

THE GREATER MIAMI EXPRESSWAY AUTHORITY

Question 21. Transportation

1. **Although updated Table 21.E.1 shows a slight increase in the SR 874/Don Shula Expressway southbound estimated trips for a total of 146 and 175 vph (compared to 125-150 southbound trips of the first version). These numbers of trips still seem low. No analysis update addressing previous comment was provided.**

Response: As previously mentioned, the traffic was distributed and assigned based on the SERPM distribution and the trip generation methodologies outlined in Section Q21.G of the approved agreement to delete document. The model assigned only 5% / 6% of the project traffic along the roadway. The SERPM model files were submitted for review.

2. **Although the applicant provided additional SERPM information in Appendix 21-5, no details were provided regarding the procedure used to distribute the volumes and determine compliance with the 5.0% rule. SERPM model map on page 363 of the Appendix does not provide a legend for the different colors shown on the map.**

Response: Compliance with the 5.0% significance rule is documented in Table 21.A.2. Segments identified as significantly impacted by the project are evaluated sequentially until project traffic distribution falls below 5.0% of the respective service volume. The SERPM model was utilized to establish the distribution of project traffic; these distribution percents were then used to determine the project traffic and applied outside of the model to determine segment significance. Additionally, the SERPM model plot has been updated to include a legend for clarity.

3. **No analysis for the AM peak hour was provided.**

Response: The requested analysis goes beyond the scope of the traffic methodology that was previously reviewed and explicitly approved by the reviewing agencies.

The approved methodology is documented in the Agreement to Delete Questions dated May 8, 2025, which is included in Appendix A of Q21 - Transportation. This agreement reflects the consensus reached among all parties regarding the level of analysis required for this project.

4. **No additional scenario without the access points over the CSX rail tracks was provided. As shared during the April 14th, 2026, meeting, SW 162nd Avenue does not connect to SW 136th Street. Therefore, additional scenarios should be considered to account for the possibility that access points over the CSX rail tracks are not feasible. This means that direct access to the development would need to rely on the existing arterial grid. The impact on existing arterials under this scenario is not documented.**

Response: The project team acknowledges the agencies' position that the provision of CSX railroad crossings is critical to the feasibility of the project. To address this, the client

is actively coordinating with CSX to secure the necessary railroad crossings. These discussions are ongoing, and we are committed to obtaining the required approvals and constructing the crossings as part of the project.

Additionally, the project understands the importance of providing the missing connection along SW 162nd Avenue to establish a direct connection from SW 144th Street and SW 136th Street. The project also recognizes the significance of providing direct connections from the project site to SW 136th Street.

The Applicant recognizes the need to facilitate rails crossing at least three locations within or adjacent to the project property. Applicant has been actively engaging with the CSX Railroad regarding this issue and will continue communications with CSX in order to obtain CSX approval for the identified rail crossings. If approval is not obtained prior to the first plat approval within the project, Applicant will modify the project plan accordingly and seek a modification of the development order.

5. Turning movement counts were collected for 16 intersections between 4:00 and 6:00 pm. No analysis update addressing previous comment was provided

Response: The requested analysis goes beyond the scope of the traffic methodology that was previously reviewed and explicitly approved by the reviewing agencies.

The approved methodology is documented in the Agreement to Delete Questions dated May 8, 2025, which is included in Appendix A of Q21 - Transportation. This agreement reflects the consensus reached among all parties regarding the level of analysis required for this project. Therefore, the time frame for the analysis will not be changed.

6. Traffic volumes listed in the previous comment are still within the same range on this second version of the DRI submitted in March 2026. No analysis update addressing previous comment was provided.

Response: As previously mentioned, the traffic was distributed and assigned based on the SERPM distribution and the trip generation methodologies outlined in Section Q21.G of the Approved Agreement to Delete document. The SERPM model files were submitted for review.

7. The analysis of the SW 144th Street & SW 157th Avenue intersection was not considered in the intersection analysis. Also, the intersection of SW 144th Street and SW 162nd Avenue should be included. These two intersections will be the most impacted if the access points over the CSX rail tracks are not implemented. No analysis update addressing previous comment was provided.

Response: Consistent with the Agreement to Delete document, only major intersections along significantly impacted external roadways (where the project is significant and adverse) were considered for intersection analysis. Therefore, only the SW 144th Street and SW 157th Avenue intersection was included in the analysis.

The project team acknowledges the agencies' position that the provision of CSX railroad crossings is critical to the feasibility of the project. The client is actively coordinating with CSX to secure the necessary railroad crossings. These discussions are ongoing, and the client is committed to obtaining the required approvals and constructing the crossings as part of the project.

The Applicant recognizes the need to facilitate rails crossing at least three locations within or adjacent to the project property. Applicant has been actively engaging with the CSX Railroad regarding this issue and will continue communications with CSX in order to obtain CSX approval for the identified rail crossings. If approval is not obtained prior to the first plat approval within the project, Applicant will modify the project plan accordingly and seek a modification of the development order.

Comments on the March version of the DRI

8. **The adopted LOS standard for SR 874/Don Shula Expressway shows D for the segment for the segment between HEFT and SW 104th Street; however, for the segment between SW 104th Street and SR 878 shows E+20. SR 874/Don Shula Expressway is a state road/limited access facility, managed by GMX. The FDOT (State) LOS standard should be used for this corridor, the County LOS standard of E+20 is not applicable.**

Response: The LOS standard E+20 was used consistent with the MDC concurrency tables. However, the LOS standard has been updated as requested.

9. **The report does not provide an analysis for the intersections (SW 128th Street & SW 137th Avenue and SW 128th Street & SW 127th Avenue) leading to/coming from SR 874/Don Shula Expressway.**

Response: Consistent with the Agreement to Delete document, only major intersections along significantly impacted external roadways were considered for intersection analysis.

10. **The report does not indicate the specific version of the SERPM model used for developing traffic projections.**

Response: The SERPM model version is 8.541. The specific version of the SERPM model has been included the report.

11. **Map J-E1 shows the Project Trip Distribution, it shows access to the development through SW 136th Street, the CSX rail tracks are located just south of SW 136th Street which will prevent direct access into the development from SW 136th Street. Please ensure that access through the rail tracks is feasible.**

Response: The project team acknowledges the agencies' position that the provision of CSX railroad crossings is critical to the feasibility of the project. The client is actively coordinating with CSX to secure the necessary railroad crossings. These discussions are

ongoing, and the client is committed to obtaining the required approvals and constructing the crossings as part of the project. The project also recognizes the significance of providing direct connections from the project site to SW 136th Street.

Should the crossings not be secured with CSX prior to permitting, the project team may need to revise the traffic analysis, as the project's traffic distribution could be altered. It is the client's understanding that a condition in the development order will address this concern.

Comments on the March version of the DRI – Appendices

- 12. Page 20 (pdf)/Page 18 (report) It seems that page 19 is missing. The page numbering is not continuous it goes from 18 to 20.**

Response: Comment noted. Page 19 was incorporated in the preceding document and will be provided in the resubmittal.

- 13. Page 300 (pdf), table titled Linear and Exponential Growth Rate Calculation Summary. No estimated growth rate is listed for SR 874/Don Shula Expressway.**

Response: The growth rate used in the analysis was approved as part of the methodology in the Agreement to Delete. The approved methodology is documented in the Agreement to Delete Questions dated May 8, 2025, which is included in Appendix 21-1 of Q21 - Transportation. This agreement reflects the consensus reached among all parties regarding the level of analysis required for this project. The SERPM documentation referenced in the comment above was included in the Q21 Appendix 21-5 for reference purposes only as back up information.

- 14. Page 357 (pdf) Please include title for the table. In addition, include reference to roadways names that correlate with the Nodes listed in the table.**

Response: The growth rate used in the analysis was approved as part of the methodology in the Agreement to Delete. The approved methodology is documented in the Agreement to Delete Questions dated May 8, 2025, which is included in Appendix 21-1 of Q21 - Transportation. This agreement reflects the consensus reached among all parties regarding the level of analysis required for this project. The table referenced in the comment above was included in the Q21 Appendix 21-5 for reference purposes only as back up information. Therefore, the table and node numbers do not need be updated.