. 9 at S.R. 7/S.R. 9 Connector Intersection:* Provide coordinated signalization and allow southbound left-turns. As existing and currently planned, this intersection is stop sign controlled and southbound left-turns are accommodated as U-turns at the median opening approximately 1,050' downstream of the intersection. The analysis indicates that the westbound left-turn movements would experience significant delays and queuing. The 2013 GGI PD&E seems to indicate a latent demand to access I-95 southbound flyover to the Express Lanes. If implemented this signal needs to be coordinated with the new signal at S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway to reduce weaving conflicts.
- *S.R. 7 at GGMTF East/West Lot Driveway:* Provide an additional northbound though lane to reduce northbound queues and improve traffic operations. Provide an additional eastbound driveway approach lane. The current concept includes two lanes with approximately 150' of storage. No-Build Synchro analysis indicated the two-lane approach configuration would have a queue length of approximately 230' each. To maintain queue lengths within the provided driveway length (200') in the concept, three approach lanes would be required.
- *S.R. 7 at West Lot South Driveway:* Provide an additional access point to the West Lot along S.R. 7. This additional signalized driveway would alleviate the intersection of *S.R. 7 at GGMTF East/West Lot Driveway* by providing alternative route to the northbound left-turn and eastbound right-turn to and from the GGMTF. The alternative access would also improve internal circulation by providing a more the direct route to a significant portion of the parking spaces, which are provided in the garage structure.
- *S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway:* Maintain existing southbound right-turn free-flow condition. Although the Synchro intersection analysis indicates adequate operations with the new traffic signal control, the simulation indicates significant southbound right-turn queues. The Synchro analysis indicates that there is sufficient capacity to adjust signal timing to reduce queuing as necessary; however, maintaining the existing free-flow condition would provide better conditions.

  Lengthen weave distance between this access and S.R. 9. Increase the weaving length between the two intersections by reducing the westbound right radius at S.R. 9.

Other observations (outside of the GGMTF scope) worth noting for the District's consideration are included below:

- All locations under consideration for new signalization will require a Signal Warrant Analysis (S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway, S.R. 9 at S.R. 7/S.R. 9 Connector, and S.R. 7 at GGMTF West Lot South Driveway).
- *S.R. 7 at Centre Lake Apartments Driveway:* Future SimTraffic analyses at this location under both the No-Build and Build Alternative 1 indicate that eastbound left-turns exiting this driveway would not have adequate gaps to enter S.R. 7 during the peak hours. Consideration should be given to future mitigation.

- *S.R. 7 at Turnpike Connector:* The relocated off-ramp (from 550' south of the GGMTF driveway to 1,700' south and aligning with NW 155th Lane) does improve the study area traffic operations. However, the analysis still shows significant delays, queuing and unacceptable LOS F for several movements. Consideration should be given to future mitigation.

The main contributor to these other operational deficiencies is the GGI PD&E Directional Design Hour Volume (DDHV) westbound right-turn volume forecast (1,962 AM/2,078 PM) over existing volumes (Existing 921 AM/764 PM). Therefore, the impact is observed on the No-Build and the two Build alternatives. With additional options for the completion of this movement (the proposed flyover) in the future, confirmation of the demand should be a consideration in determining additional mitigation improvements in the future. Also if demand is confirmed, a southbound off-ramp to Miami Gardens Drive may provide relief in the future.

This report documents existing traffic conditions and provides traffic forecasts and operational analysis for the Golden Glades Multimodal Transportation Facility (GGMTF) PD&E Reevaluation Study. A previous PD&E study was conducted for the GGMTF in 2006. Since then, background traffic has changed; an updated parking demand estimation was completed in November 2012 by Atkins and published in *The Golden Glades Park and Ride Lot Parking Demand Projection Study* (hereafter referred to as the *2012 Parking Demand Study*); new concepts for the East and West Lots of the GGMTF were developed in 2014 by Stantec and presented in the report titled *Conceptual Alternatives Evaluation for Golden Glades Multimodal Facility* (hereafter referred to as the *2014 GGMTF Concepts Study*), and a PD&E/IMR study was completed in 2014 for the Golden Glades Interchange (GGI) resulting in preferred improvement alternatives for the opening and design years.

1.1 PURPOSE AND NEED

FDOT completed a conceptual alternative evaluation study for the GGMTF in July 2014. The parking layout concepts were based on a projected parking demand documented in the *Golden Glades Park and Ride Lot Parking Demand Projection Study* that was completed by Atkins in November 2012. The *2012 Parking Demand Study* identified the need to increase the GGMTF number of parking spaces to accommodate future demand; improve access to the site and internal circulation; expand bus bays; enhance connectivity between modes; and provide passenger amenities, including adequate lighting, landscaping, and improved security.

The 2012 Parking Demand Study estimated an increase in park and ride parking demand from 1,250 spaces in 2015 to 1,675 spaces in 2025, and 2,150 spaces in 2035. Several concepts were evaluated for the West Lot, and resulted in a revised concept accommodating the increased demand. Concepts were also developed for the East Lot, which will be impacted by the GGI improvements and the proposed widening and realignment of the Turnpike Connector southbound lanes. The GGMTF master plan envisions converting the East Lot to a Truck and Travel Center. This concept provides 53 parking spaces for trucks, 15 for tandem trucks, and 63 for cars, for a total of 135 parking spaces.

1.2 PROJECT LOCATION

The GGMTF is located in northeastern Miami-Dade County south of Palmetto Expressway/S.R. 826 and west of the southbound Turnpike Connector to I-95. It is situated within the Golden Glades Interchange influence area formed by the intersection of I-95, Palmetto Expressway/S.R. 826, the Florida's Turnpike, S.R. 7/U.S. 441 and S.R. 9. The existing facility covers an area of approximately 45 acres and is divided between an East Lot (approximately 10 acres) and a West Lot (approximately 24 acres). The West Lot includes 992 parking spaces, a bus stop for express bus and regional transit services, a Greyhound station, and a pedestrian bridge to access Tri-Rail. The East Lot currently has 535 parking spaces and a tandem truck staging area accommodating 12 tandem trucks. The existing East and West Lots are located on Figure 1.1.

AECOM

Figure 1.1
Project Location Map

FLORIDA'S TURNPIKE

1.3 ALTERNATIVES

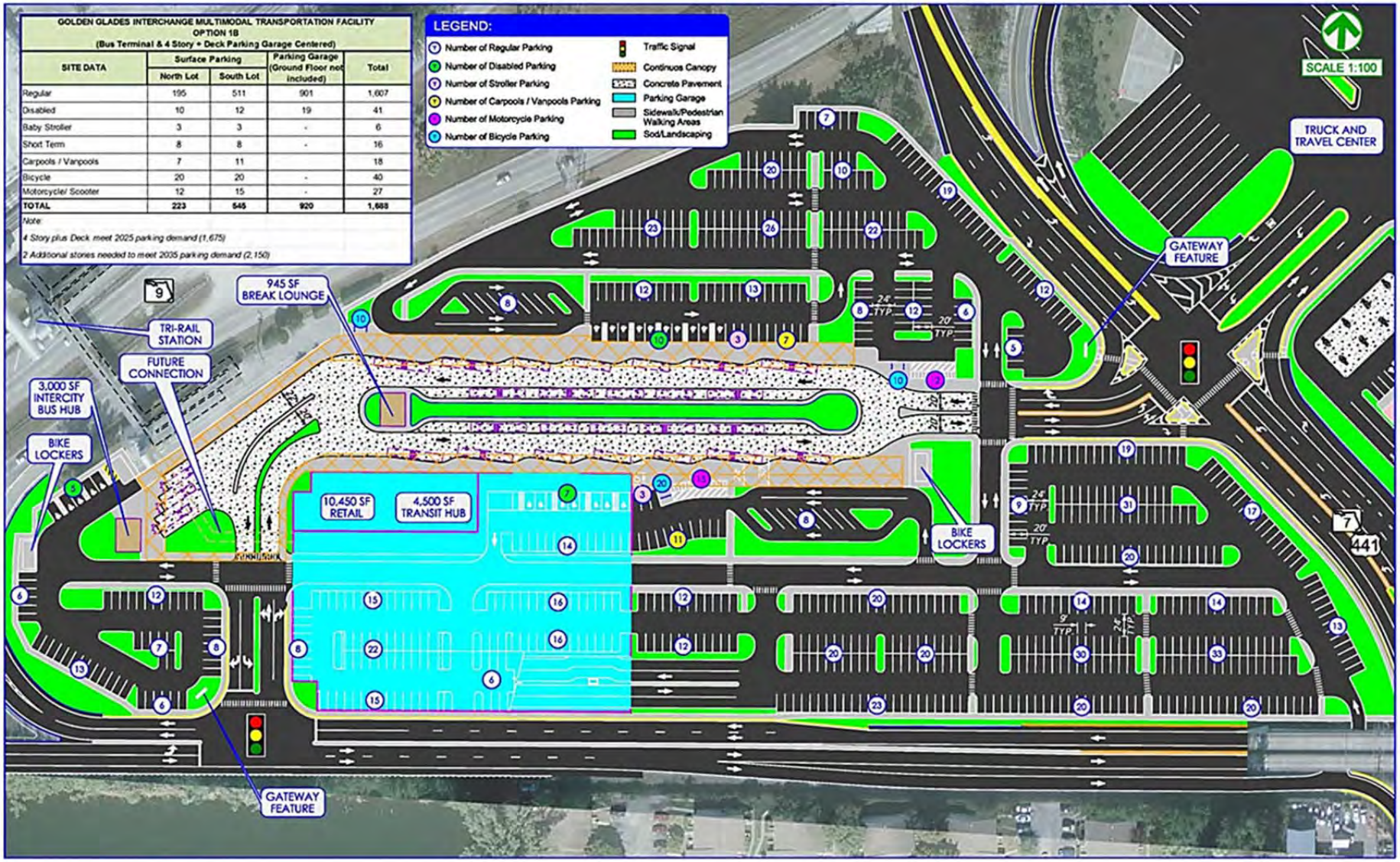
This study applies the recommended improvements from the GGI PD&E: Alternative 4 for Opening Year 2020 and Interim Year 2030, and Ultimate Build for Design Year 2040. The improvements were applied for the corresponding design phases in the No-Build and Build alternatives, since these GGI improvements are funded and included in the 2040 cost feasible plans. The No-Build alternatives for opening, interim, and design years assume the same GGMTF parking layouts for the East and West Lots that exist today and the programmed transit services for the corresponding analysis phases.

The GGMTF PD&E Reevaluation Build Alternatives assume the construction of the Truck and Travel Center concept plan (parking spaces for 68 trucks and 67 cars) in the East Lot (see Figure 1.2) and the Modified Option 1B concept plan in the West Lot (see Figure 1.3). The West Lot concept includes 1,688 parking spaces in Opening Year 2020 and 2,150 spaces in Interim Year 2030 and Design Year 2040. The increased parking spaces will be accommodated by building a four-level garage. As depicted in Figure 1.3, the Build concept for the West Lot is also planned to have a centrally located bus terminal with a capacity of 14 bus bays and can accommodate 8 articulated buses; allows a future connection to the existing pedestrian bridge to Tri-Rail; supportive retail space; a transit hub area, a Greyhound terminal station with a capacity for 3 buses, a break lounge, and a comfort station. The flyover ramps connecting I-95 with S.R. 9 will be extended providing local access to the express lanes without the need to enter the GGMTF. A new signal is proposed at the intersection of S.R. 9/S.R. 7 connection road and the West Lot entrance. Miami-Dade Transit (MDT) and Broward County Transit (BCT) will provide routes and frequencies of local and express buses representing the enhanced transit service of the Build alternatives.

AECOM

Figure 1.2
Truck and Travel Center Concept for GGMTF East Lot

FLORIDA'S TURNPIKE



AECOM

Figure 1.3
Conceptual Layout for GGI Multimodal Facility (Option 1B)

FLORIDA'S TURNPIKE

A detailed Traffic Study Methodology Memorandum, as agreed upon by District 6, Central Office, and FHWA is included in Appendix A. The analysis was performed consistent with the Traffic Methodology Memorandum. Highlights of each of the methodology elements are summarized below.

2.1 STUDY AREA

The project study area encompasses the following roadway sections and limits:

- S.R. 9 (Roadway ID: 87240000): from south of GGTMF to north of merge point with S.R. 7
- S.R. 7/U.S. 441 (Roadway ID: 87140000): from south of NW 155th Lane to merge point with S.R. 9
- Turnpike southbound Connector off-ramp to S.R. 7/U.S. 441
- Park and Ride flyover ramps from/to I-95 to the West Lot
- Access connector road from S.R. 9 to the West Lot under the flyover ramps and to S.R. 7 southbound

The study intersections include the five counted intersections and the new signalized intersection providing access to the flyover ramps as listed below:

- S.R. 7 and GGMTF West and East Lot Driveway intersections;
- S.R. 7 and Turnpike Connector off-ramp intersection (Existing Conditions);
- S.R. 7 and Centre Lakes Apartments Driveway intersection;
- S.R. 7 and NW 155th Lane intersection (and Turnpike Connector off-ramp intersection under future conditions);
- S.R. 9 and S.R. 9/S.R. 7 Connector Roadway;
- Proposed signalized intersection at GGMTF Driveway and S.R. 9/S.R. 7 Connector Roadway; and
- Proposed signalized intersection at GGMTF South Driveway and S.R. 7.

2.2 ANALYSIS YEARS

The traffic operational analysis years for the project were determined as follows:

- Existing year 2015
- Opening year 2020
- Interim year 2030
- Design year 2040

2.3 DATA COLLECTION

Data collection included traffic count data, existing signal timing, committed projects, and roadway improvements within the study area; design factors (K, D and T factors); seasonal/axle adjustment factors obtained from the FDOT 2014 Florida Traffic Information (FTI) DVD; crash data obtained from the FDOT database and local sources; and previous studies, including the 2006 GGMTF PD&E Study, the 2012 Parking Demand Study, and the 2014 GGMTF Concepts Study. The scope of traffic count data collection locations and types were outlined by the District and are described in detail in the Traffic Methodology Memorandum (Appendix A).

2.4 TRAFFIC FACTORS

Table 2.1 highlights the K, D, and T_{24} factors used in the *Golden Glades Interchange PD&E Study – Interchange Modification Report* for the mainline segments and ramp terminal arterials for reference. These factors were used in the development of Directional Design Hour Volumes (DDHVs) GGI PD&E. Volumes obtained from the GGI PD&E were used as control points at the limits of the study area for consistency, and thus applying comparable K and D factors. In addition, a Peak Hour Factor (PHF) of 0.95 was used; and future year truck factors were adjusted under the Build alternative to account for the increase in bus and truck activity, as well as parking access driveway locations.

Table 2.1
Representative Traffic Factors

Road Segment	K	D	T_{24}
I-95 from NW 151st Street to Miami Gardens Drive	8.0	50.5	4%
S.R. 826/Palmetto Expressway west of GGI	8.0	54.6	6%
Florida's Turnpike north of GGI	9.5	58.0	7%
NW 167th Street east of GGI	9.0	54.0	3%
S.R. 7/U.S. 441	9.0	N/A	7%
S.R. 9	9.0	54.0	9%

Source: GGI PD&E Study

2.5 ADOPTED LEVEL OF SERVICE

The recommended improvements will be selected to maintain the level of service, as determined in the Golden Glades Interchange PD&E Study.

2.6 PROJECT SITE TRIPS

Project site trips for existing conditions are based on driveway daily and peak period turning movement counts. For No-Build conditions, daily, AM and PM trips were projected to increase at a 1 percent compounded growth rate per year to reflect improvements in transit route services and a transit mode use increase due to a congestion increase for the passenger vehicle mode in the roadway network. For Build conditions, daily, AM and PM trip generation rates per parking space were developed for the proposed GGMTF park and ride facility (West Lot) based on the existing facility data and ITE trip generation. It should be noted that GGMTF current trip rate per parking space is significantly higher than what is calculated applying ITE trips rates for Land Use 90 (Park & Ride Lot with Bus Service). Therefore, using existing trip generation rates plus adjustments for expected "pass-by" trips for the proposed retail amenities will produce more accurate results. Daily, AM and PM trip generation rates per truck parking space were developed for the proposed GGMTF truck and travel center facility (East Lot) based on counts performed at the entrance and exit of a comparable truck stop facility in South Florida.

2.7 TRAFFIC FORECAST

The traffic forecasts for roadway segments within the study area for 2020, 2030, and 2040 scenarios are based on traffic forecasts developed for the GGI PD&E study adjusted for project site trips as described in the previous section. The GGI PD&E traffic forecasts were developed for 2018, 2030, and 2040 using modified Southeast Regional Planning Model (SERPM) 6.5 models that were calibrated for the study area. The 2020 forecasts were estimated by interpolation between the 2018 and 2030 GGI PD&E volumes for their Alternative 4 Interim Improvements. Similarly, the GGI PD&E Alternative 4 volumes were used for year 2030. For Design Year 2040, the GGI PD&E forecasts for the preferred Ultimate Build alternative were used in this study for both No-Build and Build alternatives. The GGI PD&E volumes were used as control volumes within the limits of the study roadway network.

2.8 DESIGN HOUR VOLUME DEVELOPMENT

The standard procedure for developing design hour volumes is to apply the K, D, and T factors to daily forecasted volumes, then use software such as TMTOOL or TURNS5 to develop intersection turning movement volumes, and finally balance the volumes between intersections. However, as explained above, a simpler procedure was used in this PD&E Reevaluation Study to maintain consistency with the GGI PD&E traffic forecasts and because the turning movements in and out of the GGMTF are based on the GGMTF trip generation for the No-Build and Build conditions similar to site traffic impact studies. The GGI PD&E Study directional volumes are used as the through movements on study area roadways, and the GGMTF trip generation assigned to project entrances as described above were used to estimate the AM and PM turning movements at study intersections and access points for each phase of the analysis.

2.9 TRAFFIC OPERATIONAL ANALYSIS

The operational analysis for this PD&E Reevaluation Study was performed using Synchro/SimTraffic v8 for intersections and roadway segments. The measures of effectiveness include average delay, level of service, and queues for the intersections; and average speed, v/c ratio, and level of service for roadway segments.

2.10 SAFETY ANALYSIS

Crash data for the previous five years was collected from FDOT's database and local sources for S.R. 7/U.S. 441, S.R. 9, and the I-95 Park and Ride flyovers in the vicinity of the GGMTF. Existing safety conditions are summarized. Police crash reports from local agencies were reviewed to highlight crashes within the Park and Ride facility and to assess proposed site and potential countermeasures to enhance the safety of the proposed Park and Ride facility.

3.1 DATA COLLECTION

The data was collected or gathered from different available sources. A detailed data collection summary was presented as part of the approved methodology included in Appendix A for ease of reference. Data collection within the study area included:

- 72-hour bi-directional machine counts, with vehicle classifications recorded by 15-minute intervals were collected at 15 locations
- Turning movement counts (TMC) including heavy vehicle counts were collected from 6:00 AM to 10:00 AM (4 hours) and from 3:00 PM to 7:00 PM (4 hours) at five intersections

3.2 EXISTING YEAR 2015 TRAFFIC OPERATIONS

The existing traffic operating conditions are based on Synchro/SimTraffic analyses of the study area intersections. The existing traffic operating conditions are summarized in Tables 3.1 through 3.3. The existing lane configuration and balanced 2015 peak hour volumes adjusted for the peak season are shown in Figure 3.1. The delays, level of service, and queues are presented in Figures 3.2 and 3.3. Supporting calculation worksheets are provided in Appendix B.

The Synchro analysis indicates that exiting ingress and egress movements to/from the GGMTF present moderate to significant delays as represented by LOS E and F, respectively at the signalized intersection of GGMTF West/East Parking Lot Entrances and S.R. 7. The analysis also indicates that exiting stop controlled left-turn movements into S.R. 7 and S.R. 9 experience significant delays.

The SimTraffic analysis indicates that S.R. 7 operates at LOS C in the southbound direction during both peak periods, and at LOS E and F in the northbound direction during the AM and PM peak periods, respectively. S.R. 9 operates at LOS B or better within the study area. The analysis also indicates that significant queueing occurs:

- Along S.R. 7 between GGMTF and Center Lake Apartment entrances in the northbound direction during both peak periods
- Along S.R. 7 at the GGMTF entrance in the southbound direction during the AM peak period
- Along Turnpike Connector at S.R. 7 during the AM peak period

Summary tables and figures highlight calculated queues that exceed the existing storage length or distance to the upstream intersection.

Table 3.1
Existing Year 2015 – S.R. 7 Arterial Operational Analysis Results

Segment	DIR	AM Peak Period		PM Peak Period	
		Speed (mph)	LOS	Speed (mph)	LOS
Between S.R. 9/S.R. 7 Merge and GGMTF West/East Lot	NB	10	**F**	20	D
	SB	8	**F**	12	**F**
Between GGMTF West/East Lot and Turnpike Connector	NB	7	**F**	9	**F**
	SB	18	D	21	D
Between Turnpike Connector and S.R. 7/S.R. 9 Connector	NB	7	**F**	4	**F**
	SB	25	C	29	C
Between S.R. 7/S.R. 9 Connector and Centre Lake Drive	NB	13	**F**	5	**F**
	SB	30	C	33	B
Between Centre Lake Drive and NW 155th Lane	NB	12	**F**	4	**F**
	SB	37	B	38	B
South of NW 155th Lane	NB	21	D	2	**F**
	SB	37	B	38	B
Entire Arterial	NB	11	**F**	3	**F**
	SB	16	**E**	26	C

Table 3.2
Existing Year 2015 – S.R. 9 Arterial Operational Analysis Results

Segment	DIR	AM Peak Period		PM Peak Period	
		Speed (mph)	LOS	Speed (mph)	LOS
Between S.R. 9/S.R. 7 Merge and S.R. 9 Connector	NB	57	A	39	B
	SB	46	B	46	B
Between S.R. 9 Connector and S.R. 7/S.R. 9 Connector	NB	48	A	49	A
	SB	46	B	46	B
South of S.R. 7/S.R. 9 Connector	NB	45	B	46	B
	SB	46	B	47	A
Entire Arterial	NB	48	A	45	B
	SB	46	B	46	B

Table 3.3
Existing Year 2015 – AM and PM Peak Periods Analysis Results

GGMTF Intersections	DIR	AM Synchro		AM SimTraffic	PM Synchro		PM SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
GGMTF West/East Lot and S.R. 7	EBL	**E**	78.1	139	**F**	97.9	196
	EBLTR	D	35.8	78	C	31.9	115
	WBL	**E**	63.5	60	**E**	79.1	81
	WBT	**E**	67.4	60	**E**	79.2	81
	WBR	A	0.0	<25	A	0.1	<25
	NBL	**F**	85.9	344	B	11.4	312
	NBT	B	15.6	732	B	11.9	754
	NBR	A	0.7	339	A	0.0	70
	SBL	B	13.3	108	B	11.8	27
	SBTR	B	17.0	821	B	10.6	221
	ALL	**C**	**22.1**		**B**	**14.7**	
S.R. 7 and Turnpike Connector	WBL	D	38.3	452	D	40.2	286
	WBR	A	1.8	479	A	1.2	181
	NBT	A	9.4	452	B	15.6	458
	SBT	A	8.5	288	A	6.2	167
	ALL	**B**	**10.0**		**B**	**12.3**	
S.R. 9 and S.R. 9/S.R. 7 Connector(1)	WBT	C	22.5	74	**F**	87.9	220
	WBR	B	13.2	<25	C	20.1	<25
	NBT	A	0.0	<25	A	0.0	29
	ALL	**A**	**2.3**		**C**	**15.8**	
S.R. 7 and NW 155th Lane Connector(1)	EBLTR	**F**	444.2	465	**F**	102.8	423
	WBLTR	A	9.6	<25	**F**	91.7	45
	NBL	C	15.6	52	B	12.5	243
	SBL	A	8.9	<25	A	9.9	<25
	ALL	**C**	**24.0**		**A**	**7.1**	
S.R. 7 and Centre Lake Driveway(1)	EBLR	**F**	59.1	104 / 22 (2)	**F**	100.8	424 / 74 (2)
	WBLTR	B	12.5	35	D	29.0	120
	NBL	B	13.6	37	B	11.0	67
	NBTR	A	0.0	184	A	0.0	358
	SBLTR	A	0.1	111	A	0.0	84
	ALL	**A**	**0.6**		**A**	**2.6**	

Notes:
(1) Intersection under stop sign control.
(2) SimTraffic/Synchro queue result. Synchro queue results are also reported for this movement, because it seems to better represent field conditions.

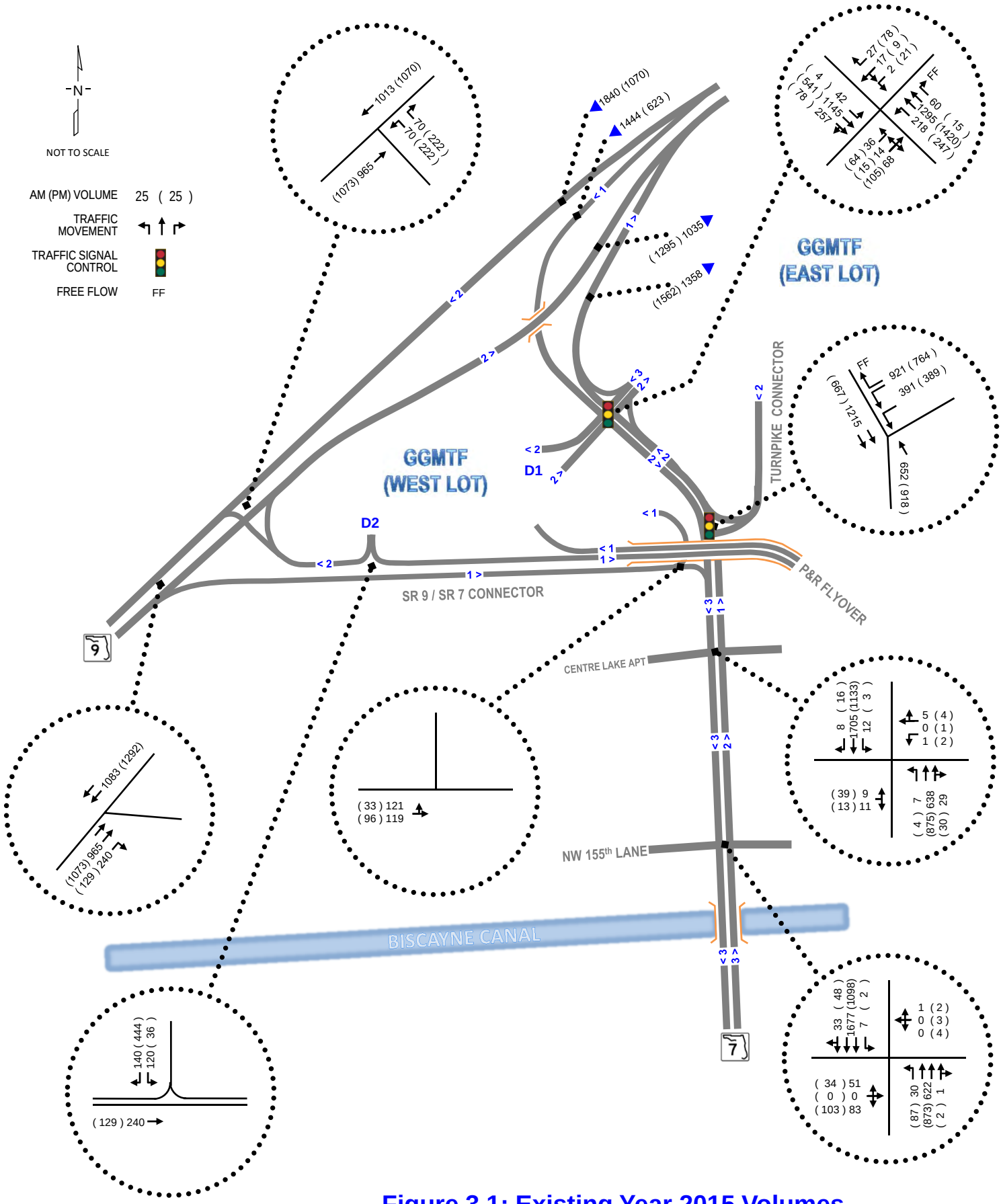


Figure 3.1: Existing Year 2015 Volumes

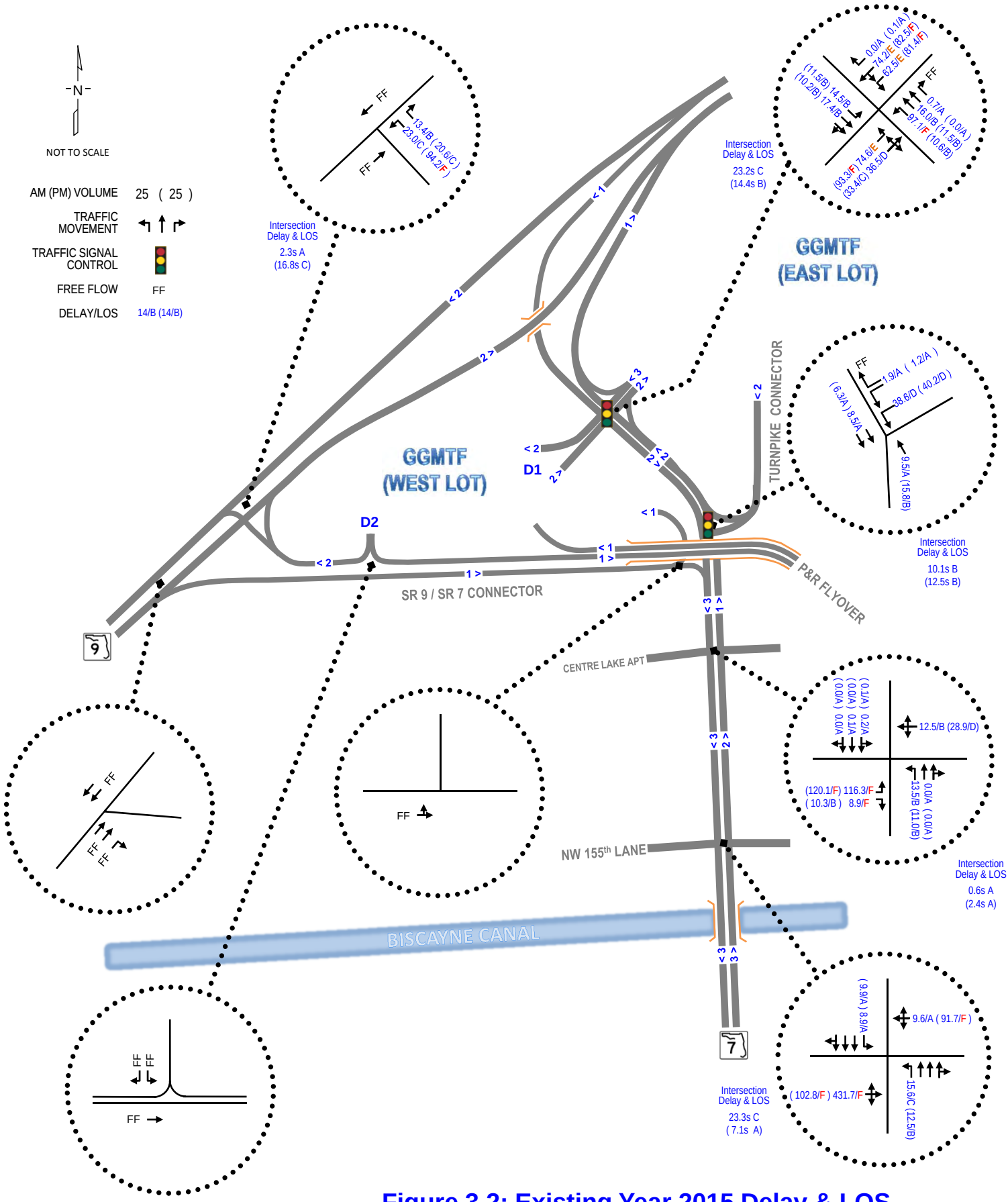
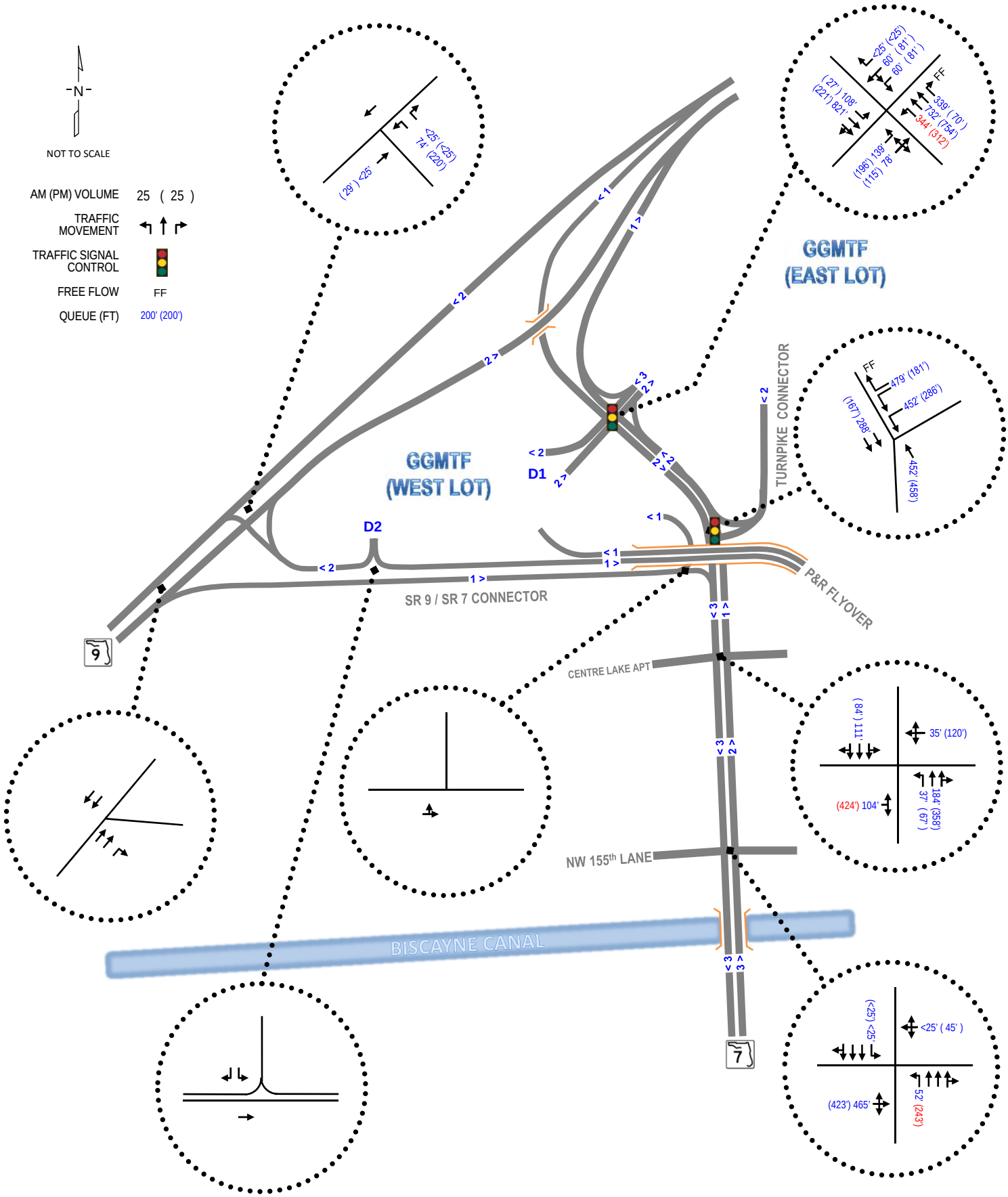


Figure 3.2: Existing Year 2015 Delay & LOS



NOTE: NUMBERS IN RED MEAN THAT STORAGE LANE PROVIDED IN LESS THAN CALCULATED QUEUE IN ANALYSIS.

Figure 3.3: Existing Year 2015 Queues

3.3 SAFETY ANALYSIS

Crash data for the five-year period of 2010 through 2014 was downloaded from the *Signal Four Analytics* website for S.R. 7/U.S. 441, S.R. 9, and the I-95 Park and Ride flyovers in the vicinity of the GGMTF. *Signal Four Analytics* is an interactive web-based system developed by the GeoPlan Center at the University of Florida that maps crash locations and stores copies of crash reports. Crash data, both long and short forms, are collected electronically by Florida Highway Patrol (FHP) officers at crash sites throughout the state and transmitted nightly to the GeoPlan Center and loaded into the *Signal Four Analytics* database.

Within the area of influence the initial number of crashes identified was 1,066. This includes reports from FHP and the Miami-Dade Police Department. After a cursory review of the crash reports, the number of crashes was reduced to 261 crashes. The majority of crashes that were eliminated are on I-95 or outside of the area of influence. Also, due to the many roadway identifiers in the Golden Glades interchange area (S.R. 9A, I-95, old S.R. 9A, S.R. 9, U.S. 441, S.R. 7, etc.), the roadway appeared to be misidentified in quite a few crash reports. This also caused difficulty in discerning the exact location of crashes. To be conservative, those crashes in question were considered to be in the area of influence.

Based on the 2010 through 2014 crash data, of the 259 crashes, the crash location, crash severity and crash type are summarized in the following charts presented in Figures 3.4 through 3.7. Note that most crashes occur on roadway segments, result in property damage only (PDO), and are either rear end (mostly due to congestion) or sideswipe.

The 62 crashes that were identified with a parking lot or intersection were further reviewed to determine the location of occurrence. Figure 3.7 indicates the crash locations. No crashes were reported within the parking lots or the internal parking lot circulation roads other than at an intersection.

Figure 3.4
Crash Location

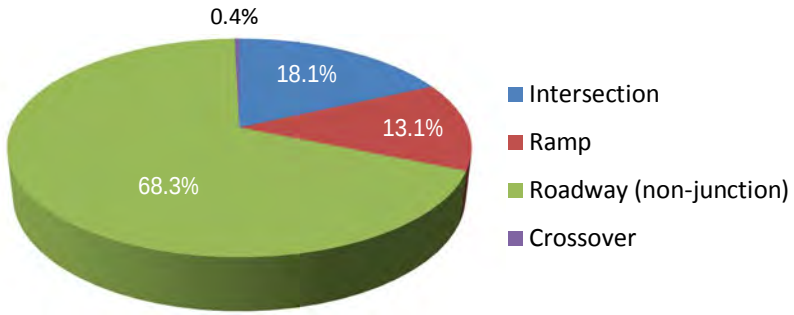


Figure 3.5
Crash Type

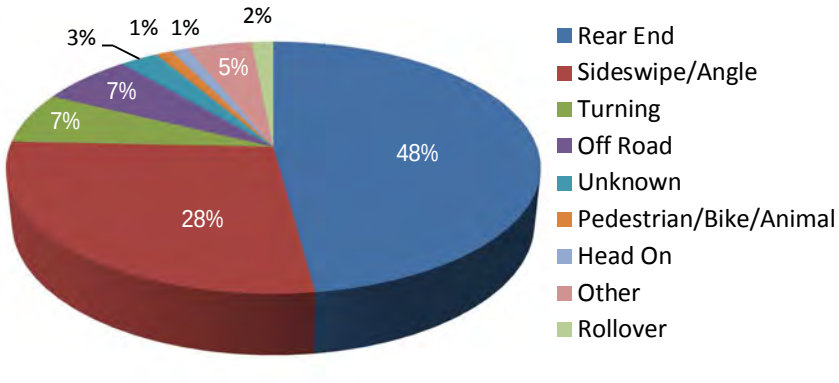


Figure 3.6
Crash Severity

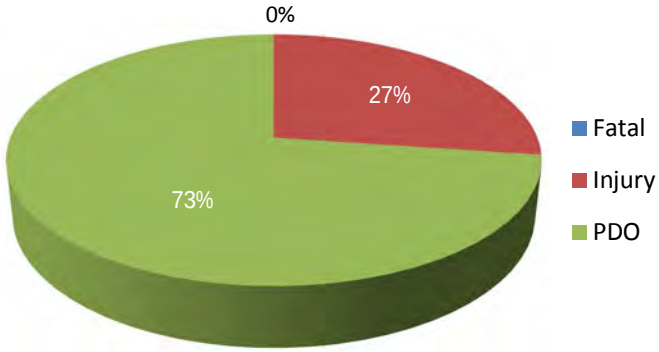
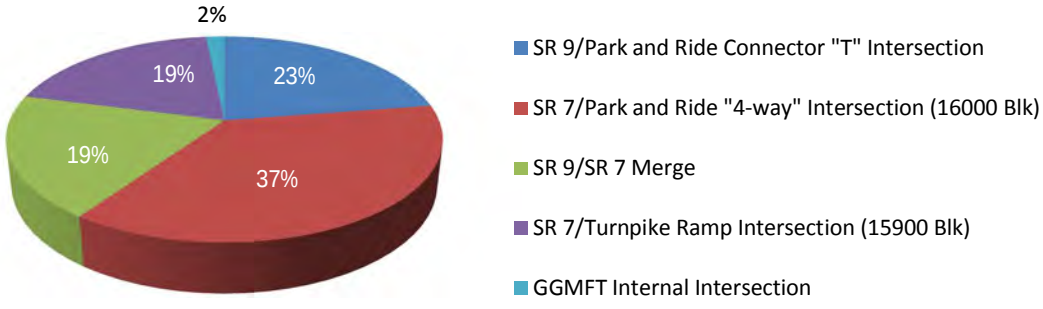


Figure 3.7
Crashes at Intersection or Merge Location



4.1 ALTERNATIVES

Based on previous studies, roadway characteristics and discussions with FDOT staff, three alternatives were selected for final evaluation for opening (2020), interim (2030), and design (2040) years.

- No-Build Alternative – Includes PD&E ultimate build out improvements, but no improvements to the GGMTF site. A conceptual representation of this alternative and corresponding volume projections are presented in Figures 4.1 through 4.3.
- Concept Build (Alternative 1) – Includes the No-Build plus GGMTF Site and Roadway Network improvements currently proposed. A conceptual representation of this alternative and corresponding volume projections are presented in Figures 4.4 through 4.6.
- Improved Build (Alternative 2) – Includes Build Alternative 1 plus proposed improvements to address Alternative 1 deficiencies. A conceptual representation of this alternative and corresponding volume projections are presented in Figures 4.7 through 4.9. Appendix C presents conceptual design plans for this alternative. It should be noted that different preliminary alternatives were considered in developing the Improved Build (Alternative 2). A brief description of theses preliminary alternatives is presented in Section 4.3.

4.2 PROJECT TRAFFIC FORECAST

The traffic forecasts for roadway segments within the study area for 2020, 2030, and 2040 scenarios are based on traffic forecasts developed for the GGI PD&E study adjusted for project site trips as described below. The GGI PD&E traffic forecasts were developed for 2018, 2030, and 2040 using modified SERPM 6.5 models that were calibrated for the study area. The 2020 forecasts were estimated by interpolation between the 2018 and 2030 GGI PD&E volumes for the Alternative 4 Interim Improvements. Similarly, the GGI PD&E Alternative 4 volumes were used for year 2030. For Design Year 2040, the GGI PD&E forecasts for the preferred Ultimate Build alternative were used in this study for both No-Build and Build alternatives. The GGI PD&E volumes were used as control volumes within the limits of the study roadway network to maintain consistency with the GGI PD&E traffic forecasts.

The GGMTF trip generation for the No-Build and Build conditions was developed similar to site traffic impact studies. Project site trips for No-Build conditions, daily, AM and PM trips were projected to increase at a 1 percent compounded growth rate per year to reflect improvements in transit route services and a transit mode use increase due to a congestion increase for the passenger vehicle mode in the roadway network. For Build conditions, daily, AM and PM trip generation rates per parking space were developed for the proposed GGMTF park and ride facility (West Lot) based on the existing facility data and ITE trip generation. Daily, AM and PM trip generation rates per truck parking space were developed for the proposed GGMTF truck and travel center facility (East Lot) based on counts performed at the entrance and exit of a comparable truck stop facility in South Florida.

A parking accumulation study on the existing GGMTF was performed July 27 and 28, 2015. Based on the number of parking spaces available and the total number of trips recorded from the TMCs, trip generation rates were calculated for daily, AM peak hour and PM peak hour by dividing the number of trips by the number of parking spaces on each lot. Similarly, a study at the I-595 truck and travel center facility was conducted to develop trip generation rates for the future east lot truck facility at the GGMTF. The I-595 facility's setup and configuration closely resembles the developmental changes planned for the GGMTF east lot; therefore, it was chosen as an appropriate estimator for the future trip generation rate of the GGMTF east lot.

In addition to the extra parking spaces provided with the new development for the GGMTF, other trip generators were considered. The proposed GGMTF site improvements include 7,000 square feet of retail space. While the majority of patrons will be users of the GGMTF, ITE trip generation information indicates that approximately 20% of the users would be drawn from pass-by traffic. ITE trip generation rates for land uses 933-Fast Food Restaurant, 936-Coffee/Donut Shop, and 820-Shopping Center were utilized to calculate 20% of the trips for the retail space. **Table 4.1** shows the GGMTF trip generation rate calculations from the 2015 surveys. **Table 4.2** summarizes the GGMTF future volume calculations for build 2020, 2030 and 2040.

The GGI PD&E Study directional volumes were used as the through movements on study area roadways, and the GGMTF trip generation assigned to project entrances as described above were used to estimate the AM and PM turning movements at study intersections and access points for each phase of the analysis. Supporting calculation worksheets are presented in **Appendix D**.

It should be noted that the GGI PD&E DDHV westbound right-turn volumes forecasted from the Turnpike Connector are significantly higher than the existing volumes. The turning movement count data collection show existing volumes of 921 and 764 vehicles per hour, while the projected volumes indicate 1,962 and 2,078 vehicles per hour during the AM and PM peak periods, respectively. With additional options for the completion of this movement (the proposed flyover) in the future, confirmation of the demand should be a consideration in determining additional mitigation improvements in the future.

Table 4.1
Golden Glades Multimodal Transportation Facility Trip Generation Rate Calculation Summary

Location		No of Spaces	Daily	AM Peak Period			PM Peak Period		
				Total	In	Out	Total	In	Out
GGMTF Existing Facility[3]	Survey	1,418[1]	12,041	1,169	765	404	1,177	425	752
	Trip Generation		8.49	0.82	65%	35%	0.83	36%	64%
Truck and Travel Center[4]	Survey	300[2]	2,346	158	75	83	160	88	72
	Trip Generation		7.82	0.53	47%	53%	0.53	55%	45%

Notes
(1) Total parking spaces for passenger vehicles available during the survey period.
(2) Total parking spaces for trucks available during the survey period.
(3) Results from a parking accumulation study on the existing GGMTF performed on July 27 and 28, 2015.
(4) Results from a parking accumulation study on a comparable truck facility at I-595 was used for estimating the trip generation rate of the future truck facility on the east lot of the GGMTF.

Table 4.2
Golden Glades Multimodal Transportation Facility Future Volume Calculation Summary

Build 2020									
Location		No of Spaces	Daily	AM Peak Period			PM Peak Period		
				Total	In	Out	Total	In	Out
GGMTF	Transit Facility[1][2]	1,688	14,780	1,442	930	512	1,428	518	910
	Truck Facility[3]	68	532	36	17	19	36	20	16
	Total	1,756	15,912	1,478	947	531	1,464	538	926
	Trip Generation		8.72	0.84	64%	36%	0.83	37%	63%
Build 2030									
Location		No of Spaces	Daily	AM Peak Period			PM Peak Period		
				Total	In	Out	Total	In	Out
GGMTF	Transit Facility[1][2]	2,150	18,700	1,822	1,177	645	1,808	655	1,153
	Truck Facility[3]	68	532	36	17	19	36	20	16
	Total	2,218	19,232	1,858	1,194	664	1,844	675	1,169
	Trip Generation		8.67	0.84	64%	36%	0.83	37%	63%
Build 2040									
Location		No of Spaces	Daily	AM Peak Period			PM Peak Period		
				Total	In	Out	Total	In	Out
GGMTF	Transit Facility[1][2]	2,150	18,700	1,822	1,177	645	1,808	655	1,153
	Truck Facility[3]	68	532	36	17	19	36	20	16
	Total	2,218	19,232	1,858	1,194	664	1,844	675	1,169
	Trip Generation		8.67	0.84	64%	36%	0.83	37%	63%

Notes
(1) Includes retail pass-by trips calculated based on ITE trip generation rates. Additional details are provided in **Appendix D**.
(2) West Lot
(3) East Lot

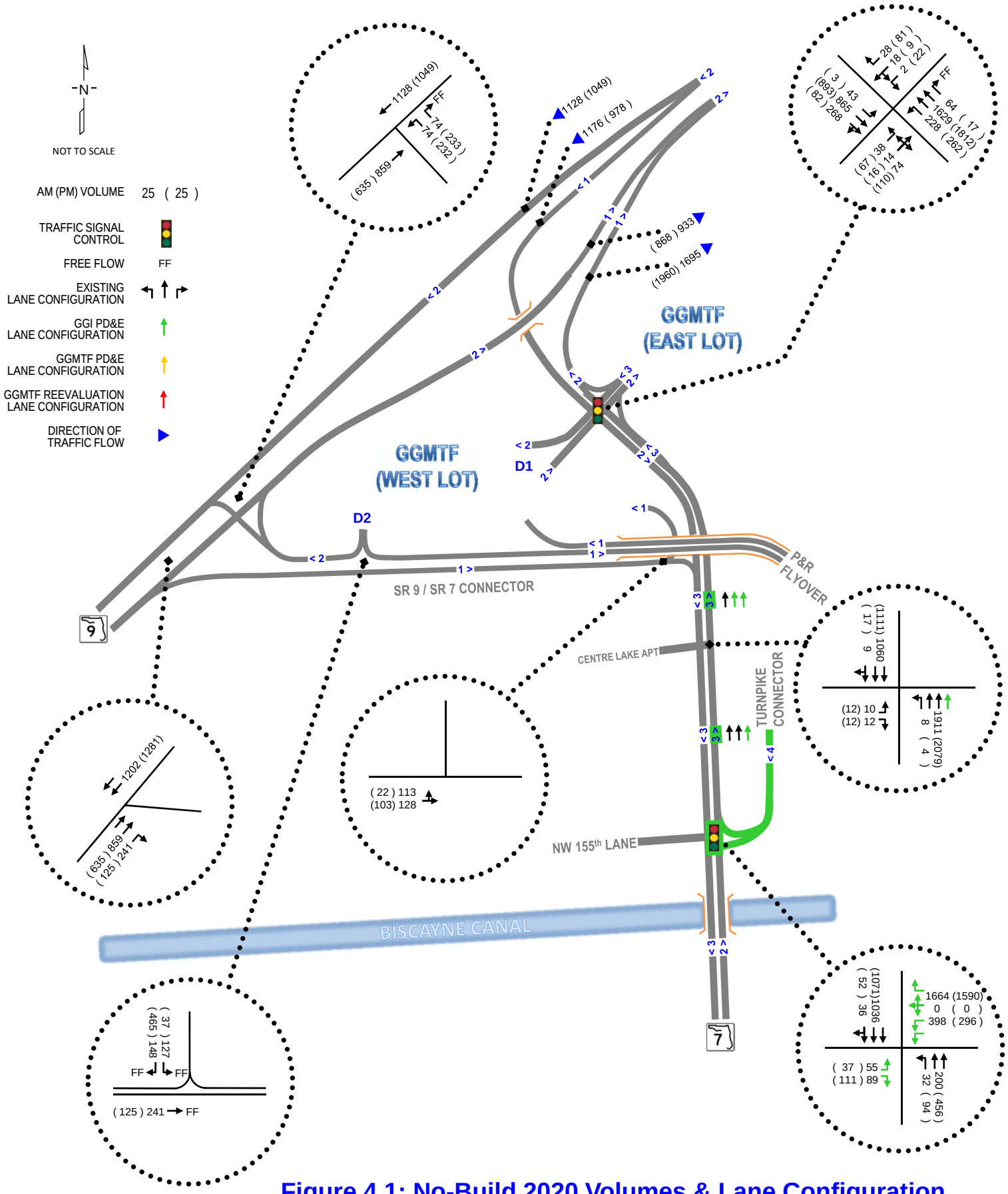


Figure 4.1: No-Build 2020 Volumes & Lane Configuration

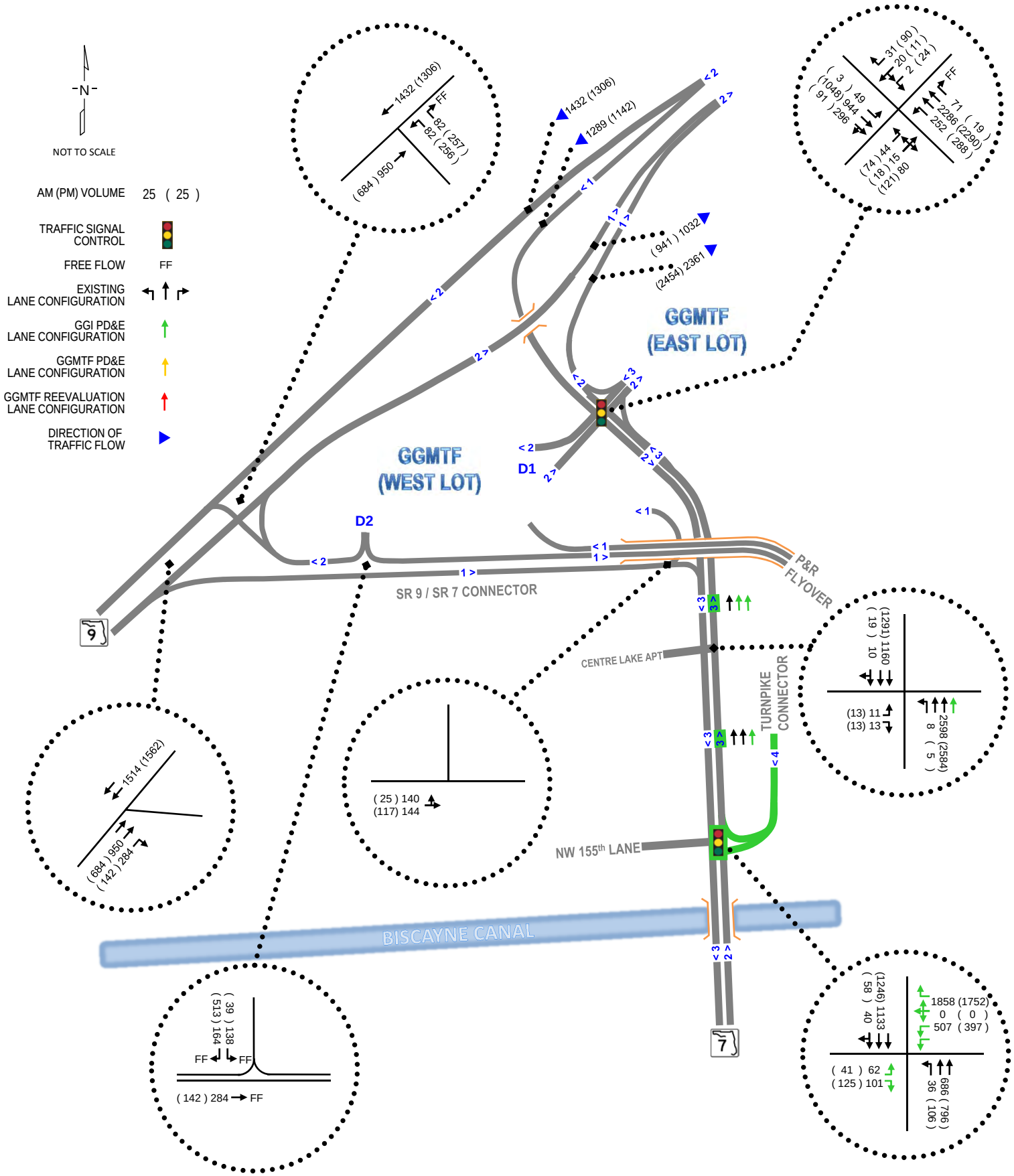


Figure 4.2: No-Build 2030 Volumes & Lane Configuration

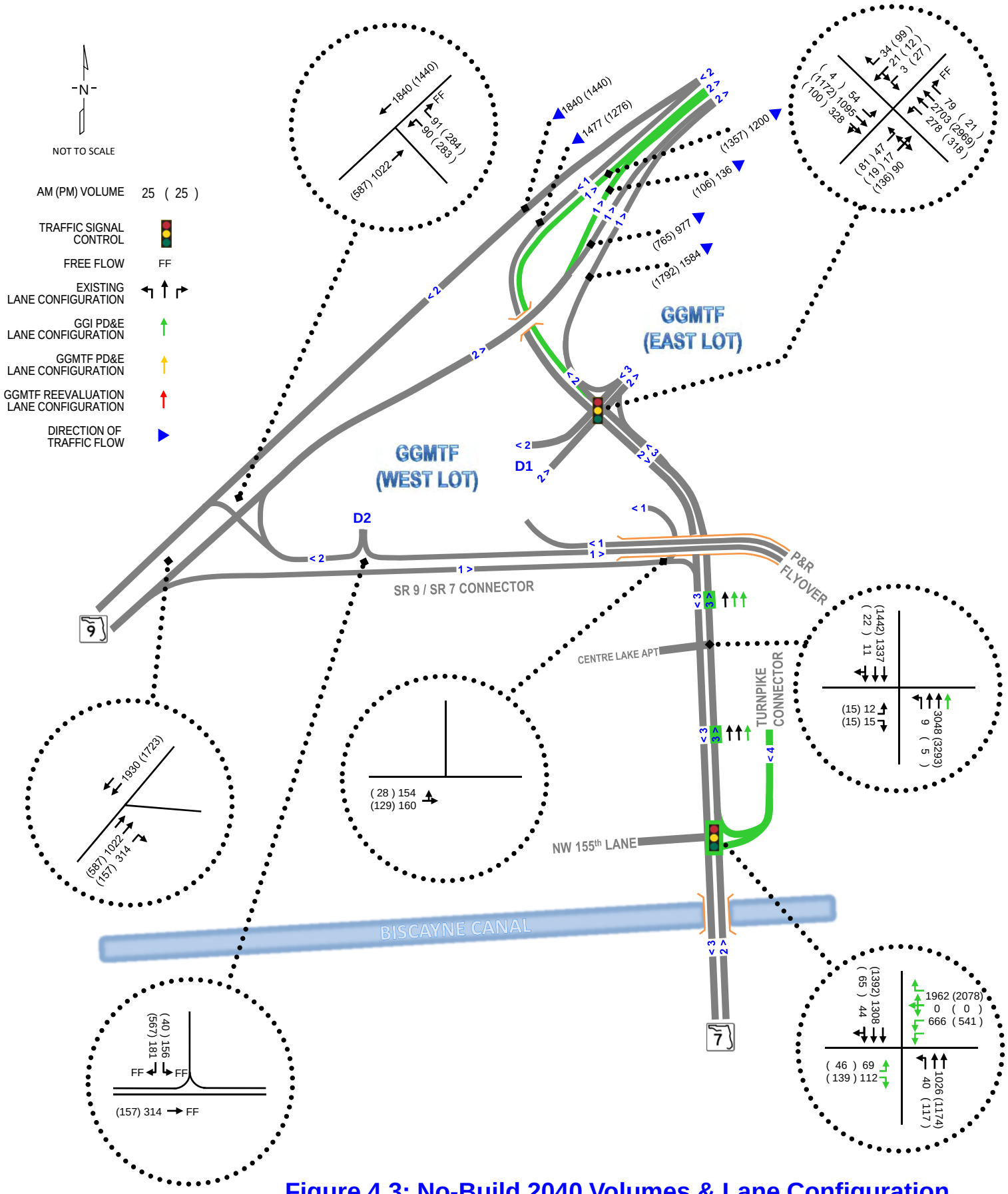


Figure 4.3: No-Build 2040 Volumes & Lane Configuration

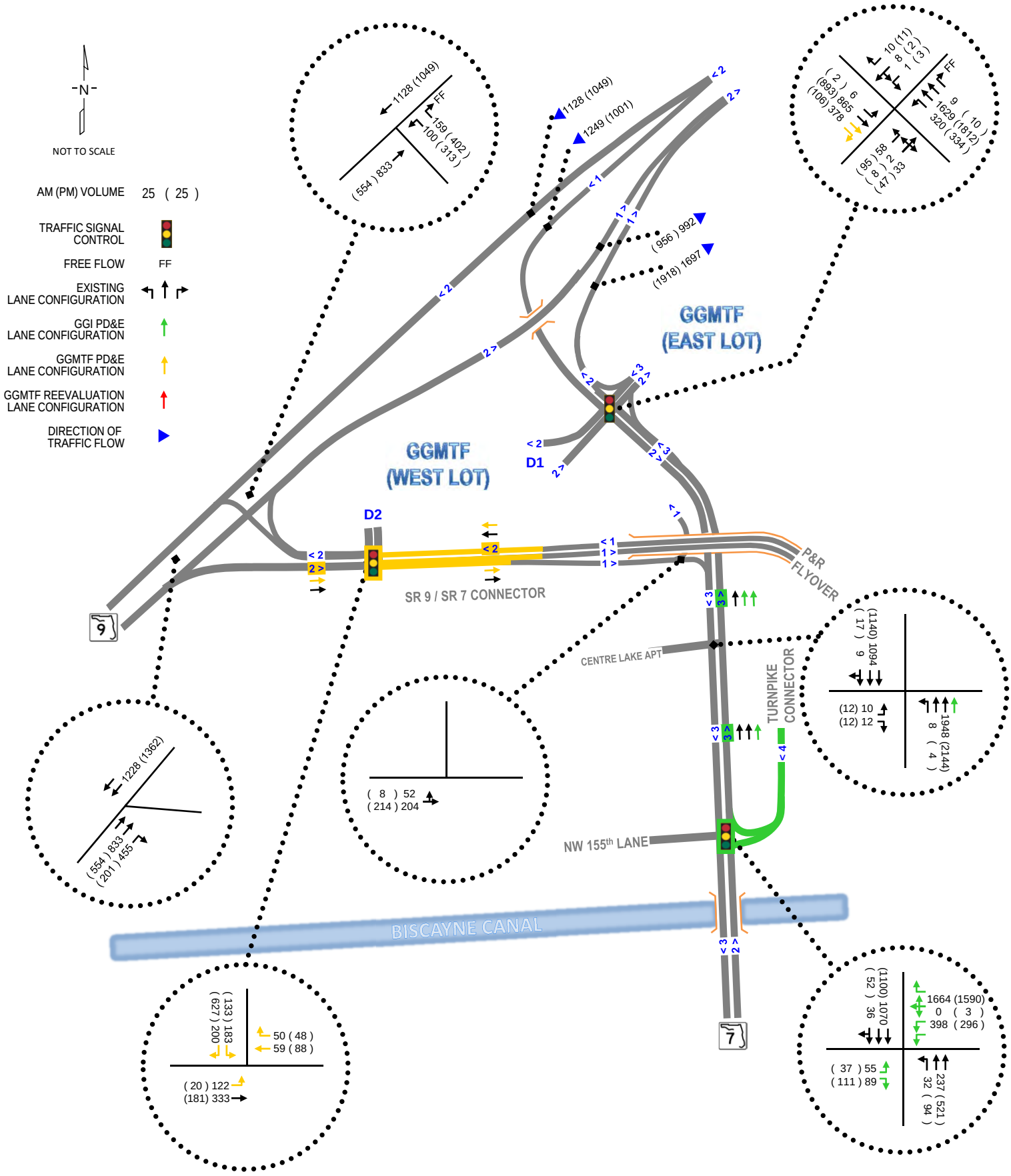


Figure 4.4: Concept Build (Alternative 1) 2020 Volumes & Lane Configuration

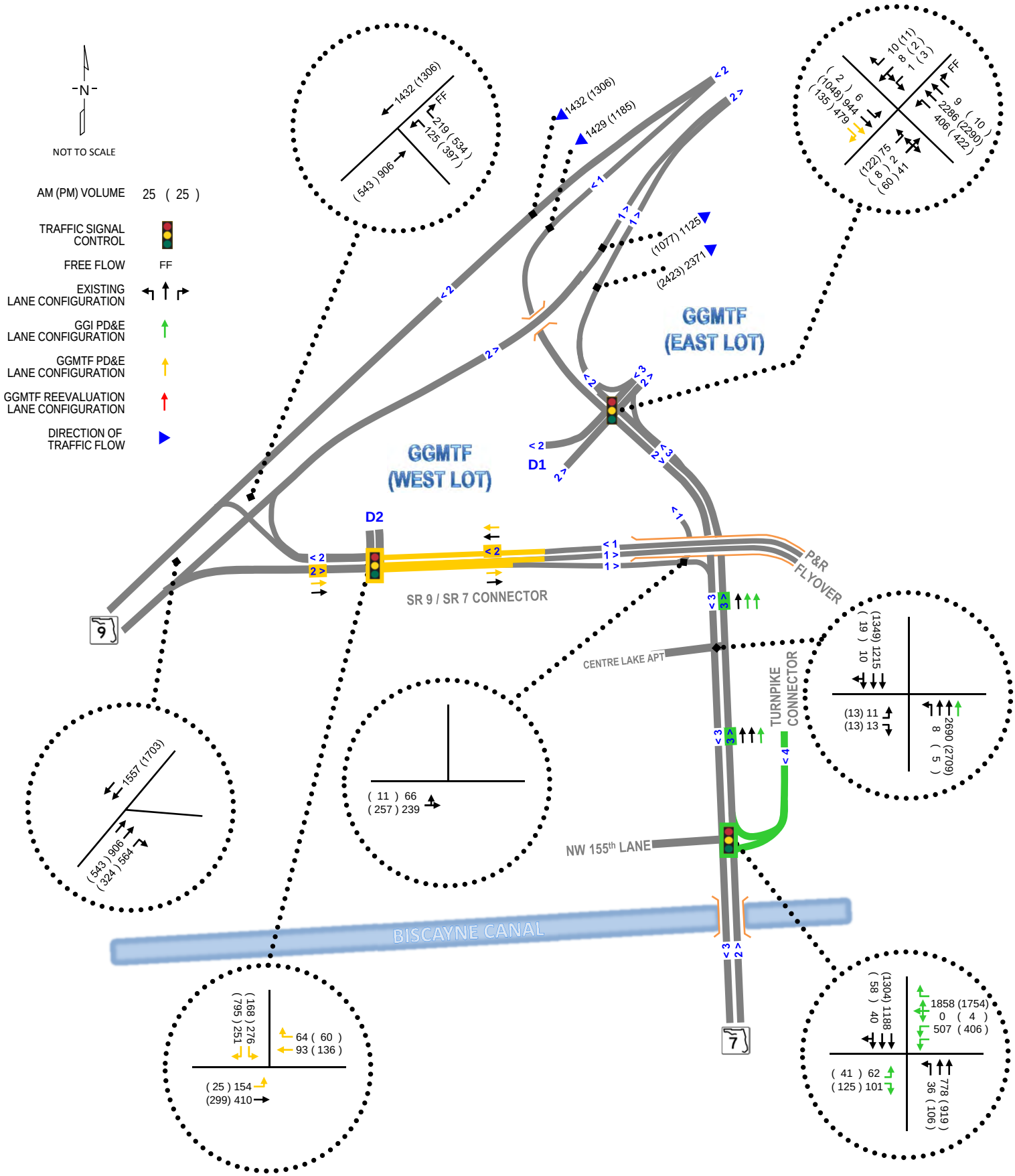


Figure 4.5: Concept Build (Alternative 1) 2030 Volumes & Lane Configuration

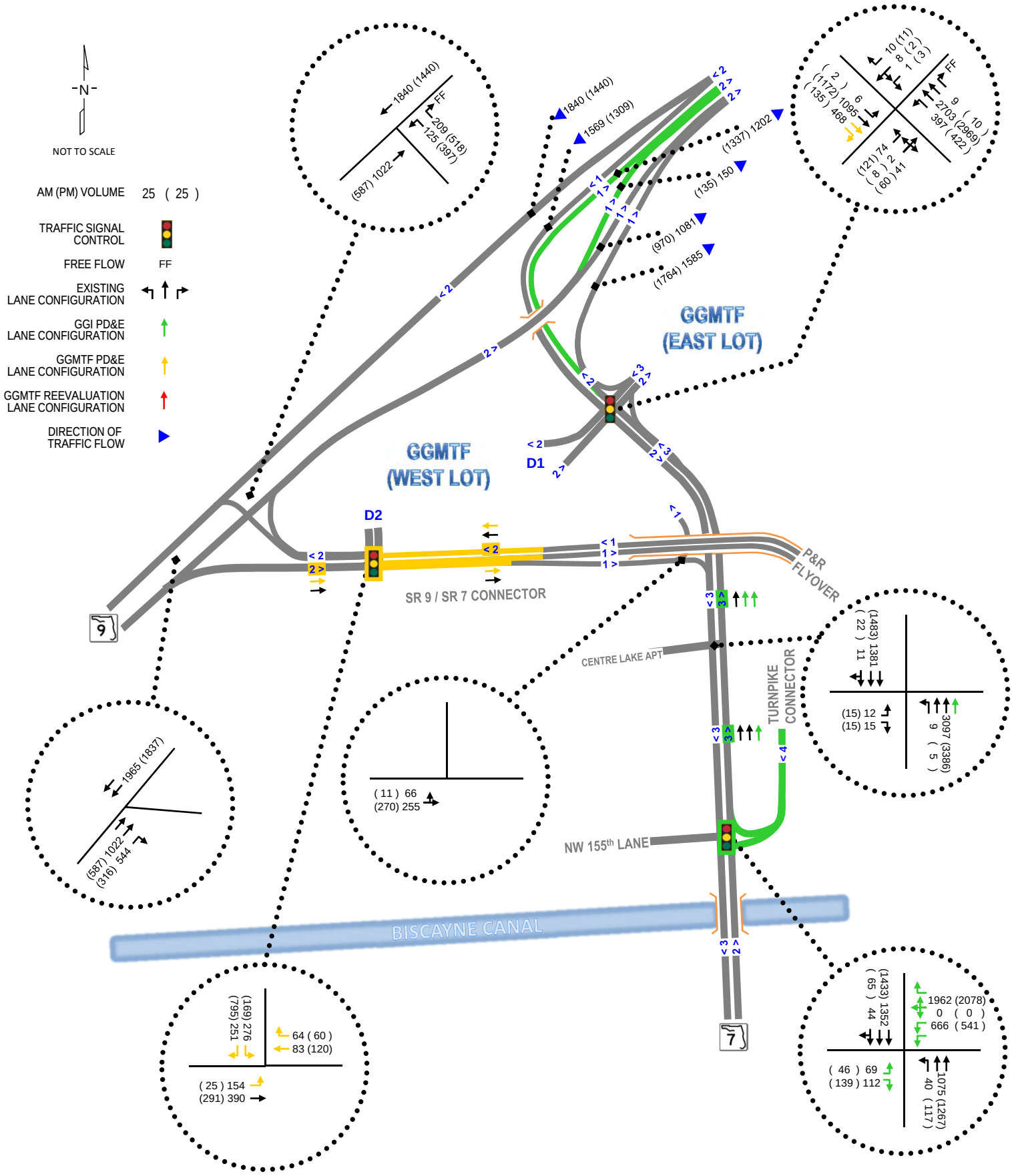


Figure 4.6: Concept Build (Alternative 1) 2040 Volumes & Lane Configuration

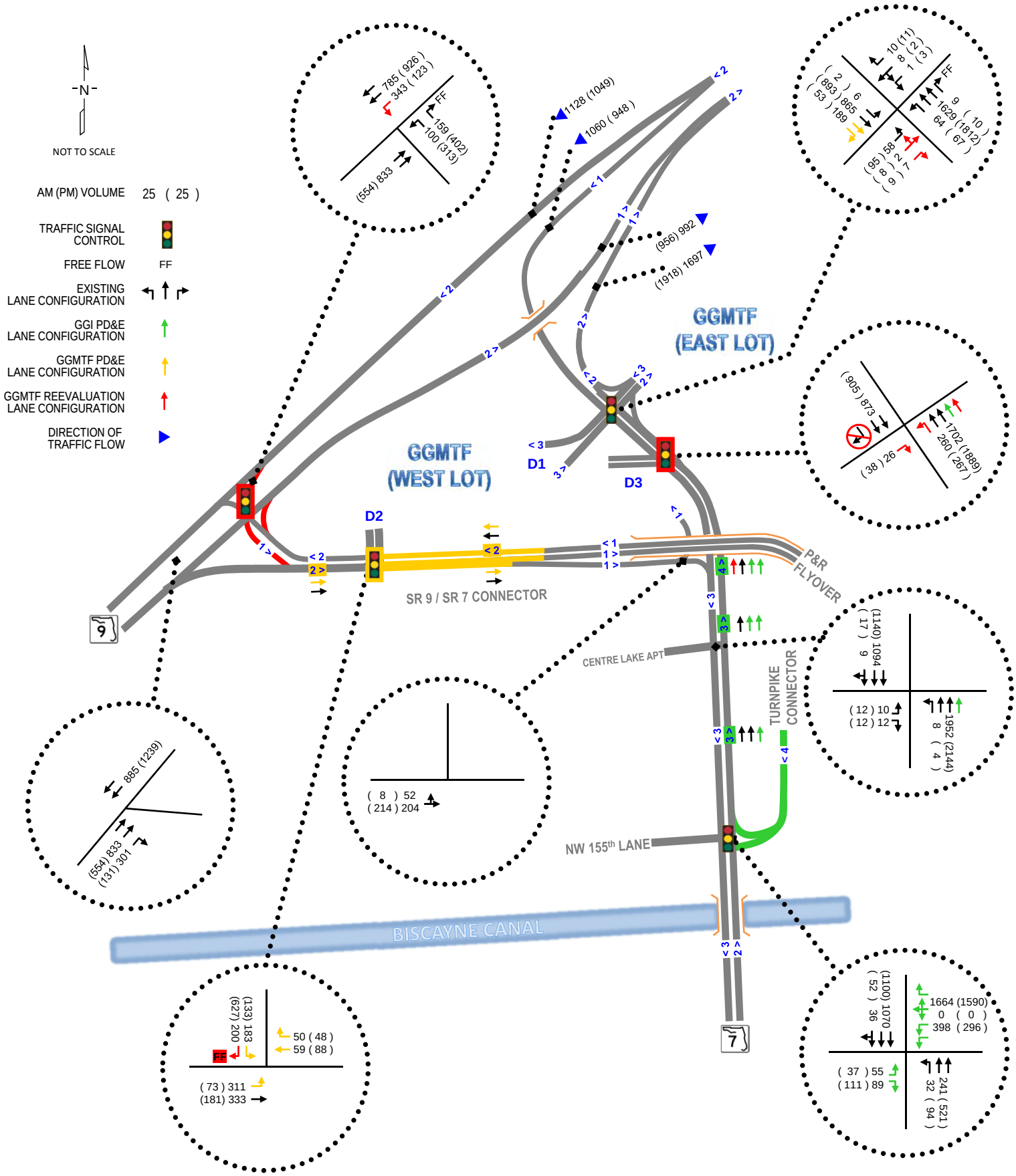


Figure 4.7: Improved Build (Alternative 2) 2020 Volumes & Lane Configuration

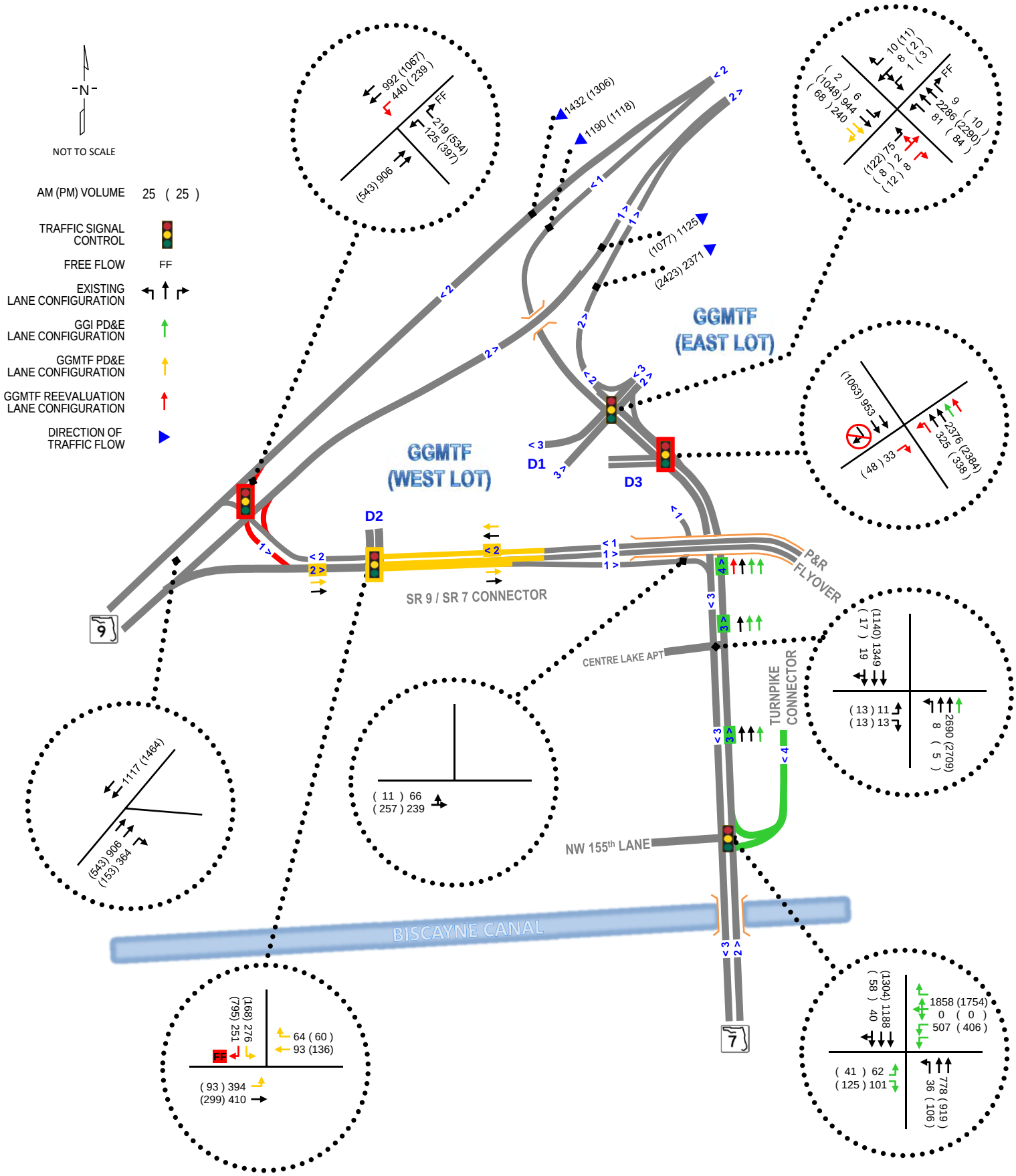


Figure 4.8: Improved Build (Alternative 2) 2030 Volumes & Lane Configuration

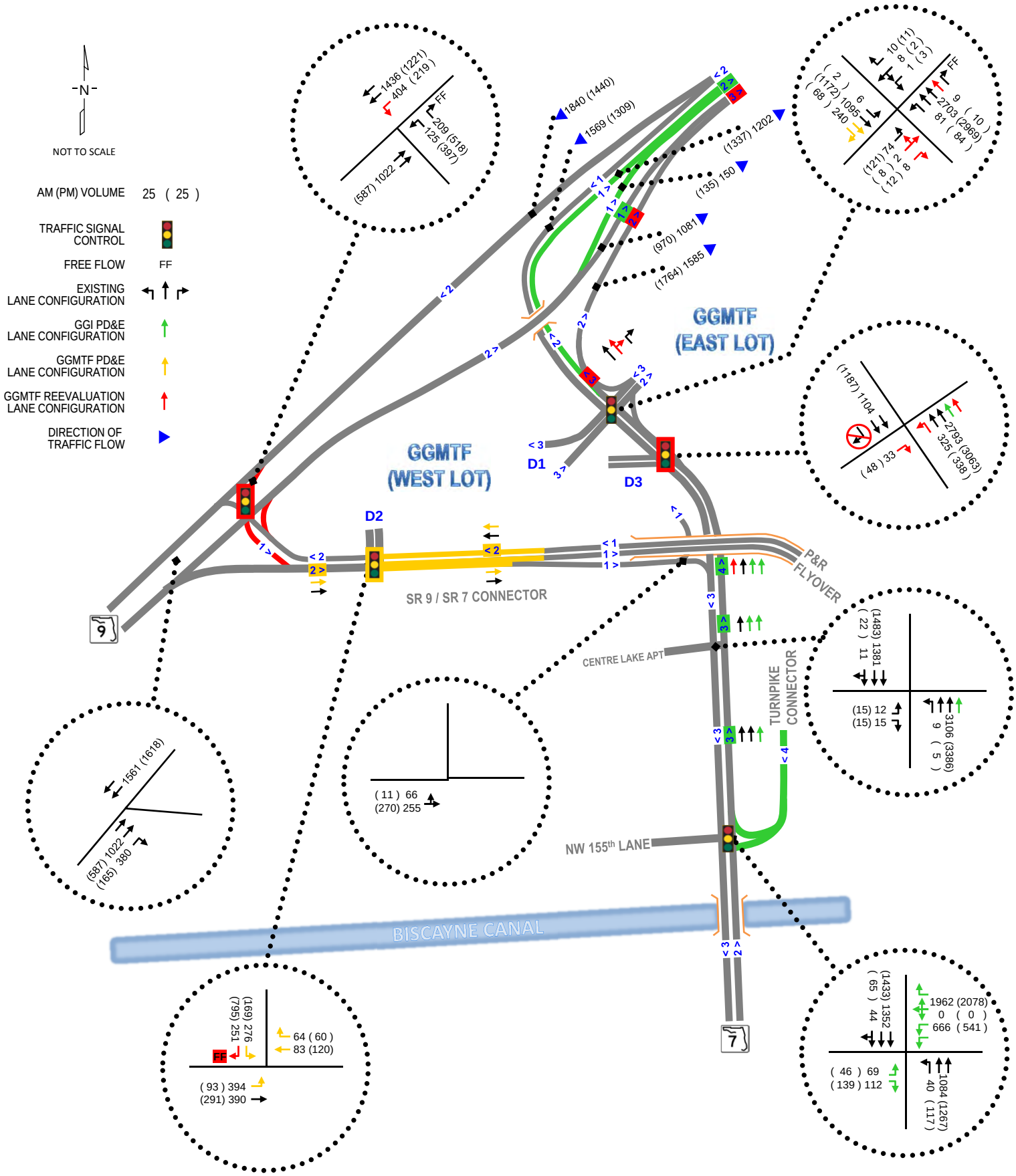


Figure 4.9: Improved Build (Alternative 2) 2040 Volumes & Lane Configuration

4.3 PRELIMINARY ALTERNATIVES

Different modifications to Concept Build Alternative 1 were considered prior to finalizing Improved Build Alternative 2. The following section provides a brief description of the major preliminary alternatives that were considered. Preliminary analysis for each of these alternatives was performed for Design Year 2040 and is provided in Appendix E for reference.

- Preliminary Alternative 1 – Includes PD&E ultimate build out improvements; signalization of the *S.R. 9 at S.R.7/S.R. 9 Connector Intersection;* provides both an additional northbound through and northbound left turn lane at *S.R. 7 at GGMTF East/West Lot Driveway* with an additional eastbound driveway approach lane; maintains existing southbound right free-flow conditions at *S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway*; and provides an additional driveway exit lane (exclusive left/right turn lanes) with a directional median and a northbound acceleration lane into the free-flow northbound through lanes at *S.R. 7 at Centre Lake Apartments Driveway*. The northbound approach configuration at the intersection of *S.R. 7 at GGMTF East/West Lot Driveways* included in the alternative was infeasible. Dual northbound left turn lanes exacerbated vehicle maneuverability within a short westbound entrance driveway. Weave issues within the driveway could impact traffic operations along S.R. 7. Analyses worksheets and figures are presented in Appendix E under the title page "Alternative 2 2040".
- Preliminary Alternative 2 – Includes PD&E ultimate build out improvements; signalization of the *S.R. 9 at S.R.7/S.R. 9 Connector Intersection*; provides an additional northbound left turn lane at *S.R. 7 at GGMTF East/West Lot Driveway* with an additional eastbound driveway approach lane; and maintains existing southbound right free-flow conditions at *S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway*. This alternative was eliminated from further consideration due to the operational deficiencies and extensive queuing of the northbound left and northbound through lanes at the intersection of *S.R. 7 at GGMTF East/West Lot Driveway*. Analyses worksheets and figures are presented in Appendix E under the title page "Alternative 3 2040".
- Preliminary Alternative 3 – Includes PD&E ultimate build out improvements; signalization of the *S.R. 9 at S.R.7/S.R. 9 Connector Intersection*; creates a new signalized driveway south of the *S.R. 7 at GGMTF East/West Lot Driveway* with an exclusive northbound left-turn lane and eastbound right-turn lane; maintains the existing eastbound approach lane configuration at *S.R. 7 at GGMTF East/West Lot Driveway* with two (2) northbound through lanes; and converts the channelized northbound right turn lane into a drop lane; maintains existing southbound right free-flow conditions at *S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway*. This alternative was eliminated from further consideration due to the higher operational benefits found by having three (3) northbound through lanes at the Intersection of *S.R. 7 at GGMTF East/West Lot Driveway* for 2040. Analyses worksheets and figures are presented in Appendix E under the title page "Alternative 4 2040".

The GGMTF West/East Lot site concepts were reviewed for the following On-Site Planning and Parking Principles.

5.1 ACCESS POINTS

Access to the GGMTF East Lot would be provided via the existing single signalized driveway along S.R. 7. Access to the GGMTF West Lot would be provided via the existing signalized driveway along S.R. 7 (shared with the East Lot), an additional signalized driveway to the south along S.R. 7 and two driveways along the S.R. 7/S.R. 9 Connector roadway. The existing direct connection to I-95 Express Lanes is to be modified and relocated to the S.R. 7/S.R. 9 Connector roadway (i.e., eliminating the existing direct connection between the GGMTF and I-95 Express Lanes).

The segment of S.R. 7 within the study area has an FDOT arterial access management classification of Access Class 5. The corresponding minimum median opening spacing for directional and full medians is 660 and 1,320 feet, respectively. The minimum signal spacing is 1,320 feet. The modified S.R. 7 configuration (relocating the Turnpike Connector interchange with S.R. 7) would meet access management criteria. However, the SimTraffic analysis indicates that northbound queues along S.R. 7 from downstream the GGMTF entrance would extend past the intersection under No-Build and Concept Build (Alternative 1).

It should be noted that this condition exists under the No-Build Alternative; and that the main contributor to the operational deficiencies is the GGI PD&E DDHV westbound right-turn volume from Turnpike Connector forecast (1,962 AM/2,078 PM) over existing volumes (Existing 921 AM/764 PM). With additional options for the completion of this movement (the proposed flyover) in the future, confirmation of the demand should be a consideration in determining additional mitigation improvements in the future. If demand is confirmed, a southbound off-ramp to Miami Gardens Drive may provide relief in the future.

Improved Build (Alternative 2) presents a potential third through lane improvement to mitigate this condition. In order to provide the third northbound through lane, a single northbound left-turn lane needs to be maintained requiring an additional driveway to the GGMTF along S.R. 7 south of the existing driveway. Based on the analysis the following deficiencies and potential mitigation improvements were identified for the GGMTF access point.

S.R. 7 at GGMTF East/West Lot Driveway:

- *Deficiency*: Queue lengths increase on the northbound left-turn movement (to access the GGMTF) for AM and PM peak periods.
- *Mitigation*: Additional northbound left-turn lane at the new signalized driveway south of the existing driveway along S.R. 7. The new signalized driveway is recommended to improve traffic operations, safety and reduce queuing.

5.2 VEHICULAR QUEUING STORAGE

The queue length calculation in Synchro assumes a vehicle length L=25'. Therefore, queue lengths in feet are divided by 25 to calculate number of vehicles and then adjust to the required length to

account for a significant portion of heavy vehicles at the access point to/from the GGMTF. SimTraffic micro-simulation was also completed to supplement queue formation and provide recommendations. It should also be noted that the length of a WB 62 truck design vehicle is 68.5 feet; therefore, a minimum storage length of 150 feet for two trucks is recommended. Based on the analysis the following deficiencies and potential mitigation improvements were identified for the GGMTF driveways.

S.R. 7 at GGMTF East/West Lot Driveway:

- *Deficiency*: Queue lengths increase on the eastbound approach for AM and PM peak periods.
- *Mitigation*: Additional Eastbound driveway approach lane. The current concept includes two lanes with approximately 150' of storage. No-Build Synchro analysis indicated the two-lane approach configuration would have a queue length of approximately 230'. To maintain queue lengths within the provided throat length (200') in the concept, three approach lanes would be required.

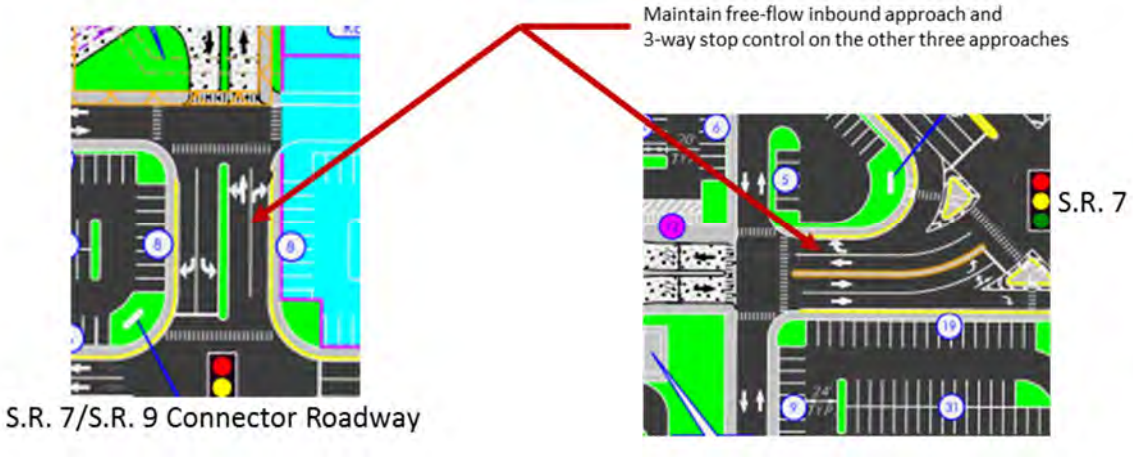
S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway:

- *Deficiency*: Signal control is introduced at this location, which has free-flow movements under existing conditions. The analysis indicates significant queuing would be experienced by the southbound approach due to this modification and the additional projected volumes using this driveway, which would be near the garage containing a significant portion of the parking spaces in the GGMTF.
- *Mitigation*: Maintain existing southbound right free-flow condition. Although the Synchro intersection analysis indicates adequate operations with the new traffic signal control, the simulation indicates significant SBR queues. The Synchro analysis indicates that there is sufficient capacity to adjust signal timing to reduce queuing as necessary; however, maintaining the existing free-flow condition would provide better conditions.

5.3 INTERNAL VEHICULAR CIRCULATION

An important consideration for proper internal vehicular circulation is to provide adequate Driveway Length to transition entering vehicles without disturbing traffic movement on site or on the main roadways. The Concept Build (Alternative 1) shows driveway lengths of approximately 100-150 feet before the first potential conflict points. These driveway lengths may not be sufficient if the inbound approach is controlled by a stop sign. Therefore, a 3-way Stop Sign control is recommended at these two internal intersections.

Figure 5.1
Internal Vehicular Circulation



5.4 TRAFFIC CALMING/SPEED CONTROL

The proposed modification of the existing I-95 Express Lanes ramps would decrease cut-through traffic within the GGMTF site.

5.5 DESIGN VEHICLE TURNING PATH

For most sites, service and delivery trucks would be the design vehicle requiring separate criteria for movement to and from the site. However, the design vehicle should be an articulated bus in the case of the West Lot, and WB62 truck for the East Lot. A vehicular turning path analysis should be conducted for the site. For the West Lot, the raised median separating the Greyhound terminal seems to extend too far and may interfere with the exiting path of buses. On the East Lot, the truck fuel and wash stations seem to be accessible from the east most aisle only; the truck static scale station seems to be accessible from the center aisle only; and trucks exiting the wash station seem to require a 3-point turn to get back to S.R. 7. Consideration should be given to the configuration of the truck wash/leaky load containment area to avoid the need for a 3-point turn exiting maneuver.

5.6 SIGNS AND PAVEMENT MARKINGS

While it is understood that the concepts do not present detailed signing and marking features, that proper wayfinding signage will be very important for this site. On the West Lot, drivers would need to be guided to the different areas and services (e.g., drop-off/pick-up, parking, Greyhound terminal, MDT, and BCT transit hub area). On the East Lot, the emphasis would be on the specific routes trucks must follow various service access such as truck wash/leaky load containment areas.

5.7 PARKING

The parking layout concepts were based on a projected parking demand documented in the *Golden Glades Park and Ride Lot Parking Demand Projection Study* that was completed by Atkins in November

2012. The 2012 Parking Demand Study estimated an increase in park and ride parking demand from 1,250 spaces in 2015 to 1,675 spaces in 2025, and 2,150 spaces in 2035. The GGMTF plans to meet this demand in two phases providing a total of 1,688 spaces initially and expanding to 2,150 spaces in a second phase by adding two extra stories to the parking garage structure.

5.8 PEDESTRIAN, TRANSIT, BICYCLE AND ACCESSIBLE FACILITIES

The Concept Build (Alternative 1) seems to provide suitable pedestrian, transit, bicycle and accessible facilities. The Concept shows a robust sidewalk network (including several marked crosswalks). Bicycle parking and lockers are adequately distributed around the centrally located bus terminal; access routes to bicycle parking spaces from the surrounding roadway network do minimize conflicts with vehicles and pedestrians. As mentioned before, the bus terminal is centrally located and seems to provide sufficient separation from other traffic.

5.9 SAFETY

In all scenarios, the S.R. 7 at Turnpike Connector ramp intersection is improved by the addition of a second exit lane from southbound Turnpike, eliminating a merge condition and conflict point along the Turnpike, likely reducing crashes along the Turnpike in this area. All scenarios also include widening the northbound lanes of S.R. 7 to three lanes to improve capacity.

In the No-Build condition, in and around the GGMTF, the crash types and rates would likely remain the same since the existing configurations remain.

In Concept Build (Alternative 1), the GGMTF has an entirely new configuration, consolidating the West Lot with the Park and Ride lot (becoming the new GGMTF), thus eliminating the “GGMTF Internal Intersection.” A new signalized full access is provided along the S.R. 9 connector, replacing the existing ingress and egress into the site. These changes likely will not noticeably change the amount of crashes since the addition of an access replaces a number of access points and an internal intersection. The proposed laneage change from a through-shared-right turn to a through lane and a right-turn lane at the S.R. 7 at GGMTF East/West Lot Driveway intersection will likely reduce the number of crashes at the southbound intersection approach.

In Improved Build (Alternative 2), the proposed improvements are recommended to improve traffic flow and reduce queuing. Generally, reducing congestion, reduces the number of crashes. The recommended addition of turn lanes will provide for better operations. Twenty three percent of crashes around the site currently occur at the unsignalized S.R. 9 at S.R. 7/S.R. 9 Connector Intersection. The recommendation to signalize this location and provide more movements is not expected to noticeably change the number of crashes, though will likely eliminate broadside crashes.

The recommendations for internal vehicular circulation, good wayfinding signage and the addition of appropriate safety signage and markings in pedestrian crossing areas will enhance pedestrian and vehicular safety.

An evaluation of future year operations was performed in a similar manner to existing conditions. The traffic operational objectives assumed for this evaluation are to maintain the level of service, as determined in the Golden Glades Interchange PD&E Study. The No-Build and two Build Alternatives were analyzed using the configurations and traffic volumes presented in Section 4.0.

6.1 OPENING YEAR 2020 TRAFFIC OPERATIONAL ANALYSIS

The 2020 AM and PM peak hour traffic operational analysis for No-Build, Concept Build (Alternative 1) and Improved Build (Alternative 2) condition results for the arterial and intersection analyses are summarized in Tables 6.1 through 6.3, and shown on Figures 6.1 through 6.6. Appendix F presents the intersection and arterial analysis worksheets for the 2020 conditions.

6.1
Opening Year 2020 – S.R. 7 Arterial Operational Analysis Results

Segment	DIR	No-Build		Concept Build		Improved Build	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Between S.R. 9/S.R. 7 Merge and GGMTF West/East Lot	NB	9 (7)	**F (F)**	8 (7)	**F (F)**	32 (32)	B (B)
	SB	9 (8)	**F (F)**	15 (18)	**E (E)**	16 (16)	**E (E)**
Between GGMTF West/East Lot and S.R. 7/S.R. 9 Connector	NB	5 (3)	**F (F)**	5 (4)	**F (F)**		
	SB	32 (31)	B (B)	32 (32)	B (B)		
Between GGMTF West/East Lot and GGMTF West Lot D3	NB					22 (20)	D (D)
	SB					25 (24)	C (C)
Between GGMTF West Lot D3 and S.R. 7/S.R. 9 Connector	NB					31 (29)	B (C)
	SB					32 (31)	B (B)
Between S.R. 7/S.R. 9 Connector and Centre Lake Drive	NB	7 (4)	**F (F)**	9 (4)	**F (F)**	35 (34)	B (B)
	SB	40 (39)	A (A)	40 (39)	A (A)	39 (39)	A (A)
Between Centre Lake Drive and Turnpike Connector	NB	14 (4)	**E (F)**	16 (5)	**E (F)**	34 (33)	B (B)
	SB	16 (7)	**E (F)**	15 (9)	**E (F)**	18 (18)	**E (E)**
South of Turnpike Connector	NB	8 (1)	**F (F)**	8 (3)	**F (F)**	9 (11)	**F (F)**
	SB	31 (25)	B (C)	29 (24)	C (C)	30 (31)	C (B)
Entire Arterial	NB	8 (3)	**F (F)**	9 (5)	**F (F)**	25 (25)	C (C)
	SB	21 (13)	D **(F)**	23 (18)	C **(E)**	23 (23)	C (C)

Notes: AM (PM)

Table 6.2
Opening Year 2020 – S.R. 9 Arterial Operational Analysis Results

Segment	DIR	No-Build		Concept Build		Improved Build	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Between S.R. 9/S.R. 7 Merge and S.R. 9 Connector	NB	40 (40)	B (B)	40 (39)	B (B)	40 (39)	B (B)
	SB	48 (46)	A (B)	48 (45)	A (B)	37 (16)	B **(F)**
Between S.R. 9 Connector and S.R. 7/S.R. 9 Connector	NB	54 (50)	A (A)	55 (48)	A (A)	18 (10)	**E (F)**
	SB	48 (46)	A (B)	47 (45)	A (B)	43 (30)	B (C)
South of S.R. 7/S.R. 9 Connector	NB	46 (47)	B (A)	45 (46)	B (B)	38 (38)	B (B)
	SB	47 (47)	A (A)	47 (47)	A (A)	44 (41)	B (B)
Entire Arterial	NB	47 (46)	A (B)	47 (46)	A (B)	33 (27)	C (D)
	SB	48 (46)	A (B)	47 (46)	B (B)	41 (25)	B (D)

Notes: AM (PM)

Table 6.3
Opening Year 2020 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2020			Concept Build 2020			Improved Build 2020		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
GGMTF West/East Lot and S.R. 7 (D1)	EBL	F (F)	129.7 (93.8)	172 (187)	F (F)	155.8 (94.1)	363 (188)	F (F)	88.1 (90.4)	140 (176)
	EBLTR	E (C)	56.8 (32.7)	238 (250)	D (D)	52.4 (39.8)	392 (166)	F (F)	87.6 (91.8)	62 (129)
	EBLT									
	EBR									
	WBL	E (F)	74.5 (86.2)	91 (<25)	E (E)	74.0 (75.0)	58 (38)	E (E)	73.0 (75.0)	60 (42)
	WBT	F (F)	101.9 (86.7)	91 (110)	F (E)	80.5 (75.7)	58 (38)	E (E)	79.5 (75.7)	60 (42)
	WBR	A (A)	1.4 (0.1)	<25 (189)	A (A)	0.6 (0.6)	<25 (<25)	A (A)	0.6 (0.6)	<25 (<25)
	NBL	B (B)	12.0 (14.8)	1309 (1105)	B (B)	11.8 (19.6)	1243 (1102)	F (F)	92.4 (93.4)	151 (167)
	NBT	A (A)	8.5 (7.5)	1256 (1096)	A (A)	4.8 (8.4)	1262 (1085)	A (A)	6.8 (8.4)	298 (354)
	NBR	A (A)	0.1 (0.0)	505 (334)	A (A)	0.0 (0.0)	199 (239)	A (A)	0.0 (0.0)	88 (127)
	SBL	A (B)	8.6 (17.0)	76 (<25)	F (E)	87.8 (78.0)	48 (<25)	E (E)	78.8 (76.0)	37 (<25)
	SBTR	B (B)	12.9 (15.5)	278 (284)						
	SBT				B (B)	12.5 (19.2)	325 (365)	B (B)	11.5 (12.8)	206 (210)
	SBR				A (A)	2.2 (1.3)	193 (46)	A (A)	1.9 (0.1)	<25 (<25)
	ALL	**B (B)**	**13.2 (13.5)**		**B (B)**	**10.4 (14.9)**		**B (B)**	**11.8 (14.4)**	
GGMTF West Lot and S.R. 7 (D3)	EBR							A (A)	0.3 (0.4)	58 (72)
	NBL							A (A)	1.5 (0.4)	160 (161)
	SBT							A (A)	2.4 (2.5)	69 (75)
	ALL							**A (A)**	**0.9 (0.9)**	

Table 6.3 (continued)
Opening Year 2020 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2020			Concept Build 2020			Improved Build 2020		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
S.R. 7 and Turnpike Connector	EBL	F (F)	80.3 (86.4)	124 (89)	F (F)	85.6 (83.7)	122 (85)	F (F)	85.6 (83.7)	108 (91)
	EBR	B (C)	19.2 (23.0)	71 (84)	B (C)	15.2 (23.5)	77 (91)	B (C)	15.2 (23.5)	74 (77)
	WBL	C (C)	23.8 (27.0)	351 (898)	C (C)	25.0 (25.2)	320 (591)	C (C)	24.4 (25.2)	300 (236)
	WBLTR	D (E)	52.8 (67.5)	448 (886)	E (F)	64.3 (97.4)	486 (956)	E (F)	64.5 (94.7)	392 (241)
	WBR	A (A)	7.4 (7.4)	375 (901)	A (A)	1.9 (1.7)	395 (981)	A (A)	1.9 (1.7)	245 (155)
	NBL	E (F)	75.3 (99.9)	61 (230)	D (F)	48.7 (88.1)	56 (205)	D (F)	49.3 (88.1)	61 (126)
	NBT	D (D)	41.1 (45.5)	114 (882)	D (D)	39.0 (40.6)	136 (630)	D (D)	39.8 (40.6)	150 (227)
	SBTR	D (E)	42.5 (71.9)	257 (448)	D (D)	51.0 (49.2)	328 (444)	D (D)	51.5 (51.7)	258 (237)
	ALL	**C (D)**	**34.8 (49.7)**		**D (D)**	**38.7 (47.1)**		D (D)	**39.0 (47.2)**	
S.R. 9 and S.R. 9/S.R. 7 Connector	WBL							D (C)	43.8 (23.2)	138 (237)
	WBT	C (D)	20.5 (27.2)	61 (174)	C (D)	21.8 (34.2)	72 (256)			
	WBR	B (B)	12.7 (13.8)	<25 (<25)	B (C)	14.2 (17.8)	<25 (<25)	A (A)	0.1 (0.4)	<25 (<25)
	NBT	A (A)	0.0 (0.0)	<25 (30)	A (A)	0.0 (0.0)	<25 (42)	C (C)	21.5 (29.2)	201 (198)
	SBL							B (B)	16.4 (18.2)	225 (110)
	SBT							A (B)	4.5 (19.1)	100 (232)
	ALL	**A (A)**	**2.4 (8.7)**		**A (B)**	**4.1 (14.1)**		**B (B)**	**14.2 (18.8)**	

Table 6.3 (continued)
Opening Year 2020 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2020			Concept Build 2020			Improved Build 2020		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
GGMTF West Lot and S.R. 9/.SR. 7 Connector	EBL				A (A)	9.6 (6.5)	93 (35)	A (B)	5.1 (15.5)	150 (106)
	EBT				A (A)	9.2 (7.1)	121 (82)	A (B)	3.7 (17.3)	123 (174)
	WBT				B (B)	15.8 (15.1)	60 (73)	B (D)	18.2 (44.2)	67 (119)
	WBR				A (A)	7.1 (6.5)	60 (54)	A (B)	6.7 (13.7)	52 (59)
	SBL				B (B)	16.0 (15.6)	140 (237)	D (B)	46.1 (12.0)	211 (85)
	SBR				A (A)	2.0 (4.4)	77 (299)	A (A)	2.6 (2.4)	<25 (<25)
	ALL				**A (A)**	**9.4 (7.2)**		**B (B)**	**11.6 (10.4)**	
S.R. 7 and Centre Lake Driveway	EBL	**F (E)**	66.0 (37.2)	141 (288)	**F** (D)	53.9 (31.2)	109 (279)	F (D)	50.4 (31.4)	34 (39)
	EBR	B (A)	10.9 (9.5)	34 (32)	A (A)	9.4 (8.8)	34 (34)	A (A)	9.0 (8.8)	32 (34)
	NBL	B (B)	10.9 (10.5)	91 (91)	B (B)	10.4 (10.3)	78 (105)	B (B)	10.2 (10.3)	<25 (<25)
	ALL	**A** (A)	**0.3 (0.2)**		**A** (A)	**0.1** (0.2)		**A** (A)	**0.2** (0.2)	

Note: Intersection S.R. 9 and S.R. 9/S.R.7 Connector is stop sign controlled for No-Build and Concept Build; and signalized for Improved Build.
Intersection S.R. 7 and Centre Lake Driveway is stop sign controlled.

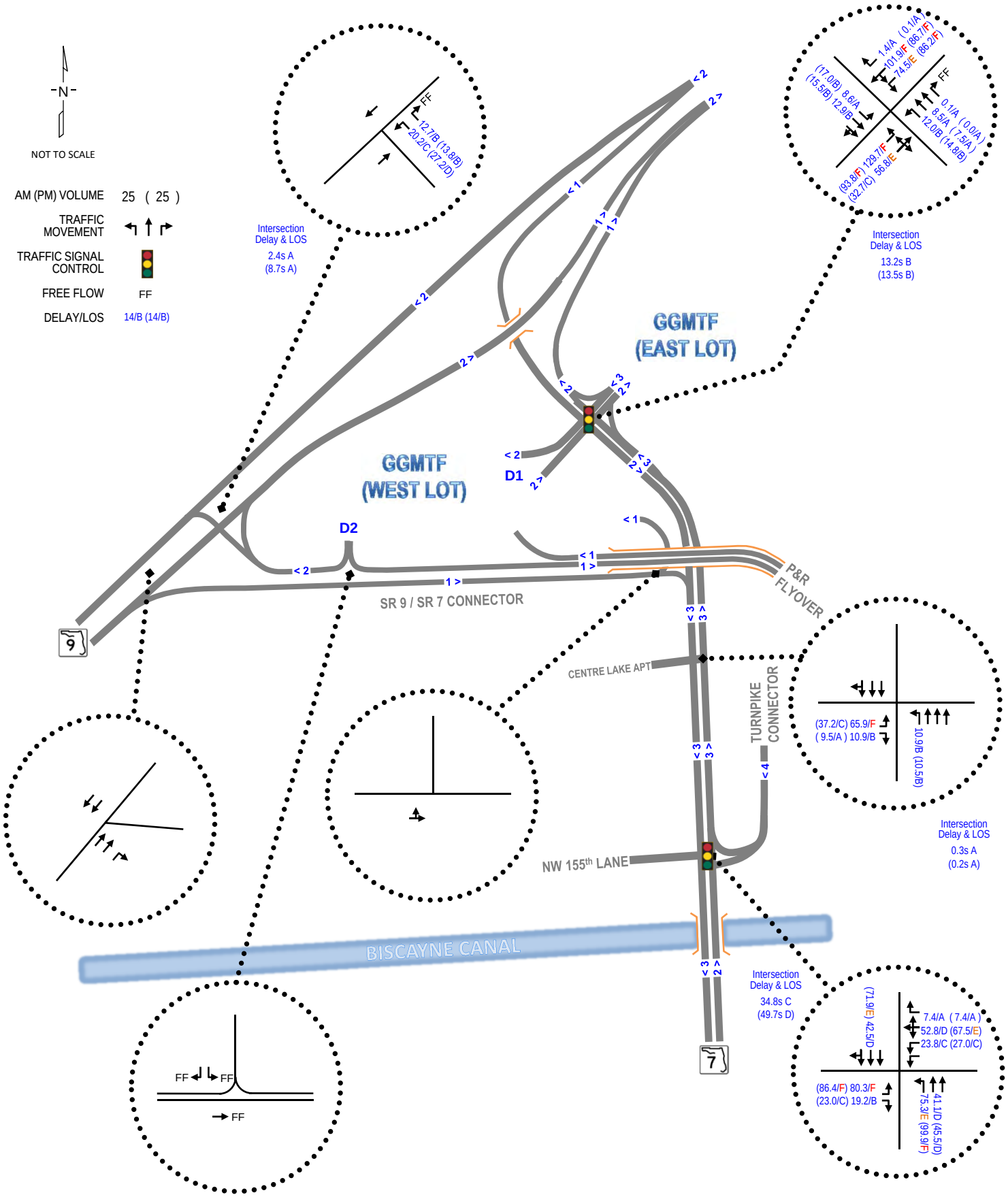


Figure 6.1: No-Build 2020 Delay & LOS

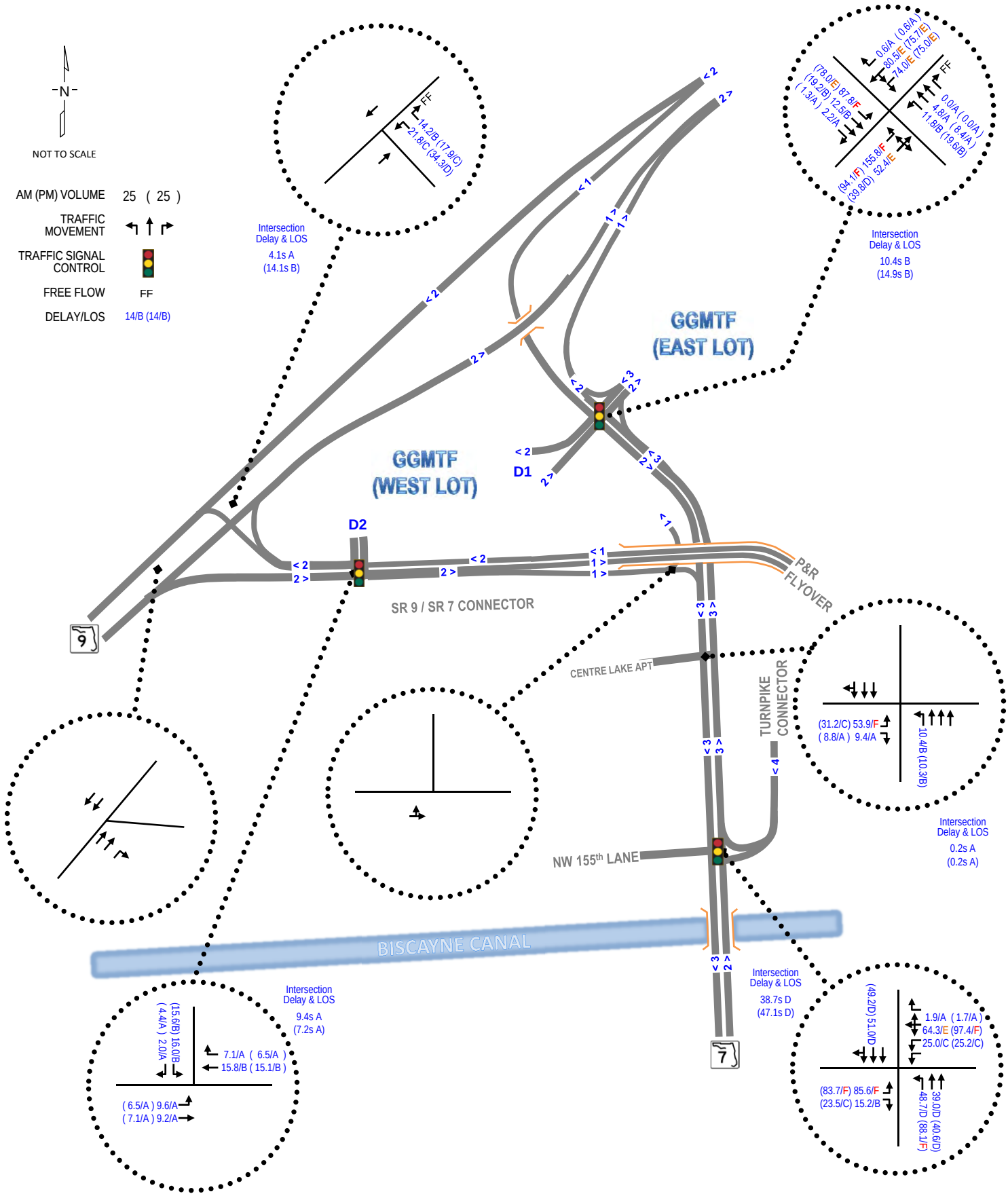


Figure 6.2: Concept Build (Alternative 1) 2020 Delay & LOS

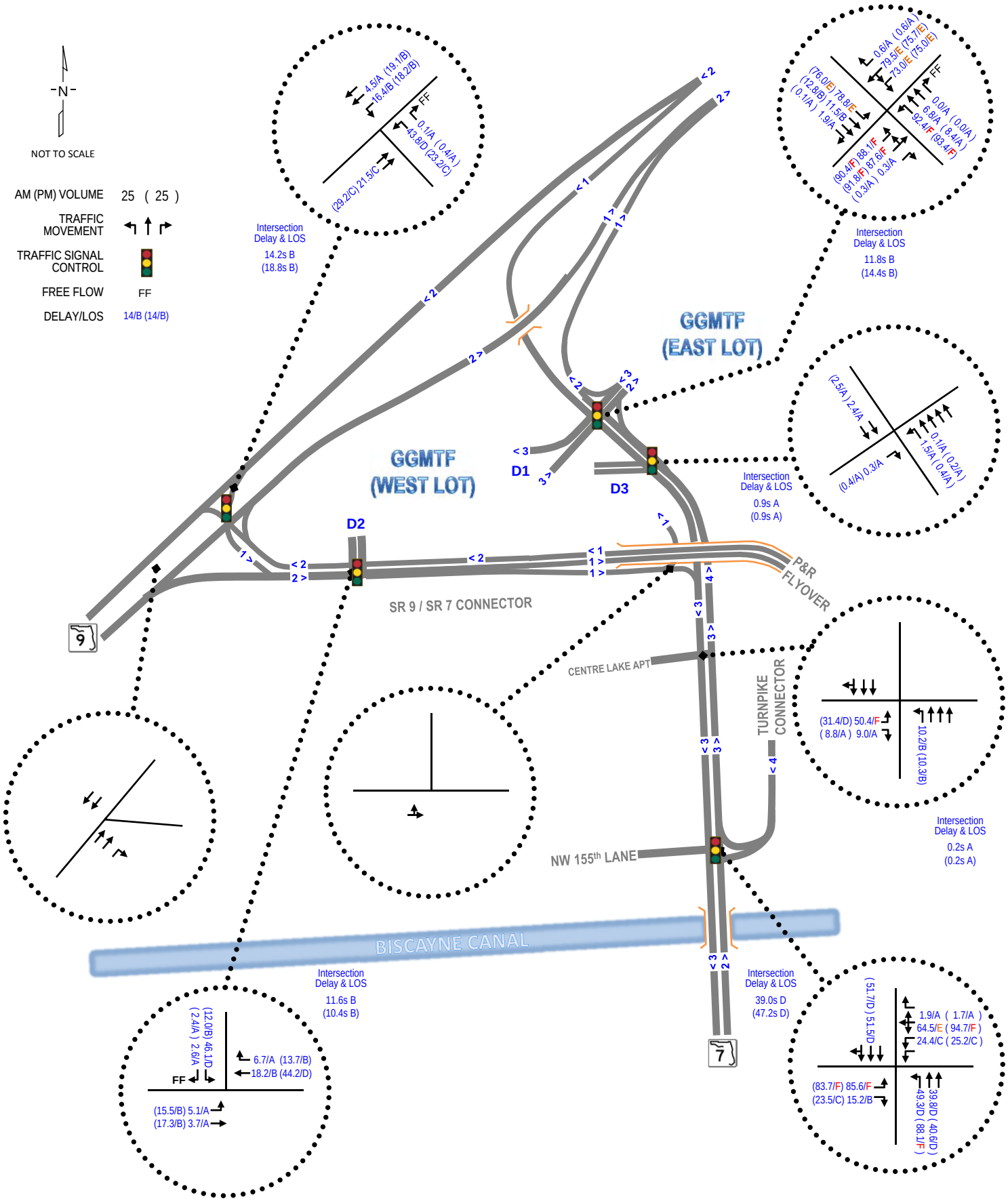


Figure 6.3: Improved Build (Alternative 2) 2020 Delay & LOS

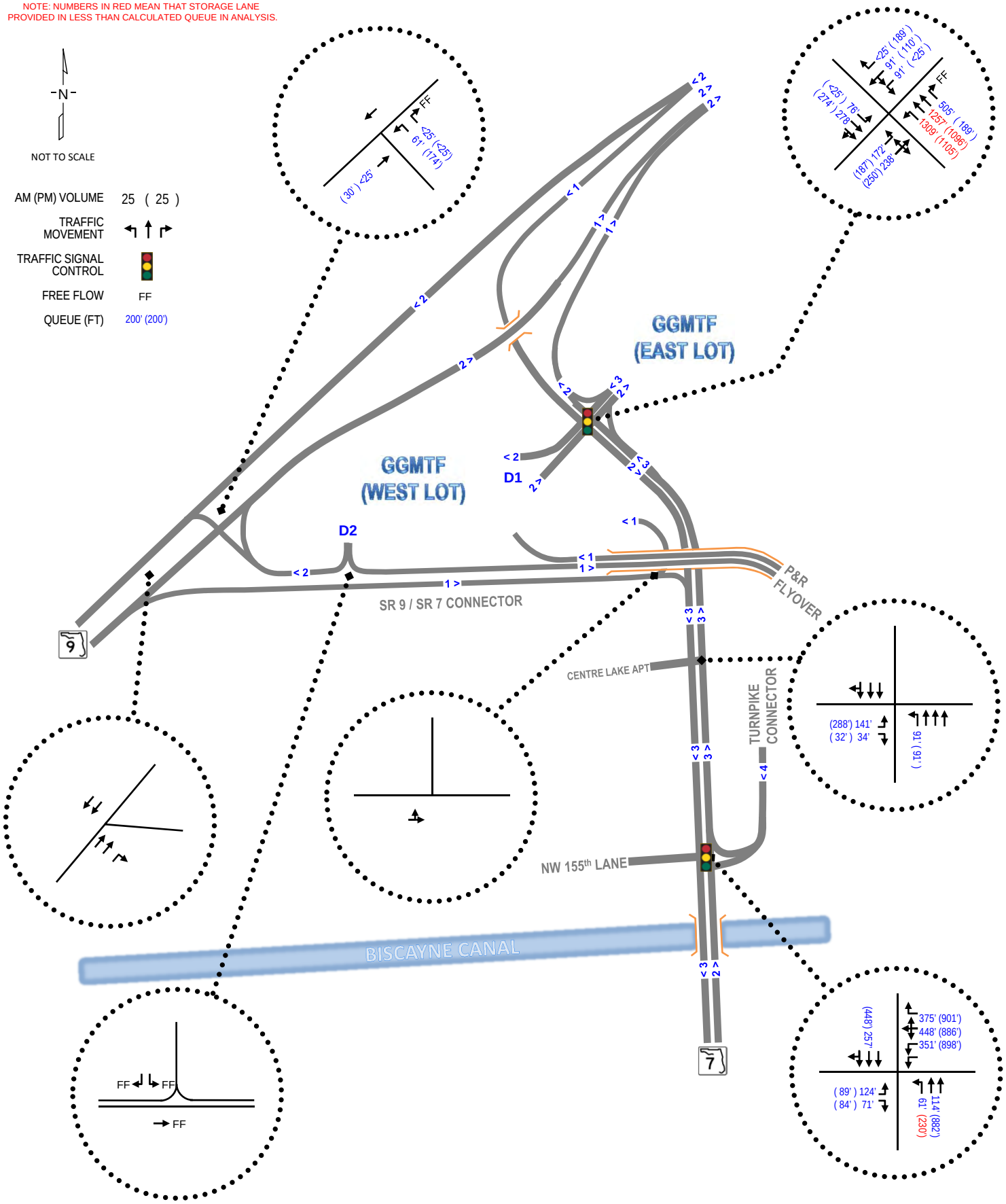


Figure 6.4: No-Build 2020 Queues

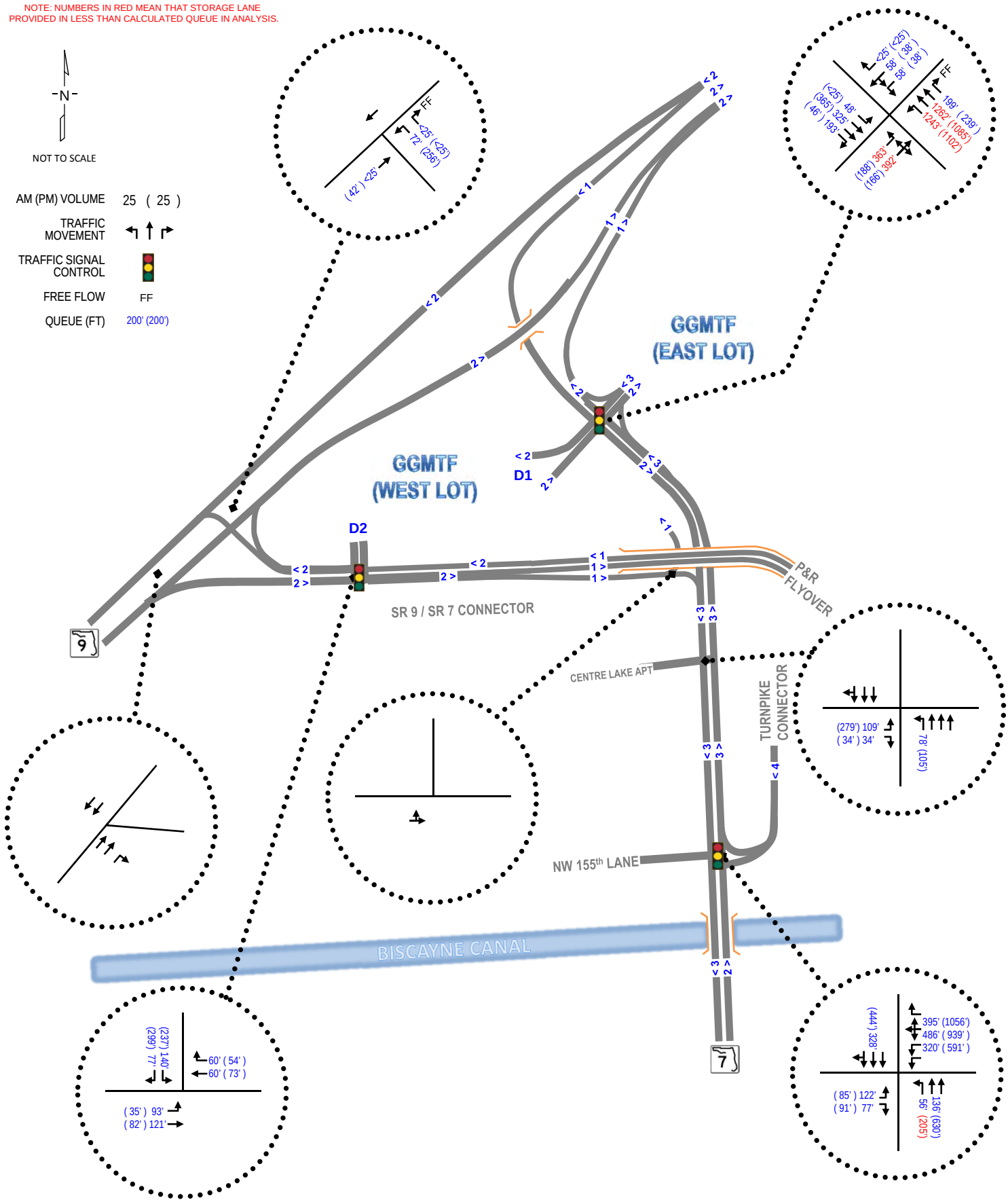


Figure 6.5: Concept Build (Alternative 1) 2020 Queues

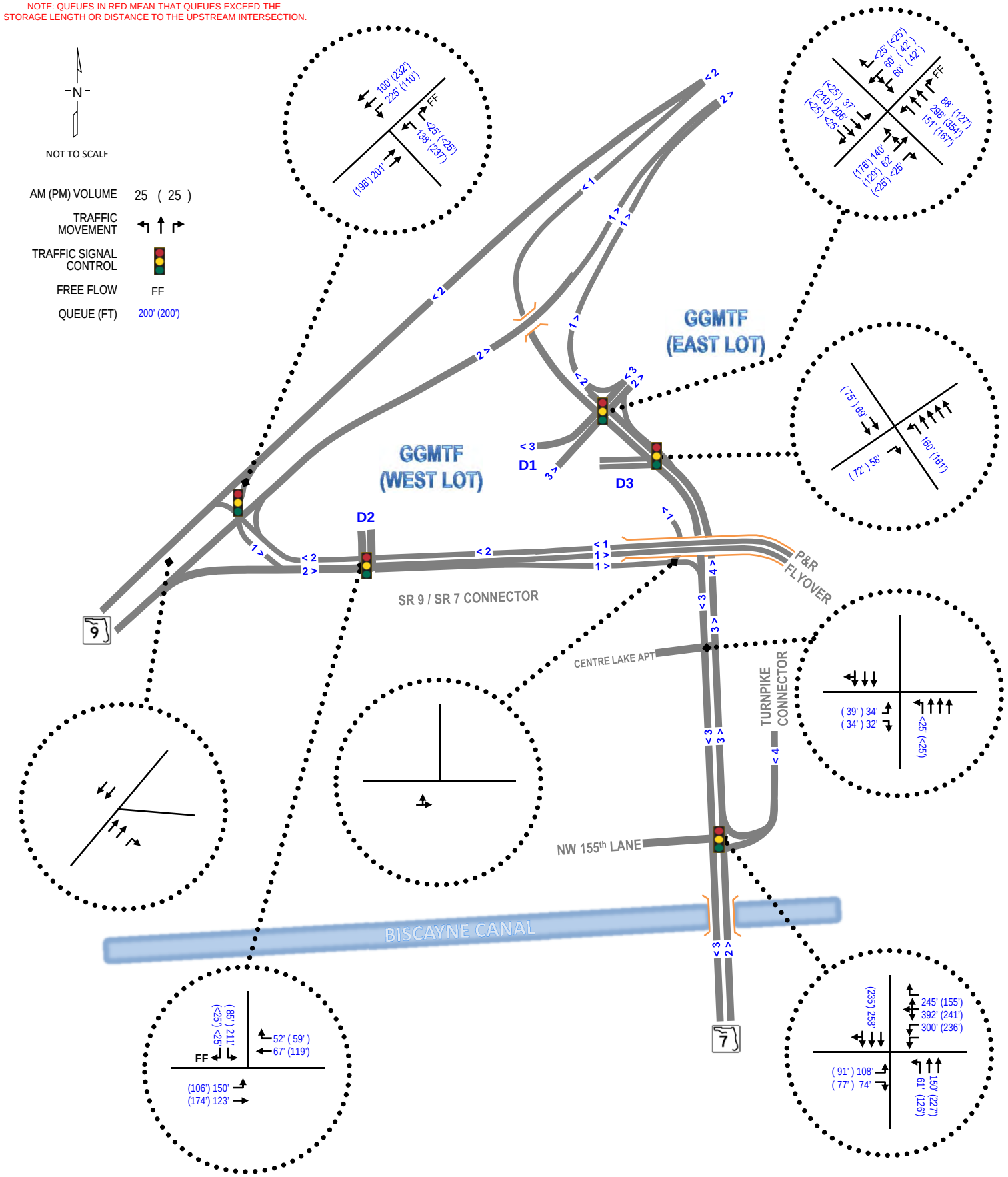


Figure 6.6: Improved Build (Alternative 2) 2020 Queues

6.2 INTERIM YEAR 2030 TRAFFIC OPERATIONAL ANALYSIS

The 2030 AM and PM peak hour traffic operational analysis for No-Build, Concept Build (Alternative 1), and Improved Build (Alternative 2) condition results for the arterial and intersection analyses are summarized in Tables 6.4 through 6.6, and shown on Figures 6.7 through 6.12. Appendix G presents the intersection and arterial analysis worksheets for the 2030 conditions.

Table 6.4
Interim Year 2030 – S.R. 7 Arterial Operational Analysis Results

Segment	DIR	No-Build		Concept Build		Improved Build	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Between S.R. 9/S.R. 7 Merge and GGMTF West/East Lot	NB	9 (8)	**F (F)**	8 (8)	**F (F)**	27 (27)	C (C)
	SB	9 (9)	**F (F)**	15 (15)	**E (E)**	15 (13)	**E (F)**
Between GGMTF West/East Lot and GGMTF West Lot D3	NB					14 (12)	**E (F)**
	SB					24 (23)	C (C)
Between GGMTF West Lot D3 and S.R. 7/S.R. 9 Connector	NB					21 (18)	D (D)
	SB					31 (31)	B (B)
Between GGMTF West/East Lot and S.R. 7/S.R. 9 Connector	NB	4 (3)	**F (F)**	4 (4)	**F (F)**		
	SB	32 (31)	B (B)	30 (32)	C (B)		
Between S.R. 7/S.R. 9 Connector and Centre Lake Drive	NB	4 (4)	**F (F)**	4 (4)	**F (F)**	29 (28)	C (C)
	SB	39 (32)	A (B)	20 (38)	D (B)	38 (38)	B (B)
Between Centre Lake Drive and Turnpike Connector	NB	4 (3)	**F (F)**	4 (4)	**F (F)**	28 (28)	C (C)
	SB	7 (5)	**F (F)**	5 (7)	**F (F)**	12 (11)	**F (F)**
South of Turnpike Connector	NB	1 (1)	**F (F)**	1 (1)	**F (F)**	6 (6)	**F (F)**
	SB	23 (23)	C (C)	22 (23)	D (C)	27 (27)	C (C)
Entire Arterial	NB	3 (2)	**F (F)**	3 (3)	**F (F)**	18 (15)	**E (E)**
	SB	13 (11)	**F (F)**	12 (15)	**F (E)**	18 (17)	**E (E)**

Notes: AM (PM)

Table 6.5
Interim Year 2030 – SR 9 Arterial Operational Analysis Results

Segment	DIR	No-Build		Concept Build		Improved Build	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Between S.R. 9/S.R. 7 Merge and S.R. 9 Connector	NB	40 (40)	B (B)	39 (39)	B (B)	38 (37)	B (B)
	SB	47 (45)	A (B)	47 (45)	A (B)	34 (15)	C **(F)**
Between S.R. 9 Connector and S.R. 7/S.R. 9 Connector	NB	54 (49)	A (A)	54 (41)	A (B)	12 (7)	**F (F)**
	SB	47 (45)	A (B)	46 (45)	B (B)	41 (29)	B (C)
South of S.R. 7/S.R. 9 Connector	NB	46 (46)	B (B)	44 (46)	B (B)	35 (36)	C (C)
	SB	47 (47)	A (A)	47 (47)	A (A)	44 (40)	B (B)
Entire Arterial	NB	47 (45)	A (B)	46 (45)	B (B)	28 (22)	C **(E)**
	SB	47 (46)	A (B)	47 (45)	A (B)	39 (24)	B (D)

Notes: AM (PM)

Table 6.6
Interim Year 2030 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2030			Concept Build 2030			Improved Build 2030		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
GGMTF West/East Lot and S.R. 7 (D1)	EBL	F (F)	146.4 (126.2)	207 (247)	F (F)	129.4 (125.5)	234 (254)	F (F)	89.6 (92.9)	171 (203)
	EBLTR	E (D)	58.5 (52.6)	278 (314)	D (D)	43.7 (52.4)	236 (257)	F (F)	90.7 (94.3)	111 (156)
	EBLT									
	EBR									
	WBL	E (F)	74.5 (88.3)	115 (<25)	E (E)	74.0 (75.0)	54 (48)	E (E)	74.0 (75.0)	53 (32)
	WBT	F (F)	106.0 (90.1)	115 (121)	F (E)	80.5 (75.7)	54 (48)	F (E)	80.5 (75.7)	53 (32)
	WBR	A (A)	1.6 (0.1)	<25 (268)	A (A)	0.6 (0.6)	<25 (<25)	A (A)	0.6 (0.6)	<25 (<25)
	NBL	B (C)	19.6 (23.4)	1057 (1060)	C (D)	24.2 (40.9)	1053 (1052)	F (F)	92.4 (92.2)	204 (224)
	NBT	B (B)	15.5 (12.4)	1044 (1047)	C (B)	20.6 (16.1)	1031 (1036)	B (B)	12.2 (14.7)	613 (668)
	NBR	A (A)	0.1 (0.0)	509 (330)	A (A)	0.0 (0.0)	299 (264)	A (A)	0.0 (0.0)	461 (570)
	SBL	D (B)	47.3 (19.3)	98 (25)	F (E)	87.8 (79.5)	47 (<25)	F (E)	82.7 (79.5)	34 (<25)
	SBTR	B (B)	16.1 (18.4)	235 (246)						
	SBT				C (C)	21.8 (32.5)	340 (386)	B (B)	13.2 (15.5)	258 (275)
	SBR				A (A)	4.4 (3.9)	246 (67)	A (A)	2.0 (0.1)	<25 (<25)
	ALL	**B (B)**	**18.7 (18.5)**		**C (C)**	**21.4 (25.9)**		**B (B)**	**15.4 (19.2)**	
GGMTF West Lot and S.R. 7 (D3)	EBR							A (A)	0.3 (2.6)	66 (81)
	NBL							A (A)	3.9 (0.3)	223 (248)
	SBT							A (A)	2.5 (2.8)	76 (81)
	ALL							**A (A)**	**1.1 (1.0)**	

Note: Intersection S.R. 9 and S.R. 9/S.R.7 Connector is stop sign controlled for No-Build and Concept Build; and signalized for Improved Build.
Intersection S.R. 7 and Centre Lake Driveway is stop sign controlled.

Table 6.6 (continued)
Interim Year 2030 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2030			Concept Build 2030			Improved Build 2030		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
S.R. 7 and Turnpike Connector	EBL	F (F)	80.2 (85.7)	145 (97)	F (F)	86.2 (84.1)	143 (121)	F (F)	86.2 (84.1)	122 (100)
	EBR	B (C)	18.4 (22.4)	84 (90)	B (C)	20.0 (22.9)	88 (92)	B (C)	19.3 (22.9)	82 (102)
	WBL	B (C)	19.6 (27.8)	736 (728)	B (C)	19.6 (26.9)	603 (550)	C (C)	24.3 (26.9)	338 (280)
	WBLTR	F (F)	153.6 (138.2)	687 (695)	F (F)	153.6 (186.5)	742 (734)	F (F)	193.5 (181.9)	596 (547)
	WBR	B (A)	10.3 (8.5)	692 (705)	A (A)	2.5 (2.1)	774 (754)	A (A)	2.5 (2.1)	439 (406)
	NBL	F (F)	143.9 (213.4)	210 (238)	F (F)	145.2 (135.7)	202 (235)	D (F)	54.8 (135.7)	131 (193)
	NBT	E (E)	64.8 (57.2)	775 (747)	E (D)	69.3 (50.1)	765 (727)	D (D)	54.8 (50.1)	546 (679)
	SBTR	E (F)	68.2 (105.5)	497 (591)	E (E)	63.6 (65.3)	628 (518)	E (E)	69.8 (66.5)	316 (357)
	ALL	**E (E)**	**68.4 (78.2)**		**E (E)**	**66.4 (71.3)**		**E (E)**	**73.7 (70.6)**	
S.R. 9 and S.R. 9/S.R. 7 Connector	WBL							D (C)	40.8 (27.8)	157 (269)
	WBT	C (E)	23.7 (35.0)	77 (313)	D (F)	27.0 (60.4)	97 (275)			
	WBR	B (B	13.5 (15.0)	<25 (<25)	C (D)	17.1 (27.4)	<25 (<25)	A (A)	0.2 (0.5)	<25 (<25)
	NBT	A (A)	0.0 (0.0)	<25 (40)	A (A)	0.0 (0.0)	<25 (76)	C (D)	26.8 (35.8)	248 (230)
	SBL							C (C)	29.0 (25.9)	319 (205)
	SBT							A (C)	6.0 (21.0)	126 (257)
	ALL	**A (B)**	**2.7 (10.7)**		**A (D)**	**5.7 (26.2)**		**B (C)**	**18.0 (21.4)**	

Note: Intersection S.R. 9 and S.R. 9/S.R.7 Connector is stop sign controlled for No-Build and Concept Build; and signalized for Improved Build.
Intersection S.R. 7 and Centre Lake Driveway is stop sign controlled.

Table 6.6 (continued)
Interim Year 2030 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2030			Concept Build 2030			Improved Build 2030		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
GGMTF West Lot and S.R. 9/.SR. 7 Connector	EBL				B (A)	14.7 (6.9)	109 (37)	A (A)	8.3 (5.9)	202 (183)
	EBT				B (A)	14.7 (8.1)	154 (110)	A (A)	5.1 (9.8)	212 (256)
	WBT				B (B)	19.1 (16.3)	75 (242)	B (D)	25.7 (46.2)	99 (153)
	WBR				A (A)	7.3 (6.0)	64 (57)	A (B)	8.5 (11.9)	64 (63)
	SBL				B (B)	17.7 (16.8)	209 (341)	D (C)	47.4 (29.4)	270 (124)
	SBR				A (A)	1.9 (7.9)	94 (295)	A (A)	1.7 (7.9)	72 (42)
	ALL				**B (A)**	**12.7 (9.6)**		**B (B)**	**14.7 (14.0)**	
S.R. 7 and Centre Lake Driveway	EBL	**F** (D)	70.0 (27.7)	325 (369)	C (C)	24.7 (17.3)	248 (295)	D (D)	30.7 (25.4)	42 (63)
	EBR	B (A)	11.3 (8.8)	36 (108)	A (A)	8.8 (9.1)	38 (79)	A (A)	8.8 (8.9)	35 (34)
	NBL	B (B)	11.5 (10.9)	161 (99)	B (B)	10.4 (10.3)	158 (96)	B (B)	10.7 (11.0)	<25 (<25)
	ALL	**A** (A)	**0.3 (0.1)**		**A** (A)	**0.1** (**0.1**)		**A** (A)	**0.1** (**0.1**)	

Note: Intersection S.R. 9 and S.R. 9/S.R.7 Connector is stop sign controlled for No-Build and Concept Build; and signalized for Improved Build.
Intersection S.R. 7 and Centre Lake Driveway is stop sign controlled.

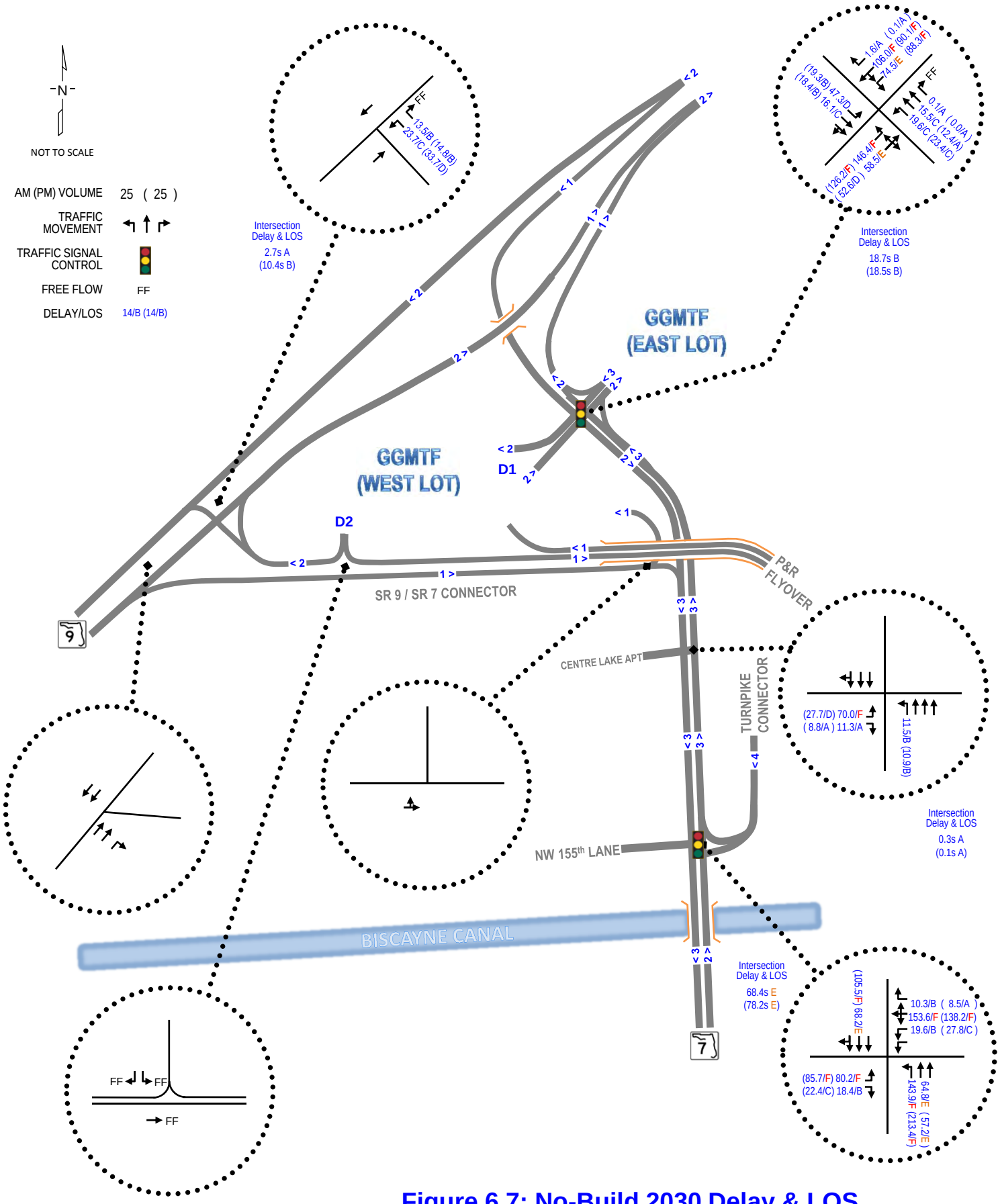


Figure 6.7: No-Build 2030 Delay & LOS

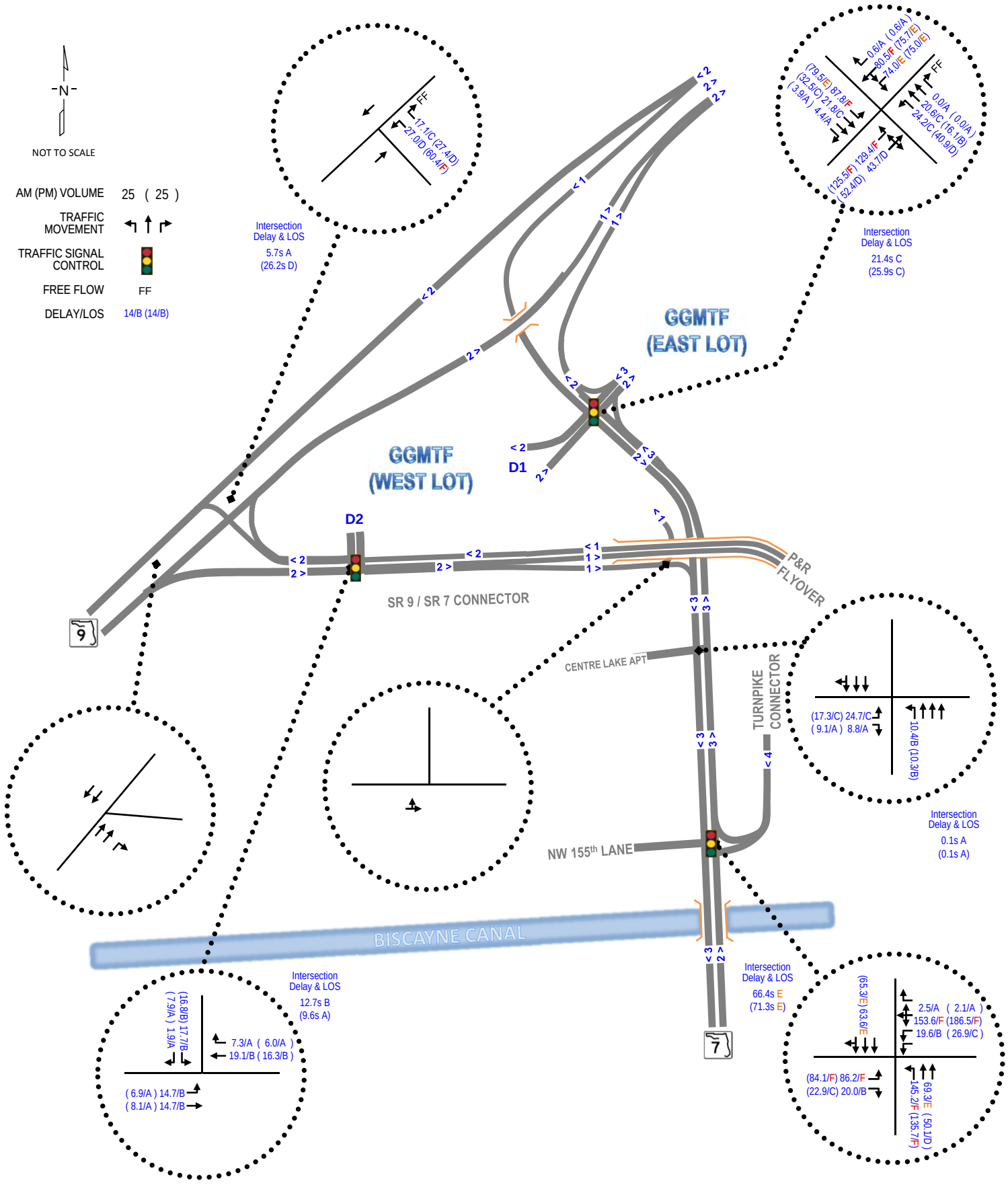


Figure 6.8: Concept Build (Alternative 1) 2030 Delay & LOS

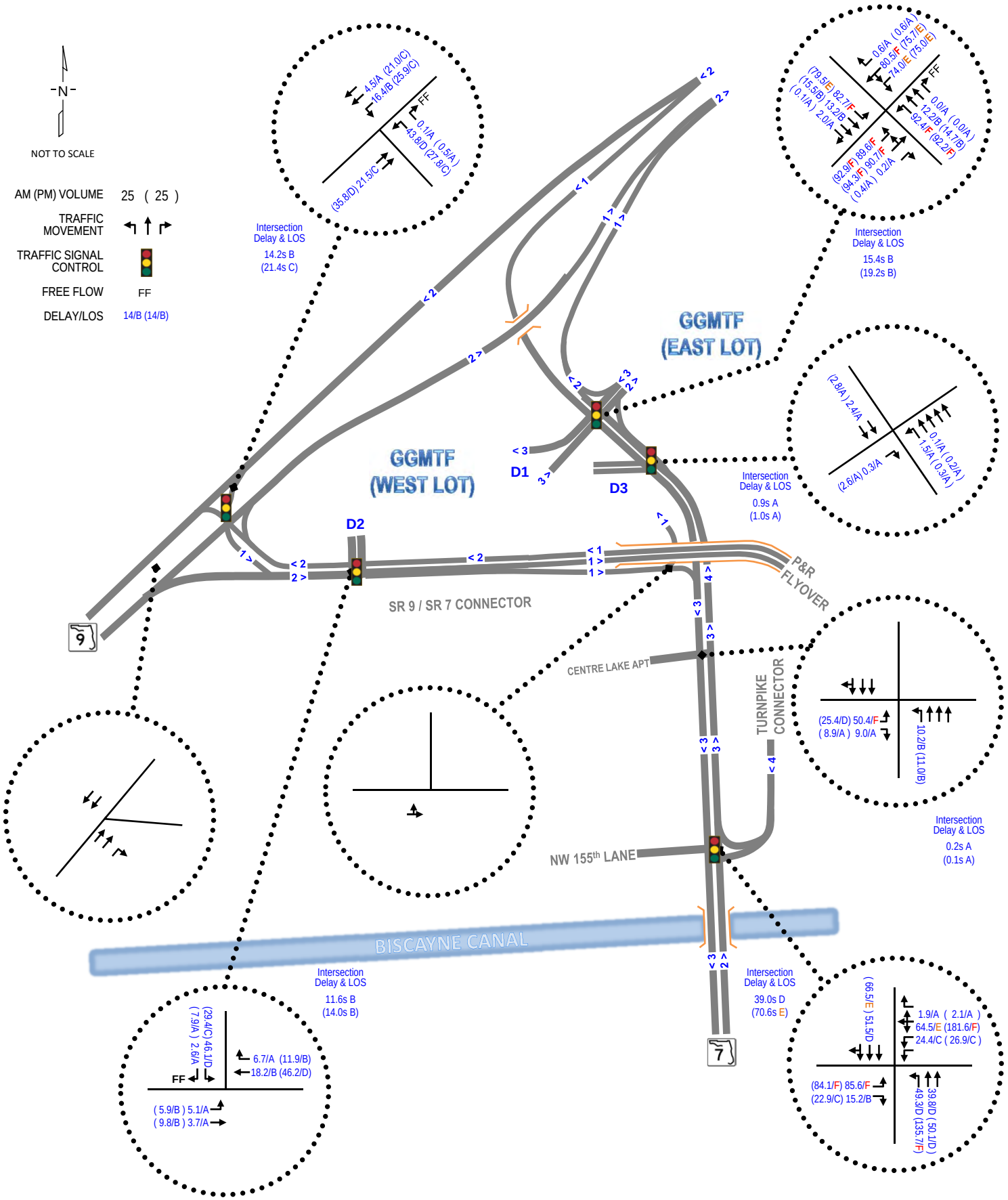


Figure 6.9: Improved Build (Alternative 2) 2030 Delay & LOS

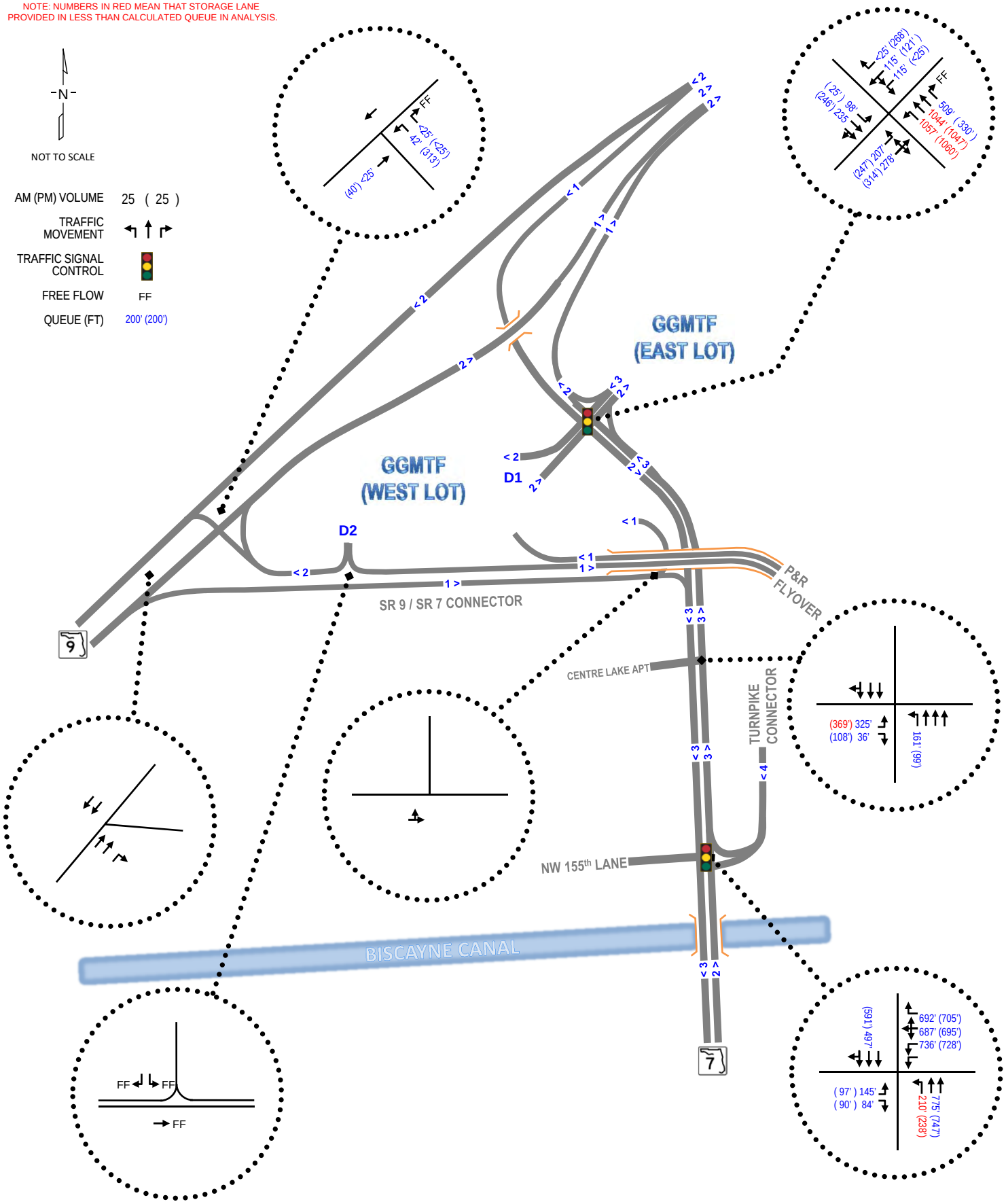


Figure 6.10: No-Build 2030 Queues

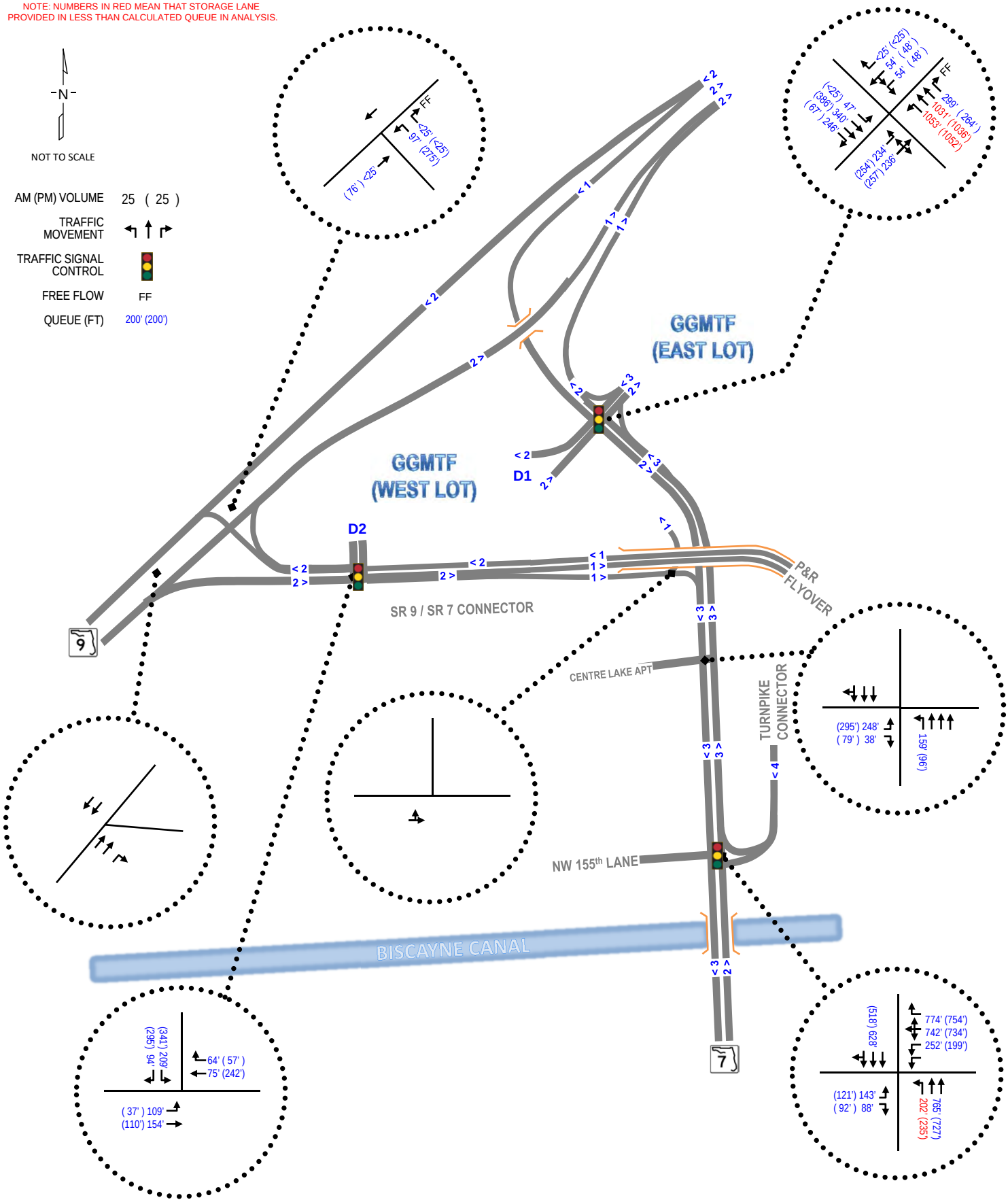


Figure 6.11: Concept Build (Alternative 1) 2030 Queues

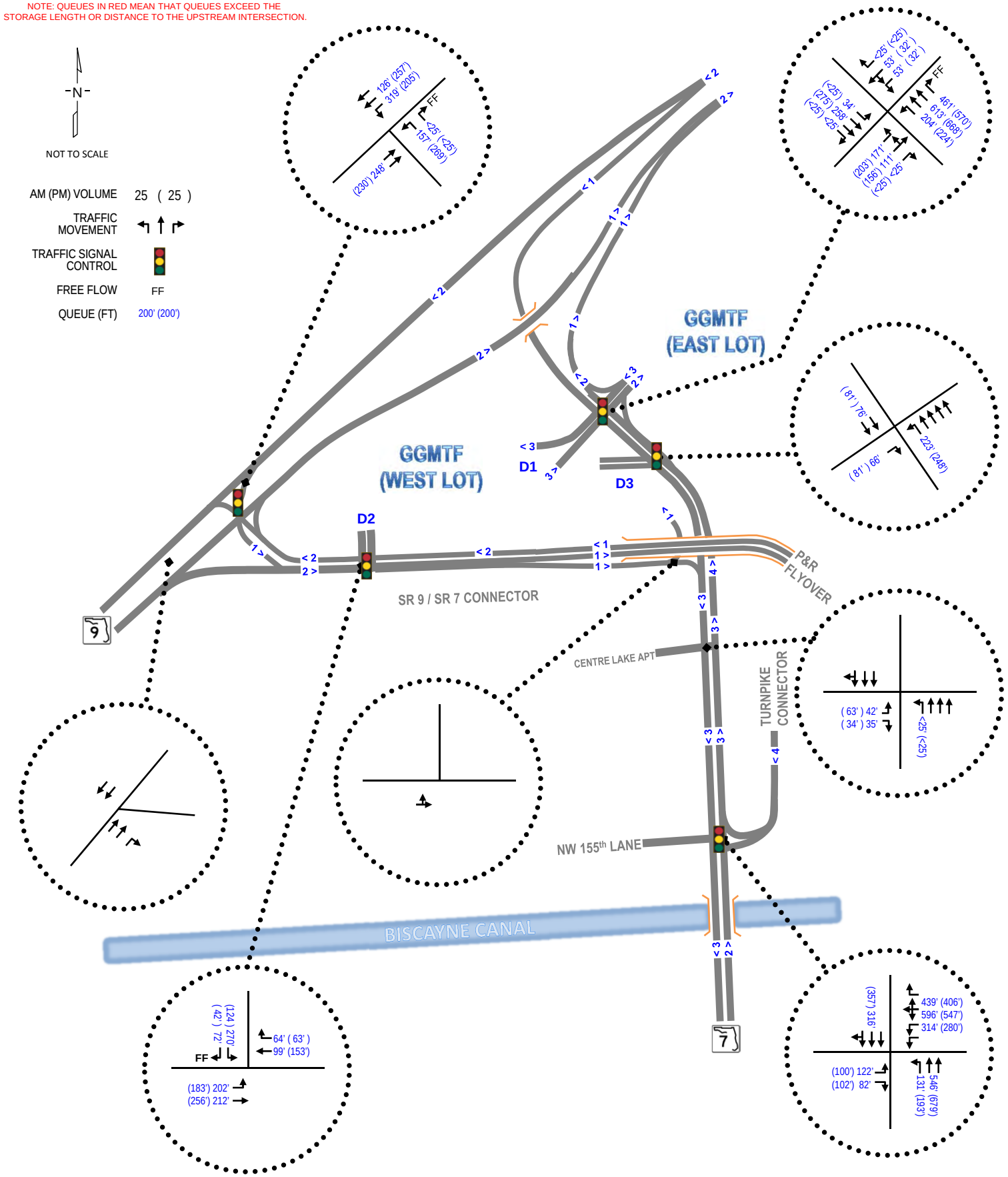


Figure 6.12: Improved Build (Alternative 2) 2030 Queues

6.3 DESIGN YEAR 2040 TRAFFIC OPERATIONAL ANALYSIS

The 2040 AM and PM peak hour traffic operational analysis for No-Build, Concept Build (Alternative 1), and Improved Build (Alternative 2) condition results for the arterial and intersection analyses are summarized in Tables 6.7 through 6.9, and shown on Figures 6.13 through 6.18. Appendix H presents the intersection and arterial analysis worksheets for the 2040 conditions.

Table 6.7
Design Year 2040 – S.R. 7 Arterial Operational Analysis Results

Segment	DIR	No-Build		Concept Build		Improved Build	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Between S.R. 9/S.R. 7 Merge and GGMTF West/East Lot	NB	20 (21)	D (D)	19 (19)	D (D)	24 (20)	C (D)
	SB	8 (7)	**F (F)**	12 (19)	**F** (D)	13 (12)	**F (F)**
Between GGMTF West/East Lot and GGMTF West Lot D3	NB					15 (14)	**E (E)**
	SB					23 (22)	C (D)
Between GGMTF West Lot D3 and S.R. 7/S.R. 9 Connector	NB					24 (21)	C (D)
	SB					30 (28)	C (C)
Between GGMTF West/East Lot and S.R. 7/S.R. 9 Connector	NB	7 (7)	**F (F)**	8 (7)	**F (F)**		
	SB	31 (21)	B (D)	31 (24)	B (C)		
Between S.R. 7/S.R. 9 Connector and Centre Lake Drive	NB	6 (6)	**F (F)**	7 (7)	**F (F)**	30 (27)	C (C)
	SB	39 (10)	A **(F)**	39 (13)	A **(F)**	32 (25)	B (C)
Between Centre Lake Drive and Turnpike Connector	NB	7 (7)	**F (F)**	7 (7)	**F (F)**	25 (23)	C (C)
	SB	7 (3)	**F (F)**	9 (4)	**F (F)**	7 (6)	**F (F)**
South of Turnpike Connector	NB	1 (2)	**F (F)**	2 (2)	**F (F)**	3 (3)	**F (F)**
	SB	23 (22)	C (D)	23 (22)	C (D)	22 (22)	D (D)
Entire Arterial	NB	4 (4)	**F (F)**	4 (4)	**F (F)**	11 (9)	**F (F)**
	SB	13 (7)	**F (F)**	15 (9)	**E (F)**	14 (11)	**E (F)**

Note: AM (PM)

Table 6.8
Design Year 2040 – S.R. 9 Arterial Operational Analysis Results

Segment	DIR	No-Build		Concept Build		Improved Build	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Between S.R. 9/S.R. 7 Merge and S.R. 9 Connector	NB	40 (37)	B (B)	38 (39)	B (A)	35 (37)	C (B)
	SB	46 (45)	B (B)	45 (45)	B (B)	30 (14)	C **(F)**
Between S.R. 9 Connector and S.R. 7/S.R. 9 Connector	NB	52 (46)	A (B)	33 (45)	C (B)	12 (8)	**F (F)**
	SB	46 (44)	B (B)	45 (45)	B (B)	37 (28)	B (C)
South of S.R. 7/S.R. 9 Connector	NB	45 (46)	B (B)	41 (46)	B (B)	34 (36)	C (C)
	SB	46 (46)	B (B)	46 (46)	B (B)	42 (39)	B (B)
Entire Arterial	NB	47 (41)	A (B)	41 (46)	B (B)	27 (23)	D (D)
	SB	46 (45)	B (B)	46 (45)	B (B)	37 (24)	B (D)

Notes: AM (PM)

Table 6.9
Design Year 2040 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2040			Concept Build 2040			Improved Build 2040		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
GGMTF West/East Lot and S.R. 7 (D1)	EBL	**F (F)**	158.3 (267.8)	195 (252)	**F (F)**	208.9 (209.5)	165 (298)	**F (F)**	90.2 (96.9)	112 (153)
	EBLTR	**E (F)**	59.3 (99.8)	317 (271)	**E (E)**	55.5 (71.0)	233 (357)	**F (F)**	90.7 (99.4)	132 (161)
	EBLT									
	EBR									
	WBL	**E (F)**	75.0 (90.6)	<25 (51)	**E (E)**	74.0 (75.0)	<25 (<25)	**E (E)**	74.0 (75.0)	<25 (<25)
	WBT	**F (F)**	108.2 (92.5)	120 (143)	**F (E)**	80.5 (75.7)	62 (32)	**F (E)**	80.5 (75.7)	51 (38)
	WBR	A (B)	1.8 (10.3)	<25 (273)	A (A)	0.6 (0.6)	<25 (<25)	A (A)	0.6 (0.6)	<25 (<25)
	NBL	C (C)	31.5 (28.9)	1317 (1308)	**E (F)**	79.1 (115.3)	1719 (1673)	**F (F)**	88.1 (88.2)	198 (229)
	NBT	**E (F)**	65.7 (90.2)	1401 (1400)	C **(E)**	25.9 (79.7)	1823 (1767)	B (B)	12.3 (15.3)	418 (437)
	NBR	A (A)	2.9 (0.0)	353 (229)	A (A)	0.0 (0.0)	99 (122)	A (A)	0.0 (0.0)	165 (173)
	SBL	**E** (A)	57.8 (9.2)	134 (33)	**F (F)**	87.8 (81.0)	46 (<25)	**F (E)**	87.5 (79.5)	47 (<25)
	SBTR	C (C)	23.7 (24.9)	246 (349)						
	SBT				C (C)	29.1 (31.0)	333 (319)	B (B)	13.9 (15.8)	288 (317)
	SBR				A (A)	8.3 (3.1)	247 (77)	A (A)	1.9 (0.1)	35 (<25)
	ALL	**D (E)**	**50.3 (70.4)**		**C (E)**	**32.0 (71.1)**		**B (B)**	**15.1 (18.9)**	
GGMTF West Lot and S.R. 7 (D3)	EBR							A (A)	0.3 (4.7)	70 (77)
	NBL							A (A)	4.5 (0.4)	290 (319)
	SBT							A (A)	2.6 (2.8)	84 (88)
	ALL							**A (A)**	**1.1 (0.9)**	

Notes: Intersection S.R. 9 and S.R. 9/S.R.7 Connector is stop sign controlled for No-Build and Concept Build; and signalized for Improved Build.
Intersection S.R. 7 and Centre Lake Driveway is stop sign controlled.

Table 6.9 (continued)
Opening Year 2040 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2040			Concept Build 2040			Improved Build 2040		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
S.R. 7 and Turnpike Connector	EBL	F (F)	80.8 (84.9)	122 (91)	F (F)	87.2 (84.9)	141 (107)	F (F)	86.7 (84.9)	129 (103)
	EBR	B (C)	17.6 (22.1)	96 (111)	B (C)	19.1 (22.1)	90 (107)	B (C)	19.0 (22.1)	92 (119)
	WBL	C (C)	23.4 (27.1)	796 (712)	C (C)	27.3 (27.8)	747 (649)	C (C)	28.0 (27.8)	483 (528)
	WBLTR	F (F)	213.3 (286.6)	725 (684)	F (F)	250.2 (295.4)	798 (742)	F (F)	254.8 (292.4)	789 (768)
	WBR	B (A)	11.0 (3.7)	746 (725)	A (A)	3.2 (3.7)	854 (812)	A (A)	3.2 (3.7)	584 (660)
	NBL	F (E)	163.3 (59.1)	580 (579)	E (F)	57.0 (166.2)	549 (571)	E (F)	56.3 (166.2)	572 (557)
	NBT	F (F)	122.3 (81.3)	755 (719)	F (F)	81.6 (98.3)	715 (704)	E (F)	78.8 (98.3)	791 (813)
	SBTR	E (F)	73.6 (183.4)	473 (696)	F (F)	87.5 (102.6)	418 (685)	F (F)	87.2 (108.8)	573 (670)
	ALL	F (F)	**91.7 (126.3)**		F (F)	92.5 (112.4)		F (F)	**92.8 (113.5)**	
S.R. 9 and S.R. 9/S.R. 7 Connector	WBL							D (C)	50.2 (29.8)	156 (273)
	WBT	D (D)	27.1 (31.6)	95 (640)	D (F)	33.1 (73.3)	257 (273)			
	WBR	B (B)	14.4 (14.4)	<25 (<25)	C (D)	18.7 (28.4)	<25 (<25)	A (A)	0.2 (0.5)	<25 (<25)
	NBT	A (A)	0.0 (0.0)	27 (44)	A (A)	0.0 (0.0)	139 (52)	C (C)	27.2 (34.0)	262 (226)
	SBL							C (C)	33.0 (24.9)	309 (193)
	SBT							A (C)	8.0 (22.7)	170 (287)
	ALL	A (B)	**3.1 (11.3)**		A (D)	**5.9 (29.2)**		**B (C)**	**18.5 (22.2)**	

Notes: Intersection S.R. 9 and S.R. 9/S.R.7 Connector is stop sign controlled for No-Build and Concept Build; and signalized for Improved Build.
Intersection S.R. 7 and Centre Lake Driveway is stop sign controlled.

Table 6.9 (continued)
Opening Year 2040 – Intersection Operational Analysis Results

Intersections	DIR	No-Build 2040			Concept Build 2040			Improved Build 2040		
		Synchro		SimTraffic	Synchro		SimTraffic	Synchro		SimTraffic
		LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)	LOS	Delay (sec/veh)	95th Queue (ft)
GGMTF West Lot and S.R. 9/.SR. 7 Connector	EBL				B (A)	15.0 (7.0)	117 (40)	B (A)	15.2 (6.1)	204 (174)
	EBT				B (A)	14.4 (8.1)	146 (104)	B (A)	11.3 (9.2)	222 (259)
	WBT				B (B)	19.0 (16.1)	159 (167)	C (D)	25.7 (45.2)	89 (137)
	WBR				A (A)	7.5 (6.2)	63 (59)	A (B)	8.5 (12.2)	62 (65)
	SBL				B (B)	17.3 (16.5)	240 (321)	D (C)	47.4 (27.8)	271 (117)
	SBR				A (A)	1.8 (6.9)	196 (293)	A (A)	1.7 (6.9)	73 (28)
	ALL				**B (A)**	**12.5 (9.0)**		**B (B)**	**18.2 (12.8)**	
S.R. 7 and Centre Lake Driveway	EBL	**F** (C)	108.8 (17.5)	353 (367)	C (B)	15.2 (14.4)	311 (381)	C (C)	24.3 (23.0)	67 (301)
	EBR	B (A)	11.9 (9.1)	141 (211)	A (A)	9.2 (9.3)	36 (224)	A (A)	8.8 (9.0)	37 (41)
	NBL	B (B)	12.7 (10.9)	155 (113)	B (B)	10.3 (10.6)	117 (81)	B (B)	11.3 (11.6)	26 (<25)
	ALL	**A (A)**	**0.4 (0.1)**		**A (A)**	**0.1 (0.1)**		**A (A)**	**0.1 (0.1)**	

Notes: Intersection S.R. 9 and S.R. 9/S.R.7 Connector is stop sign controlled for No-Build and Concept Build; and signalized for Improved Build.
Intersection S.R. 7 and Centre Lake Driveway is stop sign controlled.

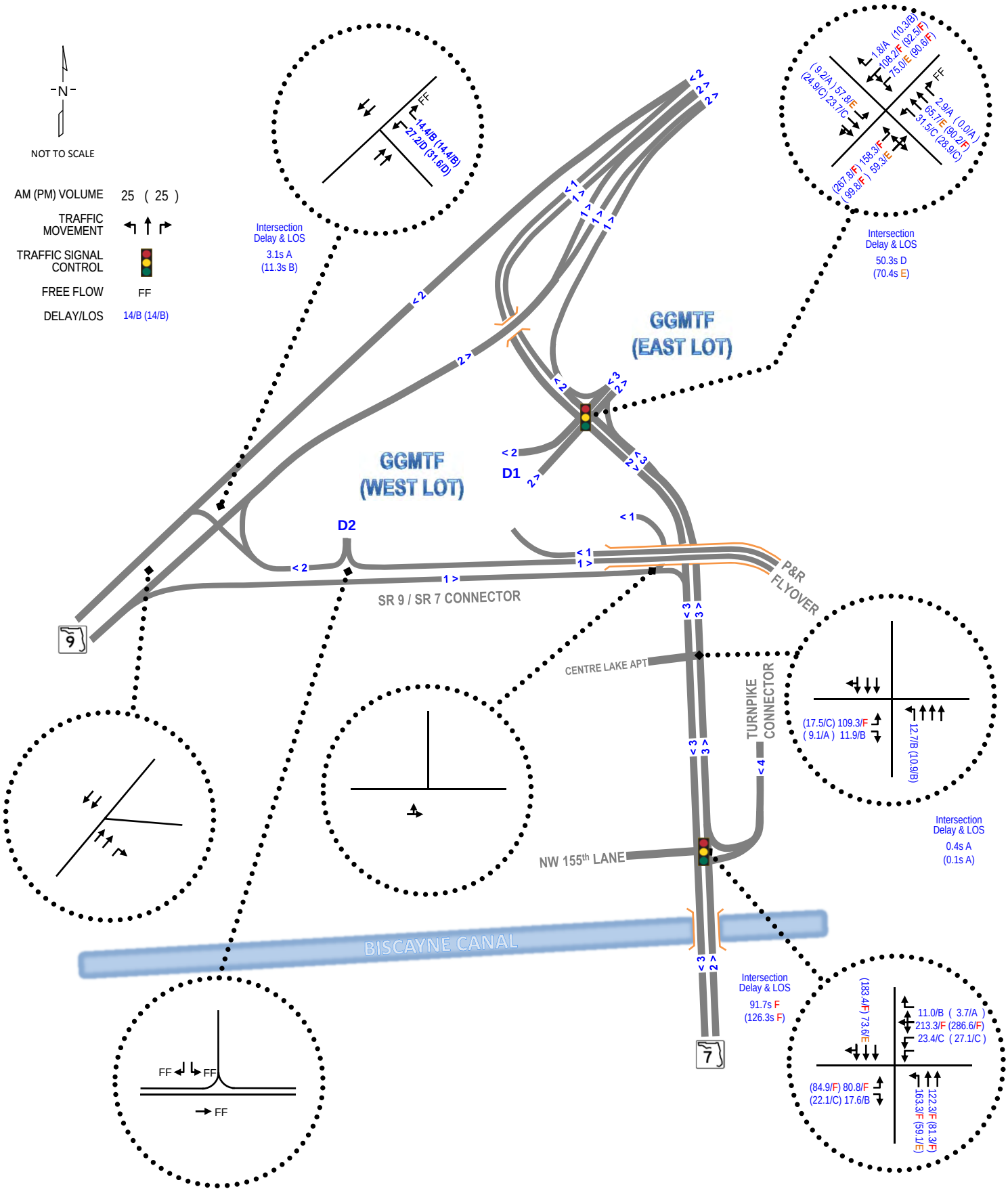


Figure 6.13: No-Build 2040 Delay & LOS

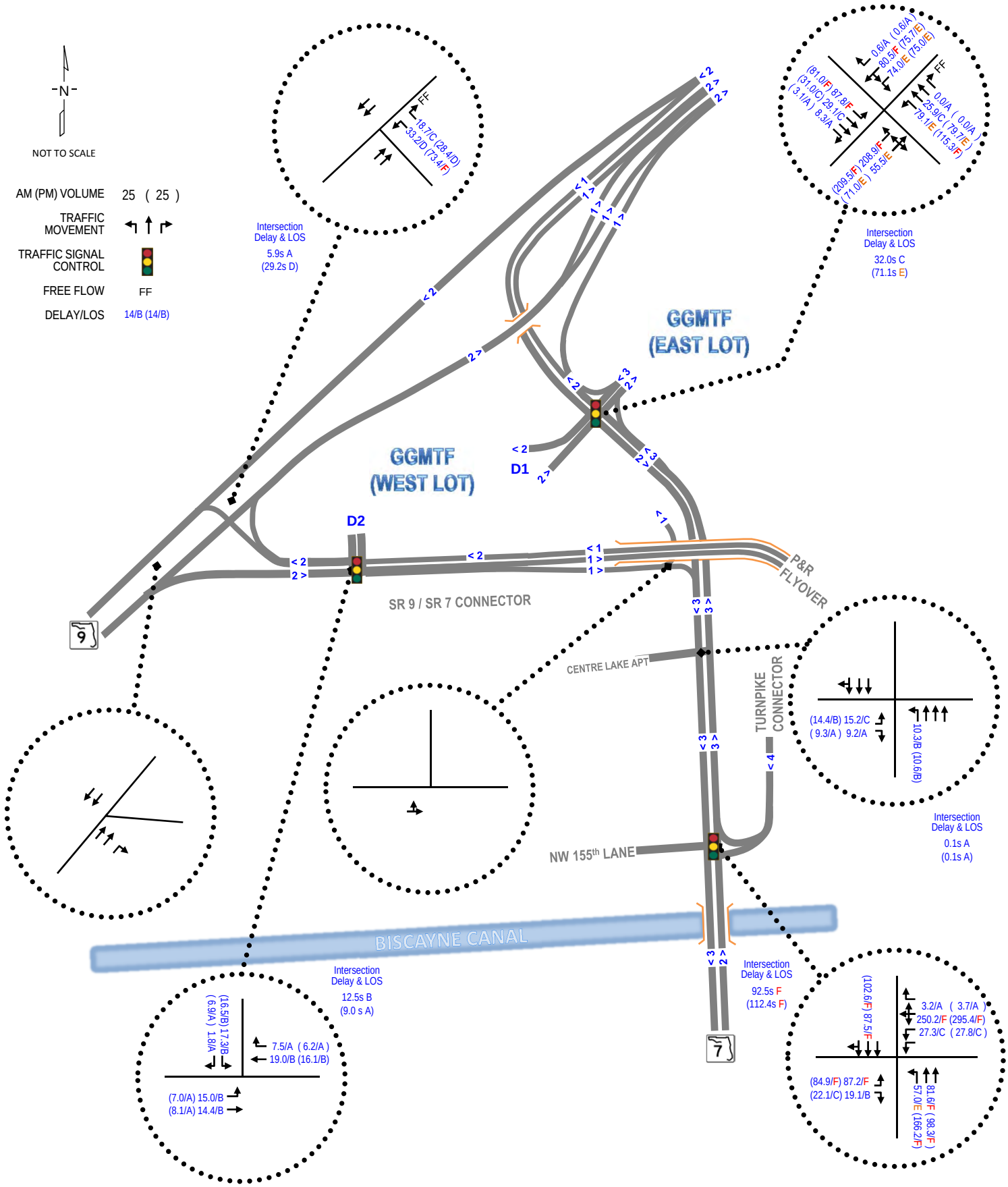


Figure 6.14: Concept Build (Alternative 1) 2040 Delay & LOS

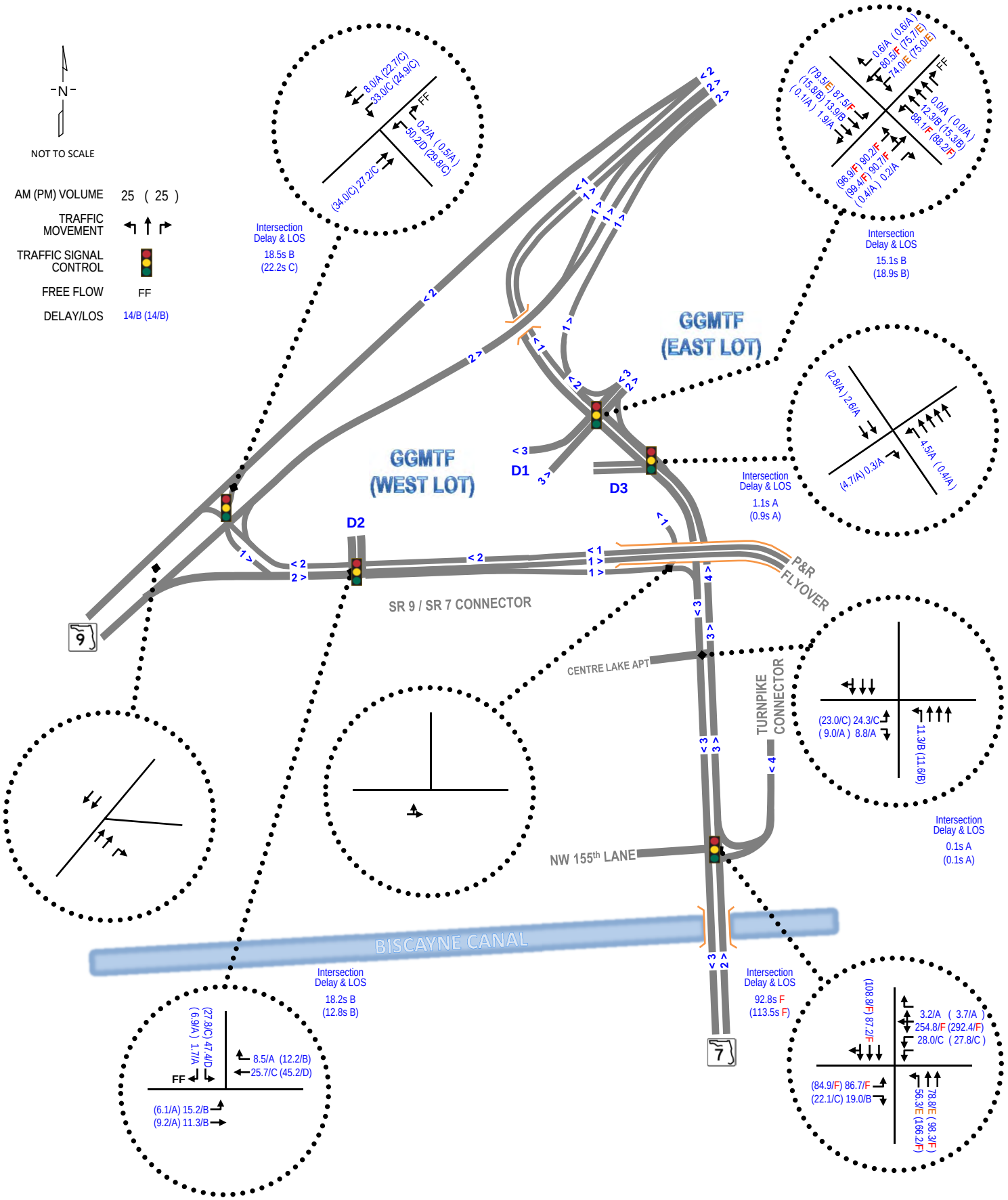


Figure 6.15: Improved Build (Alternative 2) 2040 Delay & LOS

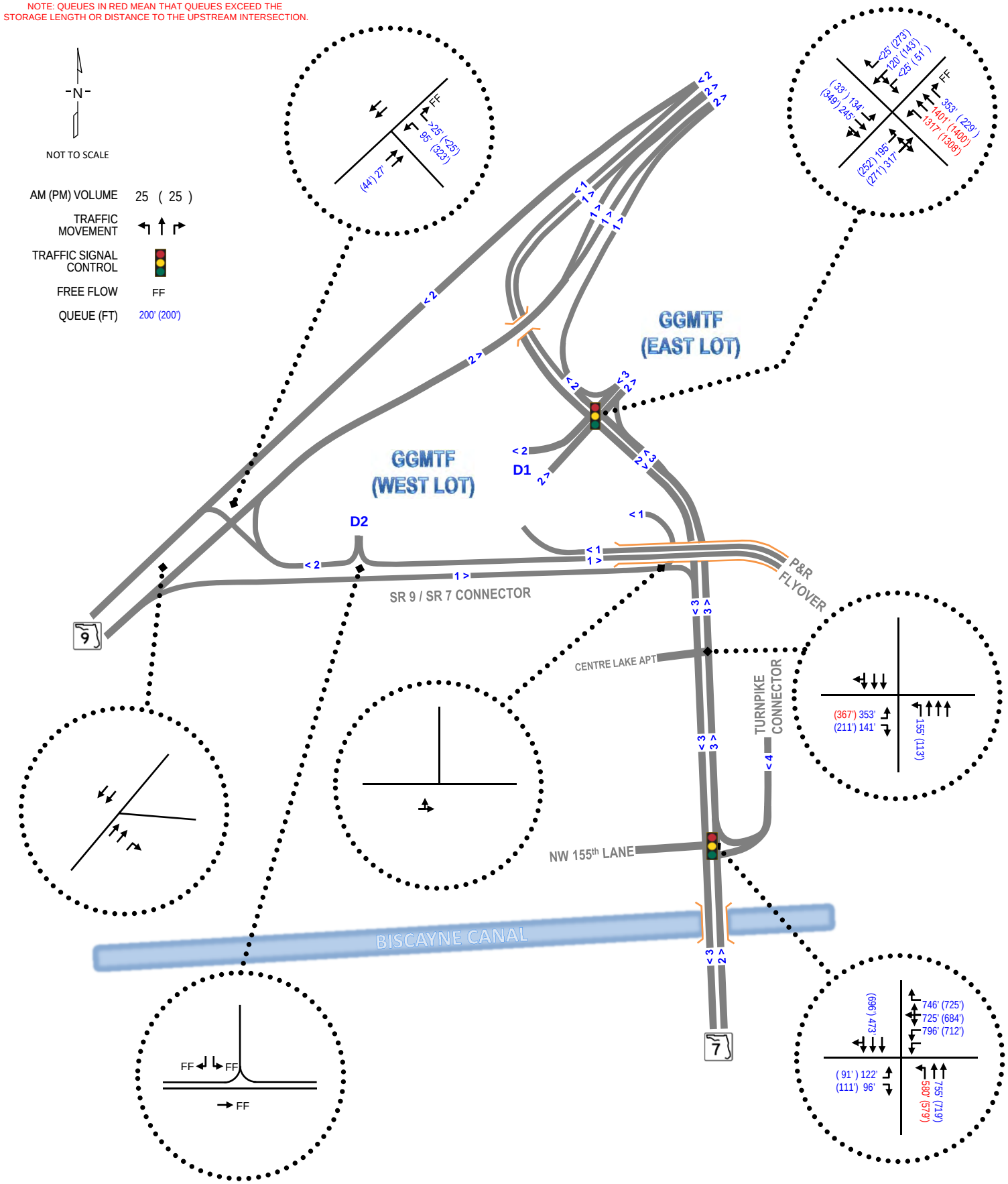


Figure 6.16: No-Build 2040 Queues

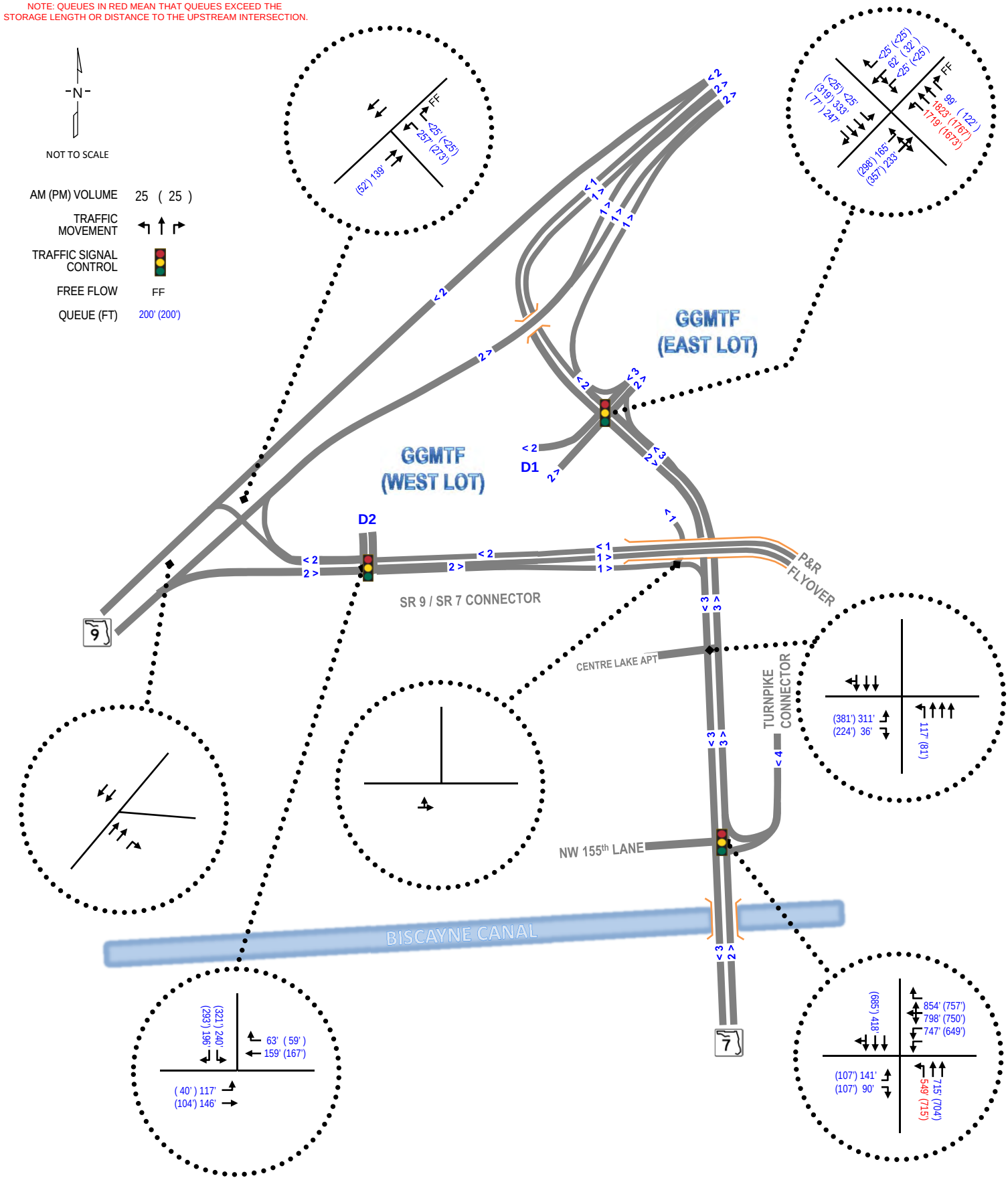


Figure 6.17: Concept Build (Alternative 1) 2040 Queues

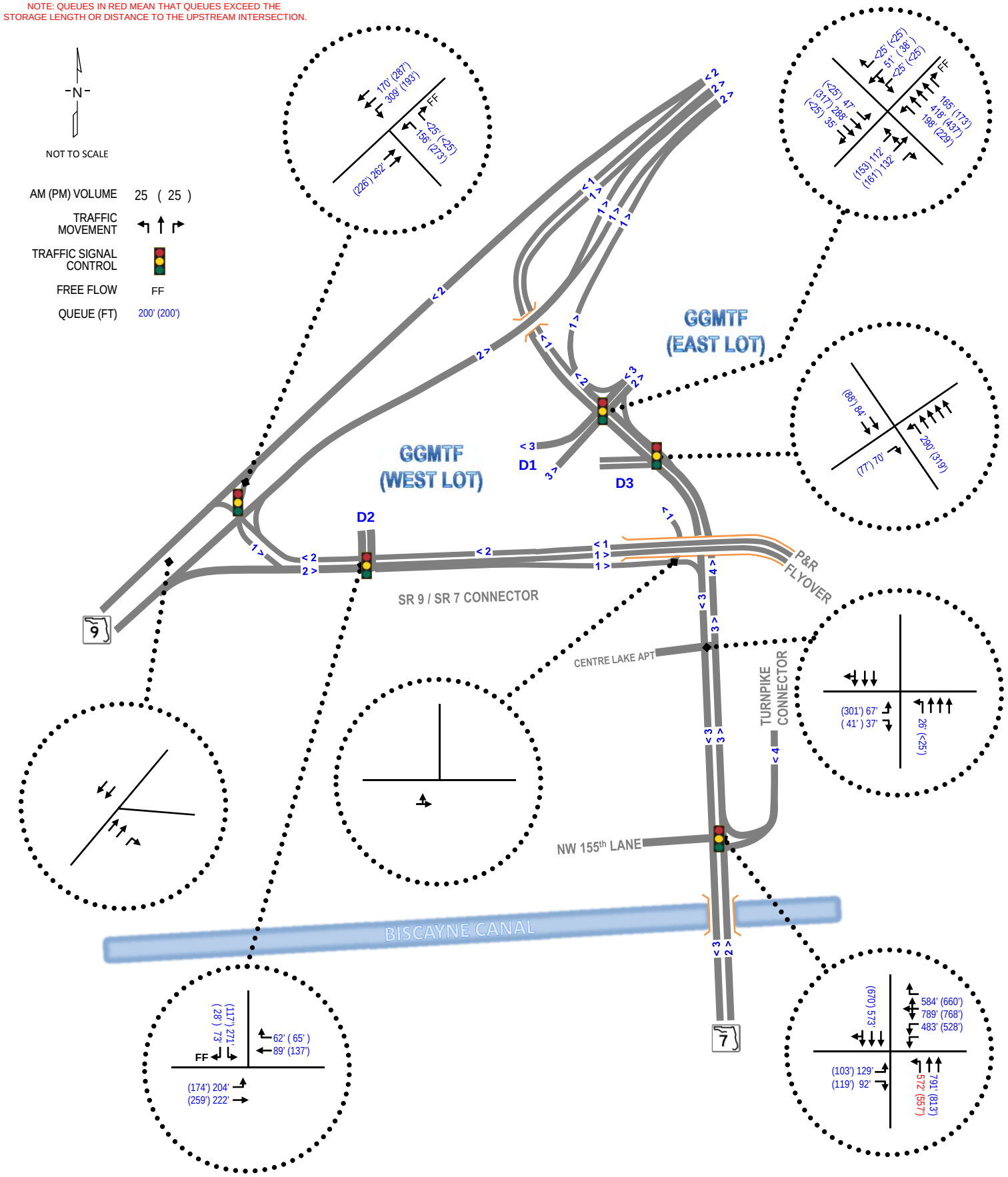


Figure 6.18: Improved Build (Alternative 2) 2040 Queues

In general, the internal site circulation review and Synchro/SimTraffic LOS, Delay, and 95th Queue analyses indicate that Concept Build (Alternative 1) maintains overall intersection LOS comparable to the Golden Glades Interchange PD&E Study except as follows:

- *S.R. 9 at S.R. 7/S.R. 9 Connector Intersection:* queue lengths increase on the westbound approach for the AM and PM peak periods.
- *S.R. 7 at GGMTF East/West Lot Driveway Intersection:* queue lengths increase on the eastbound approach for AM and PM peak periods.
- *S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway Intersection:* signal control is introduced at this location, which has free-flow movements under existing conditions. The analysis indicates significant queuing would be experienced by the southbound approach.

Recommendations for consideration to improve traffic operations are outlined below and are included in Improved Build (Alternative 2) analysis:

- *S.R. 9 at S.R. 7/S.R. 9 Connector Intersection:* Provide coordinated signalization and allow southbound left-turns. As existing and currently planned, this intersection is stop sign controlled and southbound left-turns are accommodated as U-turns at the median opening approximately 1,050' downstream of the intersection. The analysis indicates that the Westbound left turn movements would experience significant delays and queuing. The 2013 GGI PD&E seems to indicate a latent demand to access I-95 southbound flyover to the Express Lanes. If implemented this signal needs to be coordinated with the new signal at S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway to reduce weaving conflicts.
- *S.R. 7 at GGMTF East/West Lot Driveway:* Provide an additional northbound through lane to reduce northbound queues and improve traffic operations. Provide an additional eastbound driveway approach lane. The current concept includes two lanes with approximately 150' of storage. No-Build Synchro analysis indicated the two-lane approach configuration would have a queue length of approximately 230'. To maintain queue lengths within the provided driveway length (200') in the concept, three approach lanes would be required.
- *S.R. 7 at West Lot South Driveway:* Provide an additional access point to the West Lot along S.R. 7. This additional signalized driveway would alleviate the intersection of *S.R. 7 at GGMTF East/West Lot Driveway* by providing alternative route to the northbound left-turn and eastbound right-turn to and from the GGMTF. The alternative access would also improve internal circulation by providing a more the direct route to a significant portion of the parking spaces, which are provided in the garage structure.
- *S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway:* Maintain existing southbound right turn free-flow condition. Although the Synchro intersection analysis indicates adequate operations with the new traffic signal control, the simulation indicates significant southbound right queues. The Synchro analysis indicates that there is sufficient capacity to adjust signal timing to reduce queuing as necessary; however, maintaining the existing free-flow condition would provide better conditions.

  Lengthen weave distance between this access and S.R. 9. Increase the weaving length between the two intersections by reducing the westbound right radius at S.R. 9.

Other observations (outside of the GGMTF scope) worth noting for the District's consideration are included below:

- All locations where new signalization is being considered will require a Signal Warrant Analysis (S.R. 7/S.R. 9 Connector at GGMTF West Lot Driveway, S.R. 9 at S.R. 7/S.R. 9 Connector, and S.R. 7 at GGMTF West Lot South Driveway).
- *S.R. 7 at Centre Lake Apartments Driveway:* Future SimTraffic analyses at this location under both the No-Build and Build Alternative 1 indicate that eastbound left-turns exiting this driveway would not have adequate gaps to enter S.R. 7 during the peak hours. Consideration should be given to future mitigation.
- *S.R. 7 at Turnpike Connector:* The relocated off-ramp (from 550' south of the GGMTF driveway to 1,700' south and aligning with NW 155th Lane) does improve the study area traffic operations. However, the analysis still shows significant delays, queuing and unacceptable LOS F for several movements. Consideration should be given to future mitigation.

The main contributor to these operational deficiencies is the GGI PD&E DDHV westbound right-turn volume forecast (1,962 AM/2,078 PM) over existing volumes (Existing 921 AM/764 PM). Therefore, the impact is observed on the No-Build and the two Build alternatives. With additional options for the completion of this movement (the proposed flyover) in the future, confirmation of the demand should be a consideration in determining additional mitigation improvements in the future. Also if demand is confirmed, a southbound off-ramp to Miami Gardens Drive may provide relief in the future.

APPENDIX F

STATE HISTORIC PRESERVATION OFFICER CONCURRENCE LETTER

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309-3421

JIM BOXOLD
SECRETARY

June 21, 2016

Dr. Timothy A. Parsons
Director of Cultural and Historical Programs
Division of Historical Resources and
State Historic Preservation Officer
R. A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

Addendum to the Cultural Resource Assessment Survey of the Golden Glades Multimodal Transportation Facility Interchange Project Development and Environment Study, Miami-Dade County, Florida
Financial Project ID Number: 428358-1-22-01

Attention: Ginny Jones, Compliance Review Architectural Historian

Dear Dr. Parsons:

Please find the Addendum to the Cultural Resource Assessment Survey (CRAS) of the Golden Glades Multimodal Transportation Facility Interchange Project Development and Environment (PD&E) Study, Miami-Dade County, Florida (Financial Project ID [FPID] Number: 428358-1-22-01). In 2004, the CRAS of the Golden Glades Multimodal Transportation Facility Interchange PD&E Study, Miami-Dade County, Florida (Janus Research 2004) was prepared for FDOT, District 6. The purpose of the 2004 study was to identify cultural resources within the area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register), in relation to proposed enhancements of the existing Golden Glades Multimodal Transportation Facility.

The objectives of the current CRAS addendum was to identify any cultural resources within the project APE which have become historic since the 2004 study, and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4. This assessment complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-655, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303); Chapter 267, Florida Statutes; and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of

Historical Resources' (FDHR) Cultural Resource Management Standards and Operational Manual (February 2003).

The archaeological APE has been previously surveyed for archaeological resources and as a result was determined to exhibit low archaeological site potential. No archaeological sites were identified within the APE as a result of these past surveys and the updated search of the FMSF and local data noted that no archaeological resources have been recorded within the APE since the past survey work was conducted.

The historic resources survey for this addendum resulted in the identification of three previously recorded historic resources (8DA10753, 8DA12820, and 8DA13012) and one newly recorded historic resource (8DA14814). The Seaboard Air Line (CSX) Railroad (8DA10753) was previously determined National Register–eligible by the SHPO. Both the Royal Crest building/15890 NW 7th Avenue (8DA12820) and FDOT Bridge No. 870159 (8DA13012) have been determined National Register–ineligible by SHPO. The remaining newly recorded FDOT Bridge No. 870044 (8DA14814) is considered National Register–ineligible as part of the current study.

We kindly request that the cover letter and document are reviewed, and concurrence is provided by your office. This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at Barbara.Culhane@dot.state.fl.us or (305) 470-5231.

Sincerely,

Barbara Culhane, M.S., A.I.C.P.
District Cultural Resources Coordinator

The Florida State Historic Preservation Officer finds the attached report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2016-2916.

J. Aldridge Deputy SHPO

For: **Timothy A. Parsons, Ph.D.**
Director, Division of Historical Resources
State Historic Preservation Officer

7/20/2016
Date

Memo

To: Barbara Culhane, District Cultural Resources Coordinator/Environmental Supervisor II, FDOT District 6
CC: Nicole Carter, Associate, Stantec
From: Sarah K. Edwards, Cristina Echazabal, and Adam M. Schieffer, Janus Research
Date: March 17, 2016
Re: Addendum to the Cultural Resource Assessment Survey of the Golden Glades Multimodal Transportation Facility Interchange Project Development and Environment Study, Miami-Dade County, Florida (Financial Project ID Number: 428358-1-22-01)

At the request of the Florida Department of Transportation (FDOT), District 6, Janus Research conducted the *Addendum to the Cultural Resource Assessment Survey (CRAS) of the Golden Glades Multimodal Transportation Facility Interchange Project Development and Environment (PD&E) Study, Miami-Dade County, Florida (Financial Project ID [FPID] Number: 428358-1-22-01)*. In 2004, the *CRAS of the Golden Glades Multimodal Transportation Facility Interchange PD&E Study, Miami-Dade County, Florida* (Janus Research 2004) was prepared for FDOT, District 6. The purpose of the 2004 study was to identify cultural resources within the area of potential effect (APE) and assess their eligibility for listing in the *National Register of Historic Places* (National Register), in relation to proposed enhancements of the existing Golden Glades Multimodal Transportation Facility (GGMTF) (Figure 1). The State Historic Preservation Officer (SHPO) concurred with the findings of the previous study on June 16, 2004 (Attachment A).

The objectives of the current CRAS addendum was to identify any cultural resources within the project APE which have become historic since the 2004 study, and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4. This assessment complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); Chapter 267, *Florida Statutes*; and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003).

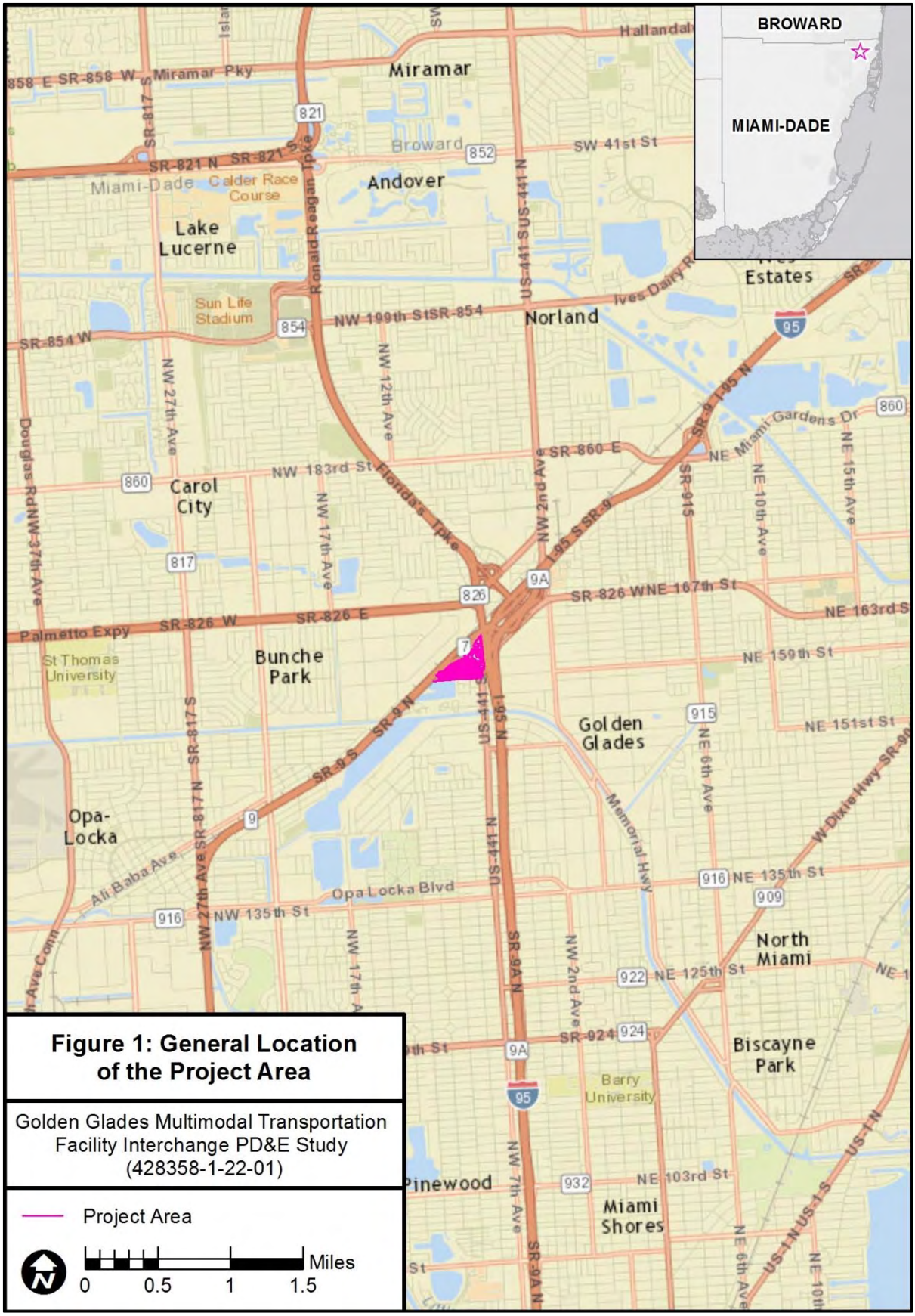


Figure 1: General Location of the Project Area

Golden Glades Multimodal Transportation Facility Interchange PD&E Study (428358-1-22-01)

Project Area

0 0.5 1 1.5 Miles

Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P. Archaeological investigations were conducted under the direction of Adam M. Schieffer, M.A.

The current report provides limited background information and other data pertinent to this investigation. A complete prehistoric and historic context for the project area and a discussion of the environmental setting can be found in the *CRAS of the Golden Glades Multimodal Transportation Facility Interchange PD&E Study, Miami-Dade County, Florida* (Janus Research 2004) and has not been repeated for the purposes of this CRAS addendum.

PROJECT DESCRIPTION

The project area is located in the southwest quadrant of the Golden Glades Interchange (GGI) in northern Miami-Dade County. It consists of two FDOT owned Park-and-Ride (PNR) lots bordered by the South Florida Rail Corridor (SFRC) to the north, State Road (SR) 9A (I-95) to the east, and NW 159th Street/block to the south, in Sections 13 and 14 of Township 52 South, Range 41 East on the North Miami (1988) United States Geological Survey (USGS) quadrangle map.

The GGMTF PD&E study completed in 2006 was conducted to determine the most efficient and environmentally friendly design concept that would enhance the transit functions of the existing PNR facility. The existing West lot and East lot of the PNR facility are separated by US 441/SR 7/NW 7 Avenue and are deficient in its multimodal connectivity, transfer efficiency, accessibility, comfort and convenience, safety and security, capacity and aesthetics. Improvements are needed to address all of these deficiencies, as population is expected to increase by over 30% and employment by over 40%, countywide, according to the Miami-Dade 2040 Long Range Transportation Plan (LRTP).

The PNR currently accommodates the following transportation modes: South Florida Regional Transportation Authority (SFRTA) commuter trains; Miami-Dade Transit (MDT) and Broward County Transit (BCT), express/local buses; Greyhound intercity buses; and carpool commuters utilizing the PNR lots. The existing layout of the facility results in excessive walking distances which are disincentive in using public transit. The current facility also has operational and maintenance deficiencies. Transfers between the different modes (bus and trains) have a long distance between transfer points and need to be more efficient in terms of schedule coordination and for providing basic passenger services (e.g., traveler information systems).

The existing access and egress to the PNR is complex and confusing, particularly for commuters traveling to and from the north. As a result, specific ramp configurations and signage will need to be updated to further enhance entry/exit points. Furthermore, consideration should be given for providing bus signal priority at key signalized intersections to improve entry and exit by public transit modes. The access roadways are deficient in terms of design criteria, capacity, and the ability to accommodate future growth within the study area.

The current PNR facility lacks the basic comfort and convenience features that would make this facility attractive to commuters. Transfers are not within environmentally protected corridors (e.g., covered walkways) and waiting areas do not provide protection from inconvenient weather/climate conditions. Other lacking amenities at the site are: phone service, portable water, restrooms, etc., as well as an upgraded security service to provide the commuter a comfortable sense of safety and security for themselves and their parked vehicles. Lastly, the overall aesthetics of the PNR need to be upgraded to be more visible from the neighboring interstate highways/arterials and to serve as a gateway to Miami-Dade County.

In 2010 and 2012, the Miami-Dade Metropolitan Planning Organization (MPO) conducted two studies that identified a severe truck parking shortage in Miami-Dade County. In 2014, the FDOT completed a Conceptual Alternatives Evaluation for the GGMTF that recommended design concepts for a new multimodal transportation facility and truck travel center to satisfy the provisions identified in the Miami-Dade MPO studies, needs identified by MDT and commitments established during the 2006 PD&E study.

AREA OF POTENTIAL EFFECT

The project APE considered the APE utilized for the previous 2004 CRAS (Janus Research 2004). During the 2004 study, the historic resources APE extended approximately 150 feet from the irregular boundaries formed by the SFRC and SR 9 to the north, SR 9A (I-95) to the east, and NW 157th Street to the south. The historic resources APE for the current addendum differs slightly in that it extends 150 feet from the footprint of the proposed improvements.

The archaeological APE focused upon identifying and evaluating resources within the geographic limits of the proposed improvements and associated ground disturbing activities. The archaeological APE, therefore, is confined to the footprint of those areas where subsurface construction activity will take place. This is consistent with previous surveys associated with the GGMTF (Janus Research 2004, 2014a).

METHODS

An updated archaeological and historical literature and background search was conducted to determine the types, chronological placement, and location patterning of cultural resources within the project APE and determine whether any additional cultural resources had been recorded within the project APE since the previous survey was conducted. This investigation included a search of county and local site inventories, unpublished cultural resource management (CRM) reports, and analysis of historic mapping.

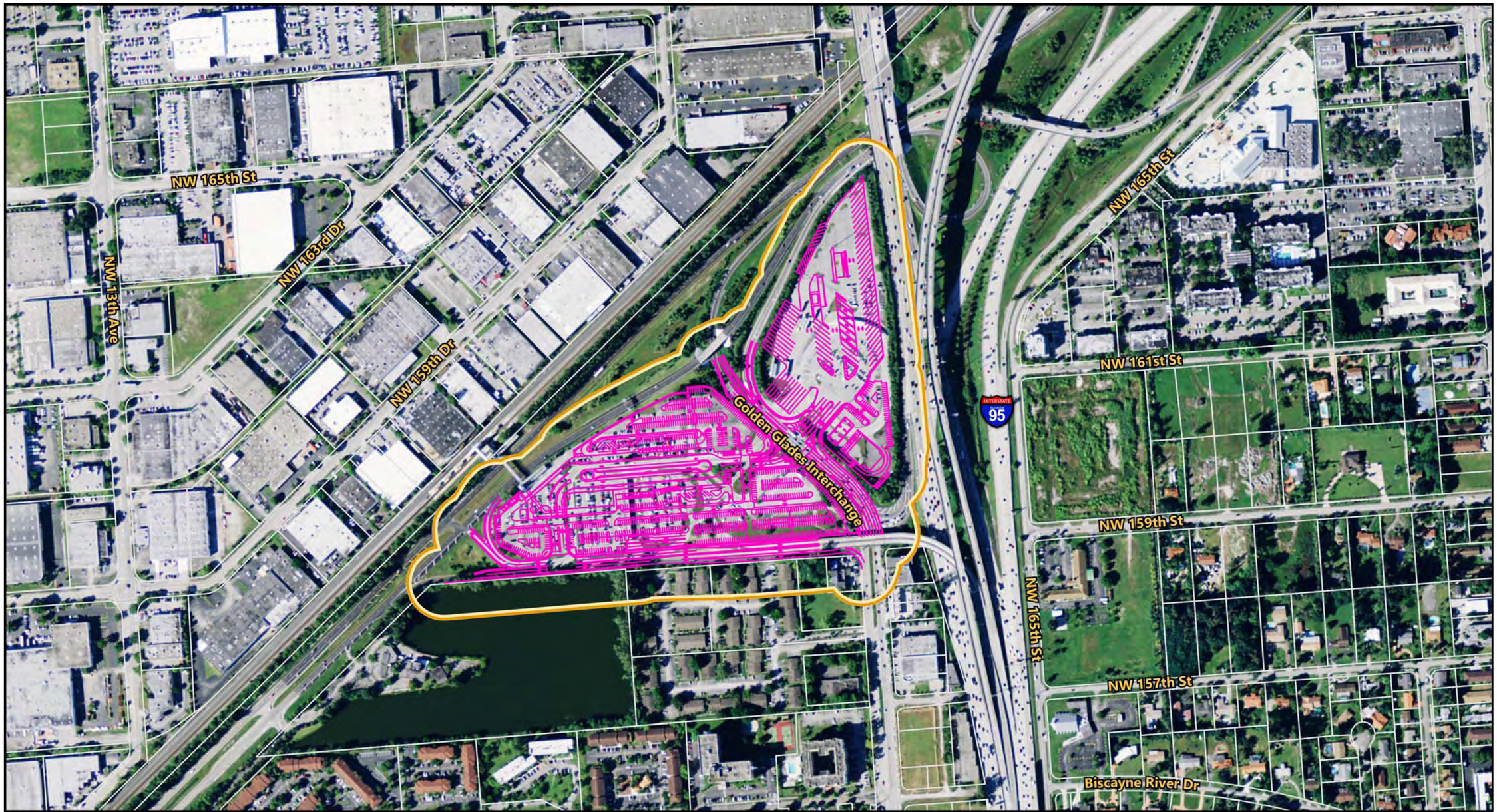


Figure 2: Project APE

Golden Glades Multimodal Transportation Facility Interchange PD&E Study (428358-1-22-01)

Archaeological APE

Historic Resources APE

Note: The archaeological APE is limited to the footprint of subsurface improvements.

Meters
0 100 200

Feet
0 250 500

Background research methods also included a search of the Florida Master Site File (FMSF) to identify cultural resources that are listed in, determined eligible for, or considered eligible for listing in the National Register and resources with potential or confirmed human remains. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the SHPO about the significance of a resource.

An architectural historian conducted a field survey of the current addendum APE in order to ensure that any cultural resources within the project APE which have become historic since the 2004 study (built prior to or in 1968) were identified, properly mapped, and photographed. FMSF forms were filled out for any newly identified historic resources (Attachment B). FMSF forms were not updated for the previously recorded historic resources, as there were no notable changes since their previous recordation that would alter their present National Register statuses.

DESKTOP ANALYSIS

A review of Miami-Dade County Property Appraiser records, previous surveys, and other relevant historical research materials was conducted to determine the potential for significant archaeological and historic resources within the project APE.

Previously Conducted Cultural Resource Surveys

A search of the FMSF data identified nine previously conducted cultural resource surveys that intersect the project corridor (Table 1). FMSF Manuscript No. 340, 602, and 2127 are county-wide surveys. The majority of the identified cultural resource surveys are directly related to improvements of the GGI (FMSF Manuscript Nos. 1581, 10203, 19700, 20933, 21076, and 21735). FMSF Manuscript No. 10203, the *CRAS of the Golden Glades Multimodal Transportation Facility Interchange PD&E Study, Miami-Dade County, Florida* (Janus Research 2004) is the original study for which the current report serves as an addendum. FMSF Manuscript Nos. 19700, 21076, and 21735 were conducted in support of the GGMTF. Improvements of the Ultimate GGI Master Plan aim to facilitate the redevelopment of the multimodal facility by removing traffic from the southbound turnpike connector ramp to SR 9A (I-95), which would provide additional capacity for the multimodal traffic along SR 7/US 441, thereby improving access and mobility to the multimodal facility.

The archaeological APE is partially or entirely encompassed within the boundaries of three previous Janus Research surveys (FMSF Manuscript No. 10203, 19700, and 21735). As a result of these previous surveys, no archaeological resources were identified within the current archaeological APE and the current APE was determined to have a low probability for containing archaeological sites due to the lack of natural soils and the level of soil disturbance resulting from urban development. No subsurface testing was feasible during any of these past surveys due to the presence of pavement, landscaping, berms, and underground utilities. The SHPO concurred with these results for each of the three Janus Research surveys.

Table 1. Previous Surveys Containing or Partially Containing the Project APE

Survey #	Title	Author(s)	Publication Date
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
602	Dade County Historic Survey	Carr, Robert and Ivan Rodriguez	1981
1581	Proposed Functional Improvements to the GGI as well as Construction of High Occupancy Vehicle Lane	Browning, William D.	1988
2127	Dade County Historic Survey, Phase II: Final Report	Metropolitan Dade County	1989
10203	CRAS of the GGI Multimodal Transportation Facility Interchange PD&E Study, Miami-Dade County, Florida	Janus Research	2004
19700	CRAS of the GGI PD&E Study	Janus Research	2012
20933	Section 106 Evaluation and Determination of Effects for the GGI PD&E Study	Janus Research	2014
21076	CRAS for the SR 826/Palmetto Expressway PD&E Study from I-75 to the GGI, Miami-Dade County, Florida	Janus Research	2014
21735	Addendum to the CRAS of the GGI PD&E Study for Improvements Associated with the CRAS for the SR 826/Palmetto Expressway PD&E Study from I-75 to GGI, Miami-Dade County, Florida	Janus Research	2014

Previously Recorded Archaeological Sites

An updated search of FMSF data and in-house local data identified no previously recorded archaeological sites within the archaeological APE. In addition, no Miami-Dade County archaeological sites or zones are located within the archaeological APE

Previously Recorded and Potential Historic Resources

A search of the records of the FMSF identified three previously recorded historic resources (8DA10753, 8DA12820, and 8DA13012) within the APE for the addendum (Table 2). The Royal Crest building (8DA12820), located at 15890 NW 7th Avenue, was determined ineligible for listing in the National Register by SHPO as part of the 2012 *CRAS of the GGI PD&E Study* (FMSF Manuscript No. 19700; Janus Research 2012). The tracks and railway bed of the Seaboard Air Line (CSX) Railroad (8DA10753) are not physically located within the APE; however, the right of way associated with the railroad intersects the current APE and therefore, this resource is located inside the boundaries of the study. The Seaboard Air Line (CSX) Railroad has been determined National Register–eligible by SHPO. FDOT Bridge No. 870159 (8DA13012) was recorded as part of the 2014 *CRAS for the SR 826/Palmetto Expressway PD&E Study from I-75 to the GGI, Miami-Dade County, Florida* (FMSF Manuscript No. 21076; Janus Research 2014b), and was subsequently determined ineligible for listing in the National Register by SHPO.

Table 2. Previously Recorded Historic Resources within the Project APE

FMSF #	Name / Address	Resource Type	National Register Evaluation
8DA10753	Seaboard Air Line (CSX) Railroad	Historic Railroad Segment	Determined National Register–eligible
8DA12820	Royal Crest / 15890 NW 7th Avenue	Masonry Vernacular	Determined National Register–ineligible
8DA13012	FDOT Bridge No. 870159	Historic Highway Bridge	Determined National Register–ineligible

The original 2004 study (FMSF Manuscript No. 10203) resulted in the identification of one National Register–ineligible historic building, located at 15721 NW 7th Avenue (8DA5388); however, the building is noted as destroyed in FMSF records. The now non-extant building would not have been located within the current addendum APE boundaries.

The Sunshine State Industrial Park Historic District (8DA14288), was recorded as part of FMSF Manuscript No. 21735 (Janus Research 2014b), and subsequently determined National Register–eligible by SHPO. It is located in proximity to the current addendum APE, but is not located inside the boundaries of the APE. The district was determined eligible for listing in the National Register in 2014 due to its associative and architectural significance as an example of a planned industrial park in Miami Gardens containing examples of Miami Modern (MiMo) style industrial and commercial buildings.

A search of the Miami-Dade County property appraiser records was also conducted to assess the potential for unrecorded historic buildings within the historic resources APE. The search identified no parcels with actual year built (AYRB) of 1968 and earlier that would be indicative of potentially containing unrecorded historic structures within the APE. A review of the FDOT bridge records identified the potential for one unrecorded historic bridge, FDOT Bridge No. 870044 (FDOT, Office of Maintenance 2016).

Historic Resource Survey Results

The historic resources survey for this addendum resulted in the identification of three previously recorded historic resources (8DA10753, 8DA12820, and 8DA13012) and one newly recorded historic resource (8DA14814). The Seaboard Air Line (CSX) Railroad (8DA10753) was previously determined National Register–eligible by the SHPO for its contributions to the patterns of development and transportation in Florida. The Royal Crest building (8DA12820) is representative of a common Masonry Vernacular style building, which has sustained modifications, and does not possess significant historical associations. Due to this, SHPO determined that the building was ineligible for listing in the National Register on February 8, 2013. FDOT Bridge No. 870159 (8DA13012), a commonly engineered multi-beam/girder bridge which lacks significant historical associations, was determined ineligible for listing in the National Register on July 30, 2014 by SHPO.

Newly recorded FDOT Bridge No. 870044 (8DA14814) is another example of a multi-beam/girder constructed bridge, and much like previously recorded FDOT Bridge No. 870159 (8DA13012), it is representative of a common highway bridge, one of many that exist in the State of Florida. This resource is considered ineligible for listing in the National Register.

Table 3 is a listing of all identified historic resources. The physical location of each resource is depicted on aerial mapping (Figure 3). A photograph and expanded discussion of newly recorded FDOT Bridge No. 870044 (8DA14814) is also included (Figure 4).

Table 3. Identified Historic Resources within the Project APE

FMSF No.	Site Name/Address	Style	Year Built	National Register Evaluation
8DA10753	Seaboard Air Line (CSX) Railroad	Historic Railroad Segment	c. 1925	Determined National Register–eligible
8DA12820	Royal Crest / 15890 NW 7th Avenue	Masonry Vernacular	c. 1960	Determined National Register–ineligible
8DA13012	FDOT Bridge No. 870159	Historic Highway Bridge	c. 1965	Determined National Register–ineligible
8DA14814	FDOT Bridge No. 870044	Historic Highway Bridge	c. 1963	Considered National Register–ineligible

8DA14814 FDOT Bridge No. 870044

FDOT Bridge No. 870044 is a 1963 constructed highway bridge, which carries northeast-bound SR 9 over south-bound SR 7 in Section 14 of Township 52 South, Range 41 East on the North Miami (1988) USGS quadrangle map, in the City of Miami Gardens, Miami-Dade County, Florida (Figure 4). It is a two-lane vehicular concrete multi-beam/girder pre-stressed concrete bridge with a monolithic cast-in-place concrete deck system. Deck width is approximately 34 feet. The bridge features three main spans, with no approach spans, and is approximately 155 feet in total length. The roadway width of FDOT Bridge No. 870044 is approximately 28 feet. There is approximately two foot concrete curbing at either side of the bridge, and no sidewalks. Simple concrete walls with metal railings are incorporated. The bridge substructure consists of concrete piers and abutments. The bridge was constructed in relation to improvements of the GGI that occurred during the early 1960s, after the GGI was declared obsolete in the mid-1950s (Oswald 1964).

FDOT Bridge No. 870044 is of a concrete multi-beam/girder bridge design. *A Context for Common Historic Bridge Types* was prepared in 2005 by Parsons Brinckerhoff and Engineering and Industrial Heritage for the National Cooperative Highway Research Program Transportation Research Council National Research Council. The purpose of the context was to provide an aid for assessing the technological and historic significance of bridge types within the United States, and provide a picture of the bridge types which are more common and those which are less common. The context covers bridges constructed in the United States through 1955, and describes the history and significance of beam/girder designed bridges. Although this bridge was constructed slightly after this time period, the context remains applicable.

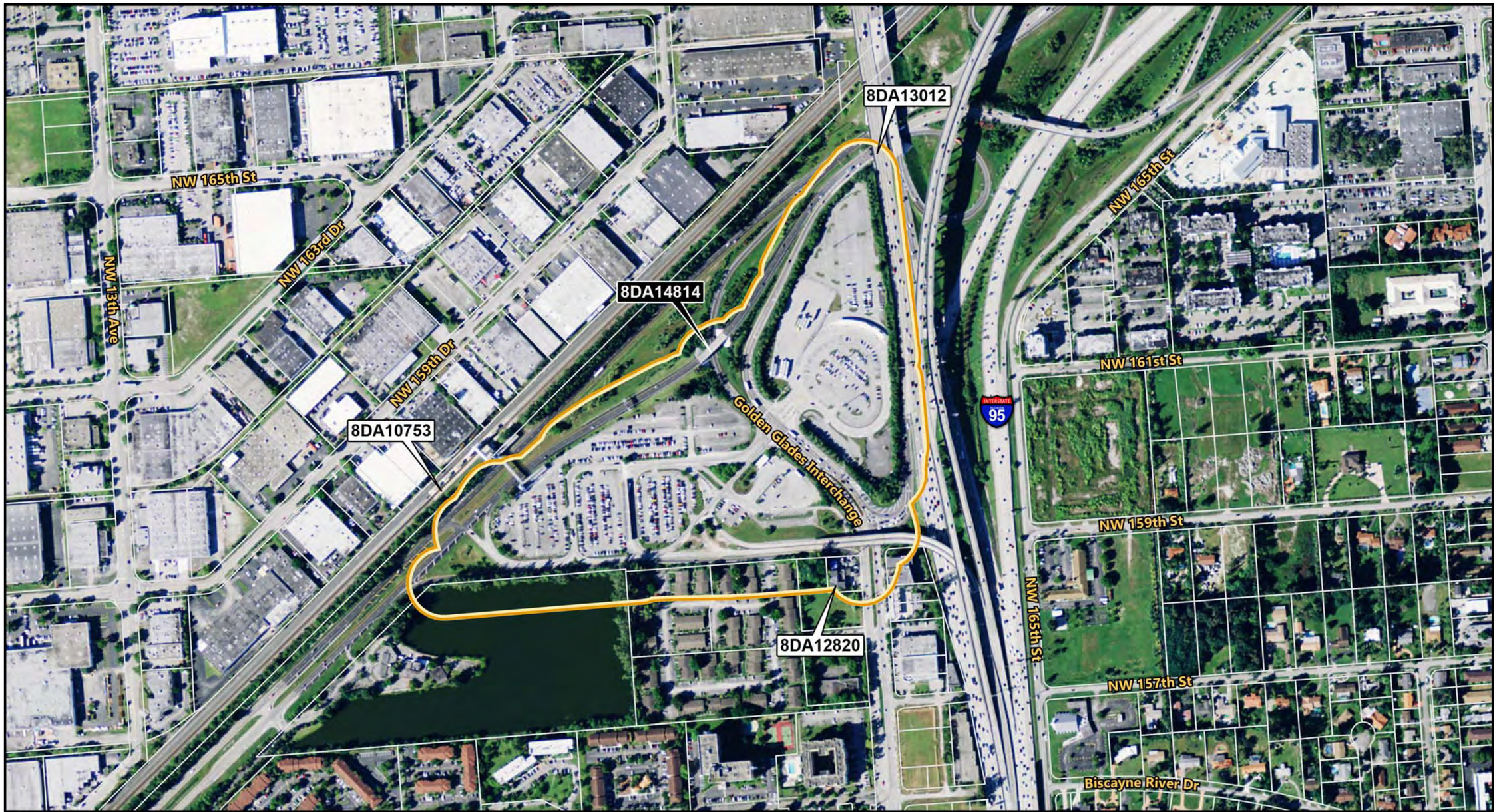


Figure 3: Identified Historic Resources within the Historic Resources APE

Golden Glades Multimodal Transportation Facility Interchange PD&E Study (428358-1-22-01)

Historic Resources APE

8DA000 Previously Recorded Historic Resource

8DA000 Newly Recorded Historic Resource

Miami-Dade County

N

0 250 500 Feet

Figure 4: FDOT Bridge No. 870044 (8DA14814), facing Northwest

The context states that fixed slab, beam, girder, and rigid bridge designs are the most common bridges of all types included in the study (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–80). During the post-World War II period's expansion of the highway system, state highway departments developed standardized slab, girder, T-beam, and stringer designs, and thousands of these types of bridges were constructed in every state (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–80). Thus, FDOT Bridge No. 870044 is of a common type with a low level of engineering significance.

A Program Comment was issued on November 2, 2012 by the Advisory Council on Historic Preservation (ACHP) and Federal Highway Administration (FHWA) regarding Section 106 review for post-1945 concrete and steel bridges (FHWA 2012). This Program Comment relieves federal agencies from the Section 106 requirement to evaluate common post-1945 bridges individually and consider the effects of undertakings on common bridges and culverts. FDOT Bridge No. 870044 falls into the category of a commonly engineered post-1945 bridge, and thus is exempt from individual Section 106 evaluation.

CONCLUSIONS

The archaeological APE has been previously surveyed for archaeological resources and as a result was determined to exhibit low archaeological site potential. No archaeological sites were identified within the APE as a result of these past surveys and the updated search of the FMSF and local data noted that no archaeological resources have been recorded within the APE since the past survey work was conducted.

Although unlikely, should construction activities uncover any archaeological remains, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the remains. In the event that human remains are found during construction or maintenance activities, Chapter 872.05 of the *Florida Statutes* will apply and FDOT's *Standard Specifications for Road and Bridge Construction* require that all construction cease. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist has jurisdiction if the remains are 75 years of age or more.

The historic resources survey for this addendum resulted in the identification of three previously recorded historic resources (8DA10753, 8DA12820, and 8DA13012) and one newly recorded historic resource (8DA14814). The Seaboard Air Line (CSX) Railroad (8DA10753) was previously determined National Register–eligible by the SHPO. Both the Royal Crest building/15890 NW 7th Avenue (8DA12820) and FDOT Bridge No. 870159 (8DA13012) have been determined National Register–ineligible by SHPO. The remaining newly recorded FDOT Bridge No. 870044 (8DA14814) is considered National Register–ineligible as part of the current study. A Survey Log is included in Attachment C.

REFERENCES CITED

Federal Highway Administration (FHWA)

2012 Program Comment for Common Post-1945 Concrete and Steel Bridges. Electronic document, http://www.gpo.gov/fdsys/pkg/FR-2012-11-16/pdf/2012-27866.pdf, March 7, 2016.

Florida Department of Transportation (FDOT), Office of Maintenance

2015 Bridge Information Documents, 2016 1st Quarter. Electronic document, http://www.dot.state.fl.us/statemaintenanceoffice/STR/BI/2016_1st_Quarter.pdf, March 7, 2016.

Janus Research

2004 *Cultural Resource Assessment Survey of the Golden Glades Multimodal Transportation Facility Interchange Project Development and Environment Study*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

2012 *Cultural Resource Assessment Survey of the Golden Glades Interchange Project Development and Environment Study*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

2014a *Addendum to the Cultural Resource Assessment Survey of the Golden Glades Interchange Project Development and Environment Study for Improvements Associated with the Cultural Resource Assessment Survey for the SR 826/Palmetto Expressway Project Development and Environment Study from I-75 to GGI*. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

2014b *Cultural Resource Assessment Survey for the SR 826/Palmetto Expressway Project Development and Environment Study from I-75 to the Golden Glades Interchange.* Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

Oswald, Jack
1964 All Links Open: Golden Glades Traffic Flows. *The Miami News,* June 9, 1964. Accessed online at http://news.google.com on October 20, 2012.

Parsons Brinckerhoff and Engineering and Industrial Heritage
2005 *A Context for Common Historic Bridge Types.* NCHRP Project 25-25, Task 15. Manuscript on file, Transportation Research Board of the National Research Council.

Attachment A:

SHPO Concurrence Letter for FMSF Manuscript No. 10203

FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. James E. St. John
Division Administrator
U.S. Department of Transportation
Federal Highway Administration, Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

June 16, 2004

RE: DHR Project File Number: 2004-5515
RAI Received by DHR: May 12, 2004
Financial Management #: 251684-1-22-01
Project: Cultural Resource Assessment Survey of Golden Glades Multimodal Transportation Facility, Miami-Dade County

Dear Mr. St. John:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR Part 800: Protection of Historic Properties, Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the National Historic Preservation Act of 1966, as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

A survey was conducted to identify historic structures or archaeological sites within the Area of Potential Effect (APE) of the proposed undertaking and to assess their eligibility for listing in the National Register of Historic Places. Results of the survey indicate one newly recorded historic property (8DA5388) was identified within the APE. It was determined ineligible for listing in the National Register of Historic Places. As a result, the Federal Highway Administration concluded that the proposed undertaking will have no effect on any resources listed, or considered eligible for listing, in the National Register. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with this finding.

If you have any questions concerning our comments, please contact Sherry Anderson, Compliance Review Architectural Historian, at 850-245-6432 or by electronic mail at *sanderson@dos.state.fl.us*.

Sincerely,

Laura A. Kammerer, Supervisor

for Frederick P. Gaske, Director, and
Deputy State Historic Preservation Officer

Attachment B:

FMSF Form

Page 1

☒Original
☐Update

HISTORICAL BRIDGE FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site #8 DA14814
Field Date 2-22-2016
Form Date 2-19-2016
Recorder # 1
FDOT Bridge # 870044

Bridge Name(s) FDOT Bridge No. 870044 **M**ultiple Listing (DHR only) _____
Project Name Addendum CRAS Golden Glades Multimodal Facility **S**urvey # (DHR only) _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☒state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Route(s) Carried/**F**eature(s) Crossed NE bound SR 9 over S bound SR 7
USGS 7.5 Map Name NORTH MIAMI **U**SGS Date 1988 **P**lat or Other Map _____
City/Town (within 3 miles) Miami Gardens **I**n City Limits? ☒yes ☐no ☐unknown **C**ounty Dade
Township 52S **R**ange 41E **S**ection 14 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Township _____ **R**ange _____ **S**ection _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
Landgrant _____ **T**ax Parcel # _____
UTM Coordinates: **Z**one ☐16 ☒17 **E**asting 578720 **N**orthing 2867345
Other Coordinates: X: _____ Y: _____ **C**oordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1963 ☒approximately ☐year listed or earlier ☐year listed or later
Still in use? ☒yes ☐no ☐restricted use (describe) _____
Prior Fords, Ferries, or Bridges at this Location N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) Carries SR 9 over SR 7 from 1963 to present day
Ownership history State of Florida

Designers/Engineers Unknown
Builders/Contractors Unknown
Text of Plaque or Inscription Bridge number stenciled on concrete wall

Narrative History (How did bridge come to be built? How was it financed?, etc.) See continuation sheet

DESCRIPTION

GENERAL

Overall Bridge Design 1. Beam & Girder 2. _____
Overall Condition ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Style and Decorative Details See continuation sheet

Tender Station Description N/A

Alterations: Dates and Descriptions N/A

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

HISTORICAL BRIDGE FORM

Site #8 DA14814

DESCRIPTION (continued)

SUPERSTRUCTURE

Spans: Number 3 Total Length(ft) 155

Main Spans: Number 3 Length(ft) _____ Width(ft) _____ Roadway width(ft) 28
Main Span Design Beam & Girder
Main Span Materials 1. Concrete 2. _____

Approach Spans: Number 0 Length(ft)_____ Width(ft)_____ Roadway width(ft)_____
Approach Span Design _____
Approach Span Materials 1._____ 2. _____

Deck Materials 1. _____ 2. _____

SUBSTRUCTURE

Abutment Materials 1. Concrete 2. _____
Abutment Description See continuation sheet

Pier Materials 1. Concrete 2. _____
Pier Description See continuation sheet

RESEARCH METHODS (check all that apply)

☒FDOT database search	☐Fla. Archives / photo collection	☐newspaper files	☐informal archaeological inspection
☐HABS/HAER record search	☐property appraiser / tax records	☐city directory	☐formal archaeological survey
☒FMSF record search (sites/surveys)	☐library research	☐Public Lands Survey (DEP)	☐cultural resource survey

☒Other methods (specify) Historic aerials; aerial photographs

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) See continuation sheet

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information
Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (**required,** use separate sheet if needed) See continuation sheet

Area(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1._____ 3._____ 5._____
2._____ 4._____ 6._____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents

1) Document type Field notes Maintaining organization Janus Research
Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments

❶ **USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED**

❷ **PHOTO OF BRIDGE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE**
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: FDOT Bridge No. 870044

A. NARRATIVE DESCRIPTION OF SITE

Florida Department of Transportation (FDOT) Bridge No. 870044 is a 1963 constructed highway bridge, which carries northeast-bound SR 9 over south-bound SR 7 in Section 14 of Township 52 South, Range 41 East on the North Miami (1988) United States Geological Survey (USGS) quadrangle map, in the City of Miami Gardens, Miami-Dade County, Florida. It is a two-lane vehicular concrete multi-beam/girder pre-stressed concrete bridge with a monolithic cast-in-place concrete deck system. Deck width is approximately 34 feet. The bridge features three main spans, with no approach spans, and is approximately 155 feet in total length. The roadway width of FDOT Bridge No. 870044 is approximately 28 feet. There is approximately two foot concrete curbing at either side of the bridge, and no sidewalks. Simple concrete walls with metal railings are incorporated. The bridge substructure consists of concrete piers and abutments. The bridge was constructed in relation to improvements of the Golden Glades Interchange (GGI) that occurred during the early 1960s, after the GGI was declared obsolete in the mid-1950s (Oswald 1964).

B. DISCUSSION OF SIGNIFICANCE

FDOT Bridge No. 870044 is of a concrete multi-beam/girder bridge design. *A Context for Common Historic Bridge Types* was prepared in 2005 by Parsons Brinckerhoff and Engineering and Industrial Heritage for the National Cooperative Highway Research Program Transportation Research Council National Research Council. The purpose of the context was to provide an aid for assessing the technological and historic significance of bridge types within the United States, and provide a picture of the bridge types which are more common and those which are less common. The context covers bridges constructed in the United States through 1955, and describes the history and significance of beam/girder designed bridges. Although this bridge was constructed slightly after this time period, the context remains applicable.

The context states that fixed slab, beam, girder, and rigid bridge designs are the most common bridges of all types included in the study (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–80). During the post-World War II period's expansion of the highway system, state highway departments developed standardized slab, girder, T-beam, and stringer designs, and thousands of these types of bridges were constructed in every state (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–80). Thus, FDOT Bridge No. 870044 is of a common type with a low level of engineering significance.

A Program Comment was issued on November 2, 2012 by the Advisory Council on Historic Preservation (ACHP) and Federal Highway Administration (FHWA) regarding Section 106 review for post-1945 concrete and steel bridges (FHWA 2012). This Program Comment relieves federal agencies from the Section 106 requirement to evaluate common post-1945 bridges individually and consider the effects of undertakings on common bridges

and culverts. FDOT Bridge No. 870044 falls into the category of a commonly engineered post-1945 bridge, and thus is exempt from individual Section 106 evaluation

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Federal Highway Administration (FHWA)
2012 Program Comment for Common Post-1945 Concrete and Steel Bridges. Electronic document, http://www.gpo.gov/fdsys/pkg/FR-2012-11-16/pdf/2012-27866.pdf, March 7, 2016.

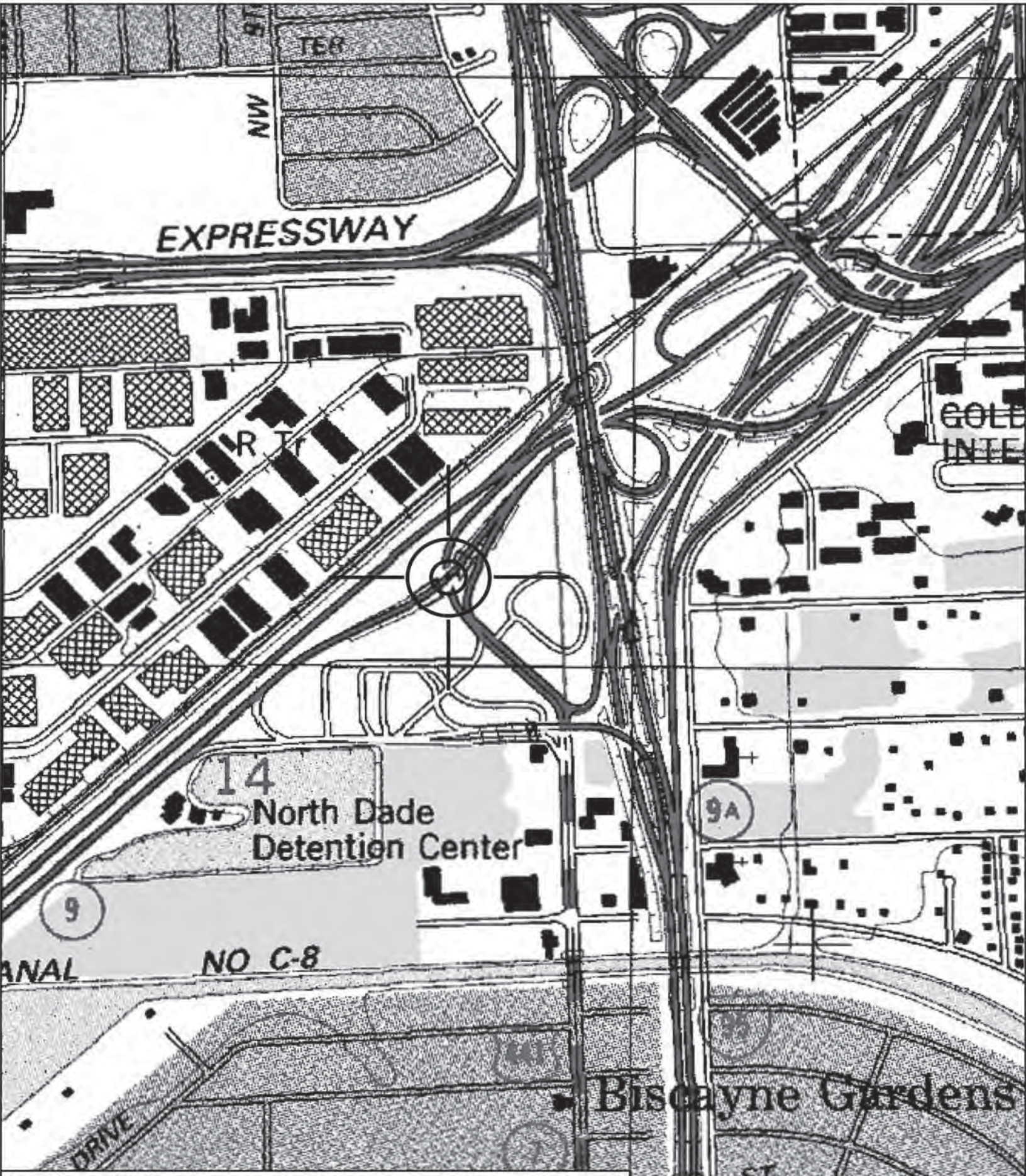
Oswald, Jack
1964 All Links Open: Golden Glades Traffic Flows. *The Miami News,* June 9, 1964. Accessed online at http://news.google.com on October 20, 2012.

Parsons Brinckerhoff and Engineering and Industrial Heritage
2005 *A Context for Common Historic Bridge Types.* NCHRP Project 25-25, Task 15. Manuscript on file, Transportation Research Board of the National Research Council.

PHOTOGRAPH

SKETCH MAP

USGS QUADRANGLE MAP



Location of 8DA1414

USGS Quadrangle: **North Miami (1988)**

0 .25 5. Miles

Attachment C:

Survey Log

Ent D (FMSF only)_____

Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Identification and Bibliographic Information

Survey Project (name and project phase) Addendum to the CRAS of the Golden Glades Multimodal Transportation Facility Interchange PD&E Study

Report Title (exactly as on title page) Addendum to the Cultural Resource Assessment Survey of the Golden Glades Multimodal Transportation Facility Interchange Project Development and Environment Study, Miami-Dade County, Florida (Financial Project ID Number: 428358-1-22-01)

Report Authors (as on title page, last names first) 1. Janus Research 3. _____ 2. _____ 4. _____

Publication Date (year) 2016 **Total Number of Pages in Report** (count text, figures, tables, not site forms) 13

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)

Janus Research, 1107 N. Ward Street, Tampa FL 33607

Supervisors of Fieldwork (even if same as author) Names Streelman, Amy

Affiliation of Fieldworkers: Organization Janus Research City Tampa

Key Words/Phrases (Don't use county name, or common words like *archaeology*, *structure*, *survey, architecture, etc.*)

1. Golden Glades 3. Transportation 5. _____ 7. _____
2. Interchange 4. Multimodal 6. _____ 8. _____

Survey Sponsors (corporation, government unit, organization or person directly funding fieldwork)

Name FDOT 6 Organization Florida Dept of Transportation - District 6

Address/Phone/E-mail 1000 NW 111th Avenue Miami, Florida 33172

Recorder of Log Sheet Janus Research **Date Log Sheet Completed** 3-9-2016

Is this survey or project a continuation of a previous project? ☐ No ☒ Yes: **Previous survey #s (FMSF only)** _____

Mapping

Counties (List each one in which field survey was done; attach additional sheet if necessary)

1. Dade 3. _____ 5. _____
2. _____ 4. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)

1. Name NORTH MIAMI Year 1988 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 2-22-2016 End 3-22-2016 **Total Area Surveyed** (fill in one) _____ hectares 53 acres

Number of Distinct Tracts or Areas Surveyed _____

If Corridor (fill in one for each) **Width:** _____ meters _____ feet **Length:** _____ kilometers _____ miles

Survey Log Sheet

Survey #_____

Research and Field Methods

Types of Survey (check all that apply): ☒archaeological ☒architectural ☐historical/archival ☐underwater
☐damage assessment ☐monitoring report ☐other(describe): _____

Scope/Intensity/Procedures Visually inspected the project area of potential effect (APE) for National Register of Historic Places eligible resources.

Preliminary Methods (check as many as apply to the project as a whole)

☐Florida Archives (Gray Building)	☐library research- *local public*	☒local property or tax records	☐other historic maps
☐Florida Photo Archives (Gray Building)	☐library-special collection - *nonlocal*	☐newspaper files	☐soils maps or data
☒Site File property search	☒Public Lands Survey (maps at DEP)	☐literature search	☐windshield survey
☒Site File survey search	☐local informant(s)	☐Sanborn Insurance maps	☒aerial photography

☒other (describe): Janus Library

Archaeological Methods (check as many as apply to the project as a whole)

☐Check here if **NO** archaeological methods were used.

☐surface collection, controlled	☐shovel test-other screen size	☐block excavation (at least 2x2 m)
☐surface collection, **un**controlled	☐water screen	☐soil resistivity
☐shovel test-1/4"screen	☐posthole tests	☐magnetometer
☐shovel test-1/8" screen	☐auger tests	☐side scan sonar
☐shovel test 1/16"screen	☐coring	☐pedestrian survey
☐shovel test-unscreened	☐test excavation (at least 1x2 m)	☐unknown

☒other (describe): Desktop analysis

Historical/Architectural Methods (check as many as apply to the project as a whole)

☐Check here if **NO** historical/architectural methods were used.

☐building permits	☐demolition permits	☐neighbor interview	☐subdivision maps
☐commercial permits	☐exposed ground inspected	☐occupant interview	☐tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☒other (describe): Aerial photographs

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Sites 0 **Count of Newly Recorded Sites** 1

Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) _____

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) DA14814

Site Forms Used: ☐Site File Paper Form ☒Site File Electronic Recording Form

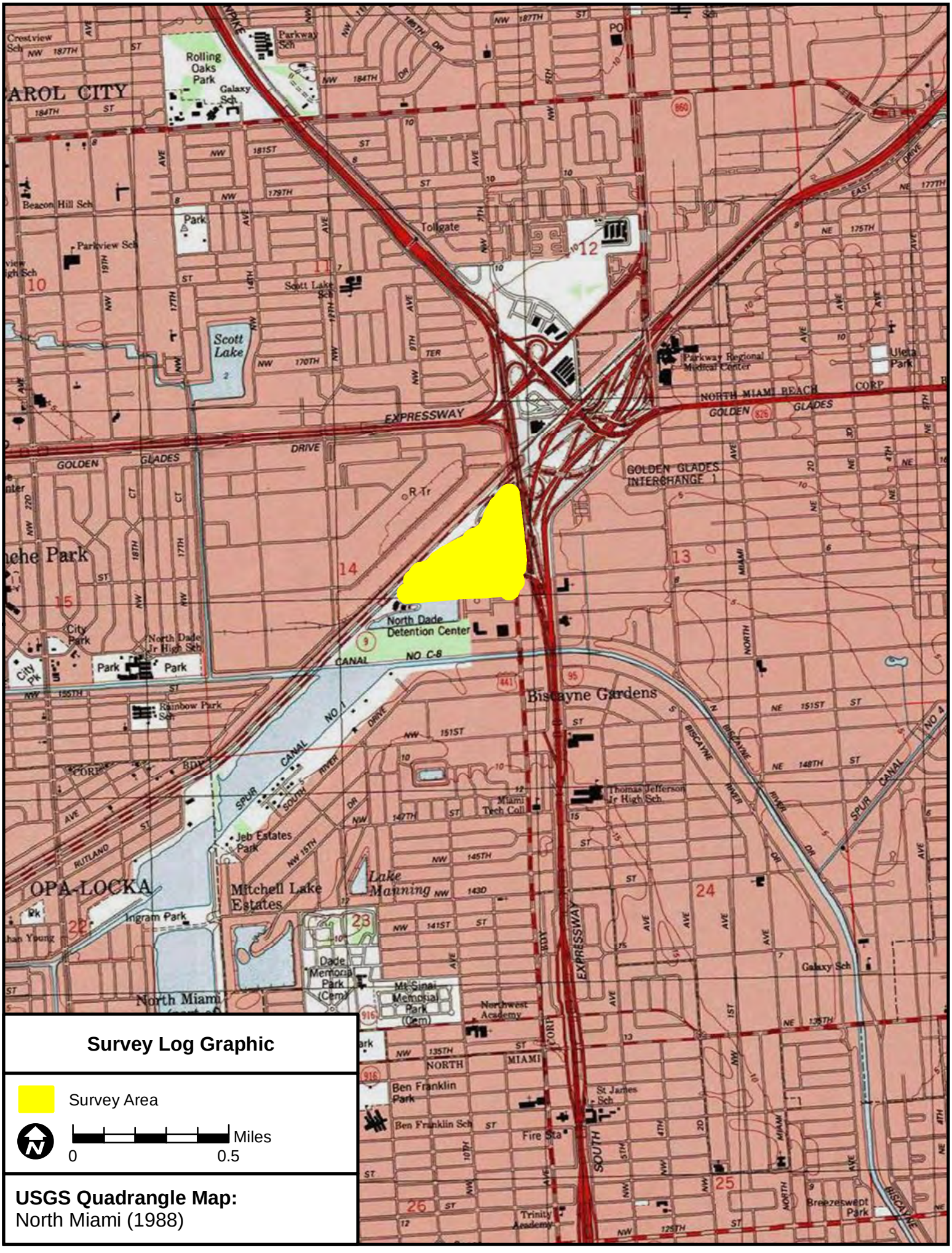
*****REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPY OF USGS 1:24,000 MAP(S)*****

SHPO USE ONLY **SHPO USE ONLY** **SHPO USE ONLY**

Origin of Report: ☐872 ☐CARL ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational
☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report
☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc
☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: _____ **Plotability:** _____


Survey Log Graphic
Survey Area
Miles
0
0.5
USGS Quadrangle Map:
North Miami (1988)

APPENDIX G

USFWS CONCURRENCE LETTER

FDC

Florida Department

RICK SCOTT
GOVERNOR

1000 NW
Miami, Fl

March 9,

Mr. John Wrublik
South Florida Ecological Services Office
United States Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960

U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
772-562-3909 Fax 772-562-4288

FWS Log No. 2016-I-0291

The proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.).

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

for Larry Williams, State Supervisor — 5/5/16 Date

RE: Project Description: Golden Glades Multimodal Facility and Truck Travel Center
FDOT FM No.: 251684-6-52-01/423373-4-52-01
County: Miam-Dade
Subject: USFWS Request for Concurrence (Florida Bonneted Bat)

Dear Mr. Wrublik:

The Florida Department of Transportation (FDOT), in coordination with the Federal Highway Administration (FHWA), is conducting a National Environmental Policy Act (NEPA) Reevaluation for the olden Glades Multimodal Facility and Truck Travel Center project. Per the Type 2 Categorical Exclusion signed by FHWA on December 16, 2005, the proposed action includes improvements to the 20-acre Multimodal Facility property and 15-acre Truck Travel Center property, within the limits of the City of Miami, in Miami-Dade County, Florida. A project location map and aerial are provided as Figures 1 and 2 in the attached memorandum.

In accordance with Section 7(c) of the Endangered Species Act of 1973, as amended, and Chapter 68A-27 Florida Administrative Code (FAC), Rules Pertaining to Endangered and Threatened Species, the Golden Glades Multimodal Facility and Truck Travel Center Project was evaluated for the potential occurrences of federal and state-listed protected species, and an Endangered Species Biological Assessment was prepared as part of a Project Development and Environment (PD&E) study completed in 2005. At that time, the FDOT initiated consultation with the U.S. Fish and Wildlife Service (USFWS) in accordance with Section 7(c) of the Endangered Species Act (ESA).

Since the original Section 7 consultation conducted with the USFWS as part of the PD&E study, the Florida bonneted bat (*Eumops floridanus*) (FBB) was listed as endangered under the ESA effective November 2, 2013, thirty days after the rule was published in the October 2, 2013, Federal Register ("Endangered and Threatened Wildlife and Plants; Endangered Species Status for the Florida Bonneted Bat; Final

Rule," 78 Federal Register 191 02 October 2013, pp. 61003-61043). Therefore, a supplemental existing conditions and impact analysis has been conducted for this species. The results of this supplemental assessment/impact analysis are provided in the attached memorandum for review and concurrence in accordance with Section 7(c) of the Endangered Species Act.

According to guidelines for the FBB provided by the Jacksonville District, U.S. Army Corps of Engineers (USACE), the project is located within a FBB Consultation Area but is not located within a FBB Focal Area. A project location map depicting the project in relation to the FBB Consultation Area is included as Figure 3 in the attached memorandum. Based on the field review of the project area conducted on November 18, 2015, no features (e.g., hollow trees, large cavity trees, snags, and abandoned buildings) were identified that have the potential to be used as FBB roosting habitat.

Based on the results of the field assessment and the lack of suitable roosting habitat for the FBB within the project area, the FDOT has determined that the probability of occurrence for the FBB is "Low". The FDOT is committed to re-surveying the area within the construction footprint prior to construction activities for any signs of the FBB. If any signs of the FBB are observed, the FDOT is committed to reinitiating consultation with the USFWS to determine the appropriate course of action. Accordingly, the FDOT and the FHWA have made a determination of "may affect, but not likely to adversely affect" for the Florida bonneted bat for the Golden Glades Multimodal Facility and Truck Travel Center project and request concurrence from the USFWS on this finding.

If you have any questions or require further information, please contact me at (305) 470-5221. Thank you for your continued assistance.

Sincerely,

Steven Craig James, RLA
Environmental Administrator
Florida Department of Transportation

Enclosure

USFWS SFESO Concurrence Justification Form

Worksheet must be completed with Supervisor Approval Prior to sending concurrence.

Project Name: Golden Glades Multimodal Facility and Truck Travel Center	**FWS Fed Activity #:** 2016-I-0291
Project Location: Southwest quadrant of Interstate 95 Golden Glades Interchange: SR 9A (I-95) to East, NW 159th St/Block to South	**Lead Agency:** FDOT
Lat/Long: 25.921589°, -80.214417° **PID:**	**Lead Agency #:** 251684-6-52-01/423373-4-52-01
File Location: L:/ PARC/ Miami Dade/ 2016/ I_0291 Golden Glades Multimodal facility and truck travel center	**FWS Biologist:** Wrublik / Tupy

Brief Project Description:

Restructuring and improvements to adjacent lots currently comprised of a 20-acre multimodal facility and a 15-acre truck travel center. Work would be contained within current footprint of the lots.

Species Present in Project Area and Determination made by Action Agency

Species	Determination	Key Applied Correctly	Std. Protection Measures Used	Survey Conducted	Mitigation	Concurrence
Florida Bonneted bat	MANLAA		Yes	Yes		Yes

Justification for Concurrence (Sticker Recommended)

Florida bonneted bat: Survey for suitable habitat conducted within project corridor. Lack of suitable roosting habitat found during field assessment indicates probability of occurrence is low. FDOT is committed to re-surveying within construction footprint for any signs of FBB. If any signs are observed, FDOT is committed to re-initiating consultation with the Service to determine appropriate course of action.

John Wrublik	4-21-16	Ashley Bluford	5/3/16
Biologist Signature	Date	Supervisor Signature	Date