

MIAMI-DADE EXPRESSWAY AUTHORITY

General Comments

1. **COMMENTS:** Based on the information provided by the Applicant in the Question 21 response, SR 924 between the SR 826 to NW 57th Avenue/Red Road/ W 4 Avenue has been considered a part of the traffic impact study area. The study also shows (Table 21-4 (R), April 2008) that of the total 3,644 DRI external PM peak hour trips:
 - 14.95 percent (373 trips eastbound / 166 trips westbound) were assigned to SR 924 between the SR 826 to NW 57th Avenue/Red Road/ W 4 Avenue (Table 21.7 (R)).
 - The trip generation is based on the proposed development land use intensity that was modified from the October 2007 submission as follows:
 - Retail: 350,000 SF (April 2008) vs. 550,000 SF (October 2007)
 - Office: 1,000,000 SF (April 2008) vs. 750,000 SF (October 2007)
 - Warehouse: 4,300,000 SF (April 2008) vs. 4,100,000 SF (October 2007)
 - Hotel: 350 rooms (the proposed hotel rooms remained the same)
 - As a result of the changes in the proposed land use the trip generation was reduced from 4,254 trips to 3,644 trips (-610 trips) for the PM peak hour.

RESPONSE: This comment is acknowledged by the Applicant.

2. **COMMENTS:** The ADA response shows that the DRI project trips reach the 5 percent threshold (project trips divided by the adopted maximum service volume) on the SR 924 segment included in the analysis in Table 21.7(R). Hence the segment of SR 924 from NW 57th Avenue/Red Road/ W 4 Avenue to NW 37th Avenue / Le June Road/ Douglas Expressway should also be included in the analysis.

RESPONSE: Appendix 21-13 (R) – Project Consumption has been revised to include the segment requested. Please note that project traffic is below significant levels for this segment.

3. **COMMENTS:** At this stage of the DRI review process, we do not have additional comments about the traffic impacts on the MDX roadways as reported by the Applicant. However, if changes by the Applicant result in higher levels of traffic impacts on SR 924, MDX should be afforded an opportunity to review the traffic impact analysis. Any re-analysis resulting from Applicant actions should include the 5% threshold test for the additional SR 924 segment.

RESPONSE: This comment is acknowledged by the Applicant.