

Project Development and Environment Study

CATEGORICAL EXCLUSION – TYPE 2

SR 826/Palmetto Expressway Express Lanes

**From South of SR 836/Dolphin Expressway
to SR 932/NW 103rd Street**

**FM No. 418423-3-22-01
ETDM No. 11560
Miami-Dade County, Florida**



**FLORIDA DEPARTMENT OF TRANSPORTATION
District Six
1000 NW 111th Avenue
Miami, Florida 33172**

November 2012

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DETERMINATION**

1. GENERAL INFORMATION

County: Miami-Dade
Project Name: SR 826/Palmetto Expressway Express Lanes
Project Limits: From South of SR 836/Dolphin Expressway to SR 932/NW 103rd Street
Project Numbers: FM No. 418423-3-22-01
ETDM No. 11560
Federal Aid Project No.: Not Assigned

2. PROJECT DESCRIPTION

- A. Existing:** See Attachment 2.A
B. Proposed Improvements: See Attachment 2.B
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3. CLASS OF ACTION

A. Class of Action:

- Environmental Assessment
 Environmental Impact Statement
 Type 2 Categorical Exclusion

B. Other Actions:

- Section 4(f) Evaluation
 Section 106 Consultation
 Endangered Species Assessment

C. Public Involvement:

- A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
- A public hearing was held on September 12, 2012, and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project.
- An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
- A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.
- An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project location and design concepts.

D. Cooperating Agency: USACE USCG USFWS USEPA
 NOAA NMFS None

4. REVIEWERS' SIGNATURES

FDOT Project Manager

____ / ____ / ____
Date

FDOT Environmental Specialist

____ / ____ / ____
Date

FHWA Transportation Engineer

____ / ____ / ____
Date

5. FHWA CONCURRENCE

(For) Division Administrator

____ / ____ / ____
Date

6. IMPACT EVALUATION

Topical Categories	S ¹	NS	N	NI	Basis for Decision
A. NATURAL ENVIRONMENT					
1. Air Quality	[]	[]	[✓]	[]	<u>See Attachment 6.A.1</u>
2. Coastal and Marine	[]	[]	[✓]	[]	<u>See Attachment 6.A.2</u>
3. Contaminated Sites	[]	[✓]	[]	[]	<u>See Attachment 6.A.3</u>
4. Farmlands	[]	[]	[]	[✓]	<u>See Attachment 6.A.4</u>
5. Floodplains	[]	[✓]	[]	[]	<u>See Attachment 6.A.5</u>
6. Infrastructure	[]	[✓]	[]	[]	<u>See Attachment 6.A.6</u>
7. Navigation	[]	[]	[]	[✓]	<u>See Attachment 6.A.7</u>
8. Special Designations	[]	[]	[]	[✓]	<u>See Attachment 6.A.8</u>
9. Water Quality/Quantity	[]	[]	[✓] ²	[]	<u>See Attachment 6.A.9</u>
10. Wetlands	[]	[✓]	[]	[]	<u>See Attachment 6.A.10</u>
11. Wildlife and Habitat	[]	[✓]	[]	[]	<u>See Attachment 6.A.11</u>
B. CULTURAL IMPACTS					
1. Historic/Archaeological	[]	[✓]	[]	[]	<u>See Attachment 6.B.1</u>
2. Recreation Areas	[]	[]	[]	[✓]	<u>See Attachment 6.B.2</u>
3. Section 4(f) Potential	[]	[]	[]	[✓]	<u>See Attachment 6.B.3</u>
C. COMMUNITY IMPACTS					
1. Aesthetics	[]	[✓]	[]	[]	<u>See Attachment 6.C.1</u>
2. Economic	[]	[]	[✓] ²	[]	<u>See Attachment 6.C.2</u>
3. Land Use	[]	[✓]	[]	[]	<u>See Attachment 6.C.3</u>
4. Mobility	[]	[]	[✓] ²	[]	<u>See Attachment 6.C.4</u>
5. Relocation	[]	[✓]	[]	[]	<u>See Attachment 6.C.5</u>
6. Social	[]	[✓]	[]	[]	<u>See Attachment 6.C.6</u>
D. OTHER IMPACTS					
1. Noise	[]	[✓]	[]	[]	<u>See Attachment 6.D.1</u>
2. Construction	[]	[✓]	[]	[]	<u>See Attachment 6.D.2</u>
E. PERMITS REQUIRED					
See Attachment 6.E					

¹ S = Significant; NS = Not Significant; N = None; NI = No Involvement.

² For those impact categories that involved only beneficial effects, None (N) was marked.

7. WETLANDS FINDING

See Attachment 7

8. COMMITMENTS AND RECOMMENDATIONS

See Attachment 8



ATTACHMENT 2 – PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for roadway improvements along State Road (SR) 826/Palmetto Expressway (SR 826). The objective of this PD&E study is to provide documented environmental and engineering analyses that will assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the conceptual design for the roadway improvements to SR 826. This PD&E study complies with the requirements of the National Environmental Policy Act, which requires the evaluation of the potential impacts (both positive and negative) that a project has on its physical, natural, social, and cultural environment.

Agency coordination for this project has occurred through the Efficient Transportation Decision Making (ETDM) Planning and Program Screening (ETDM #11560), the Advance Notification process, and individual conversations with staff at regulatory agencies. The ETDM process was designed to provide resource agencies and the public access to transportation project plans and information about potential effects on resources through an online interactive Environmental Screening Tool, facilitating interaction among planners, regulatory and resource agencies, and affected communities to review and provide input on transportation projects. The ETDM process consists of three stages – Planning, Programming, and Project Development. The Advance Notification for this project was published on December 21, 2012. The ETDM review occurred between December 21, 2011, and February 4, 2012, and the latest ETDM Programming Screening Summary Report was published on June 22, 2012. During the Programming Phase screening of the project, each reviewing agency had the opportunity to comment on and assign a “Degree of Effect” to each project issue. A summary of the agency Degree of Effect ratings are provided in **Table 2.1**. At the conclusion of the Programming Phase of the ETDM process, a consensus is reached between all of the reviewing agencies and a Summary Degree of Effect rating is assigned to all of the project issues by the ETDM Coordinator of the project (FDOT District Six). The Summary Degree of Effect ratings are shown in **Table 2.2**. Please refer to **Appendix A** for the ETDM Programming Screen Summary Report (last published on June 22, 2012).

A. EXISTING

The project study area, as shown in **Figure 2.A.1**, is located in northwestern Miami-Dade County and is approximately 5.9 miles in length. The project limits extend along SR 826/Palmetto Expressway, from south of the SR 836/Dolphin Expressway to SR 932/NW 103rd Street. The project area traverses three municipalities: City of Hialeah, City of Doral, and Town of Medley. In addition, the project is within unincorporated Miami-Dade County.

SR 826 is one of the most traveled transportation corridors in Miami-Dade County. This multi-lane expressway extends north-south from US 1 to the Golden Glades Interchange for a distance of approximately 25 miles. SR 826 is part of the Strategic Intermodal System, Florida Intrastate Highway System, and National Highway System. SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west corridor, SR 836. SR 826 also provides system-level connections to I-75, SR 924/Gratigny Parkway, SR





874/Don Shula Expressway, and I-95/SR 9. SR 826 is also listed as a local evacuation route in Miami-Dade County.

SR 826, within the study limits, is classified as an urban principal arterial-other freeways and expressways. The SR 826 access management classification is Class 1.2-Freeway in an existing urbanized area with limited access. Within the study limits, SR 826 is an eight-lane divided limited access facility from SR 836 to NW 25th Street, and a ten-lane divided limited access facility from NW 25th Street to NW 103rd Street. The existing speed limit along SR 826 is posted at 55 miles per hour.

The existing roadway typical section along SR 826, within the study limits, varies slightly and consists primarily of 12-to-14-foot (12'-14') wide travel lanes, 10.5-foot (10.5') wide paved inside shoulders, 10-foot (10') wide paved outside shoulders, and a center barrier wall. One auxiliary lane, varying from 10-to-12 foot (10'-12'), is provided in each direction between the interchanges. The North Line Canal is located adjacent to the northbound lanes between SR 836 and NW 25th Street. Frontage roads are located along both sides of the corridor between NW 25th Street to NW 103rd Street. The existing SR 826 typical sections are depicted in **Figure 2.A.2**.

The SR 826 corridor within the study limits is currently monitored, analyzed, and managed from the FDOT District Six Transportation Management Center using SunGuideSM software to control and monitor the Intelligent Transportation System. There are no designated pedestrian or bicycle accommodations along the SR 826 corridor. Pedestrians and bicycles are not permitted on limited access corridors. Miami-Dade Transit operates four transit modes: bus, heavy rail, automated guideway and demand responsive service. Together these modes comprise an integrated multi-modal transit system. There are also three railroad crossings and 18 bridges located within the project limits.

The project corridor lies within the jurisdiction of the South Florida Water Management District (SFWMD), specifically within the C-6 and Area B drainage basins. The SFWMD and the FDOT require that the pre-development offsite discharge rates not be exceeded by the proposed design for the SFWMD 25 year – 72 hour storm, as well as the greater of the 100 year – one hour, 100 year – eight hour, or the 100 year – 24 hour. The existing drainage for the project corridor is divided into 17 drainage basins. Each basin utilizes a combination of either French drain and/or retention areas for water quality treatment and attenuation prior to discharge into an adjacent surface water body.

Additional information can be found in the *Preliminary Engineering Report* and *Stormwater Management Report* prepared as part of this PD&E study, which are both available for review at the FDOT District Six offices in Miami, Florida.





B. PROPOSED IMPROVEMENTS

Purpose and Need

The purpose of this project is to provide improvements to add an express lanes (also known as managed lanes) system to the existing SR 826/Palmetto Expressway facility, from south of SR 836/Dolphin Expressway to SR 932/NW 103rd Street. The proposed express lanes will link to the managed lanes network currently under development in the area. In addition, improvements to this section of SR 826 are needed in order to relieve congestion and increase capacity between SR 836 to the south and I-75/SR 93 to the north. The proposed project is consistent with local and regional transportation plans for this facility.

System Linkage

SR 826 extends from US 1/SR 5 to the Golden Glades Interchange, a distance of approximately 25 miles, connecting southern and northern Miami-Dade County. It is a limited-access facility on the Strategic Intermodal System, the Florida Intrastate Highway System, and the National Highway System.

Within the project limits is a major interchange with SR 836, which is the busiest east-west corridor in Miami-Dade County. In addition, SR 826 provides system-level connections to SR 874/Don Shula Expressway, SR 924/Gratigny Parkway, I-75, and, at the Golden Glades Interchange, with I-95/SR 9, the Florida's Turnpike/SR 821 and US 441/SR 7.

The proposed project is needed to link SR 826 to the managed lanes projects currently proposed by the FDOT in both District Four and District Six, as well as to the existing toll road facilities by the Miami-Dade Expressway Authority and the Florida's Turnpike Enterprise. The entire SR 826 corridor is designated as a viable managed lanes facility in the 2009 FDOT District Six report, "*A Managed Lanes Vision for Southeast Florida.*"

The recently completed (2012) I-75 PD&E study included managed lanes with a direct connection to and from SR 826. There is a separate, currently on-going, PD&E study for SR 826 to the north of this study area which is also including a managed lanes system. The emerging South Florida Managed Lanes Network also provides for bus rapid transit service as well as connectivity to the existing Palmetto Metrorail Station located at 7701 NW 79th Avenue.

The Managed Lanes Network for Southeast Florida includes the following projects:

- I-95 Phase I from south of SR 112 to Golden Glades Interchange – open
- I-95 Phase II from Golden Glades Interchange to Broward Boulevard – under construction
- I-95 from Broward Boulevard to north of Oakland Park Boulevard – PD&E
- I-95 from north of Oakland Park Boulevard to Broward/Palm Beach County line – PD&E
- I-595 from I-75 to US 441 – under construction
- I-75 from SR 826 to I-595 – in design





- SR 826 north-south from south of SR 836 to I-75 – PD&E (the subject of this report)
- SR 826 east-west from I-75 to Golden Glades Interchange – PD&E
- US 1 Express from Palm Drive in Florida City to SR 826 – PD&E
- SR 924 West Extension from the HEFT to SR 826 – PD&E (Value Pricing)
- SR 924 East Extension from SR 826 to I-95 – PD&E (Value Pricing)
- SR 826 from US 1 to south of SR 836 – Potential future phase
- SR 836 from SR 826 to I-95 – Potential future phase

Capacity/Transportation Demand

All of the managed lanes facilities in the region, including this proposed SR 826 project, were developed with the goal of improving mobility, relieving congestion, and providing travel options in the area. Implementing express lanes is also expected to enhance the safety of a facility by: reducing speed differentials, avoiding turbulence and weaving, and reducing traffic volumes at interchange ramps and in general purpose lanes.

Under existing peak hour traffic conditions, SR 826 within the project limits operates at Level of Service (LOS) E and LOS F. During the peak periods, some project roadway sections experience queues over two miles in length, affecting multiple interchanges and taking an estimated two hours to dissipate.

Based upon 2010 FDOT Florida Traffic Information Software, the highest existing Annual Average Daily Traffic volume for the project is 254,000 vehicles per day (vpd), between NW 74th Street and NW 58th Street. This volume equates to LOS F.

Data from the 2035 South East Regional Planning Model traffic analysis zones for the study area indicate both population and employment growth from 2005 to 2035. Population is projected to grow from 127,211 in 2005 to 157,898 in 2035 (a 0.65% annual growth rate). Employment is projected to grow from 161,577 in 2005 to 288,252 in 2035 (a 1.46% annual growth rate). These projections indicate that travel demand will continue to increase in the future.

In future condition analyses without the proposed project, traffic modeling results indicate that multiple segments of SR 826 are expected to experience sub-standard traffic operating conditions during both AM and PM peak periods. Throughput traffic volume without the proposed project is predicted to be substantially below the forecasted demand volume.

The proposed project is needed to alleviate congestion, increase operating speeds, and reduce travel delay. The proposed express lanes can also accommodate bus rapid transit in the corridor and along the managed lanes network, which will also improve regional throughput. The proposed express lanes are anticipated to enhance safety along the corridor as discussed in Section 5.5.9 of the *Preliminary Engineering Report*, a companion document to the PD&E study.





Transportation Plan Consistency

This SR 826 project is identified as a “Special Use Lanes” project in the 2035 Long Range Transportation Plan (LRTP) by the Miami-Dade Metropolitan Planning Organization (MPO). The planning and design phases as well as the construction phase are included in the Cost Feasible Plan. Planning and design is listed as Priority II with funding planned in 2015-2020. Construction is listed as Priority III with funding planned in 2021-2025. In September 2011, a request was submitted to the MPO to advance priority of this project to Priority I (with funding planned for construction by 2014) in the LRTP.

This SR 826 PD&E study is included for funding in 2012 and 2013 in the 2012/2013 to 2016/2017 Transportation Improvement Program by the MPO. The PD&E study is also funded for FY 2012 in the State Transportation Improvement Program (STIP), updated through 07/12/2012. The STIP also has funding for the subsequent (design) phase for FY 2013. A review of the FDOT FY 2012-2016 FDOT Adopted Five Year Work Program (the most current version is dated July 1, 2011, but it is in the process of being updated at the time of this document) includes funding for this PD&E study (only) in FY 2015.

A review of the most current Comprehensive Development Master Plan (CDMP) for Miami-Dade County indicates that SR 826 within the study limits is a 10-lane limited access facility in the Planned Year 2025 Roadway Network Map. SR 826 is also noted as a designated major evacuation route for Year 2025. The CDMP will need to go through an amendment process to include managed lanes, including this SR 826 project.

In addition, it should be noted that the limits of this SR 826 Express Lanes project (FM number 418423-3-22-01) are from south of SR 836 to NW 103rd Street. The original project limits were from south of SR 836 to I-75, however the section of SR 826 north of NW 103rd Street up to I-75 has already been included in the recently completed I-75 PD&E study (FM number 420669-1-52-01), which received Location Design Concept Approval on March 29th, 2012.





Alternatives

This PD&E study was initiated by the FDOT to add two express lanes in each direction along the SR 826 corridor from south of SR 836 to NW 103rd Street, with the objective of improving mobility, relieving congestion, and providing additional travel options, including bus rapid transit. Constrained right-of-way, coupled with the development intensity along the corridor, present a challenge for accommodating future traffic growth by widening the SR 826 mainline. However, two express lanes could be incorporated along the corridor with moderate widening of the mainline or by restriping existing general purpose lanes. As part of the I-75 PD&E Study completed in early 2012, managed lanes were evaluated and recommended with a direct connection to/from SR 826. In addition, the entire SR 826 corridor is designated as a viable managed lanes facility in the 2009 FDOT District Six report, "*A Managed Lanes Vision for Southeast Florida*." All concepts were evaluated and analyzed in order to select a recommended alternative. Concepts were developed and refined with the objective of elimination and reduction of impacts to natural, physical, social, and cultural resources. The engineering decisions to achieve this objective are thoroughly documented in the *Preliminary Engineering Report*, a companion document to this PD&E study. The alternatives considered to be viable for further assessment are defined below.

No-Build Alternative

The No-Build Alternative proposes to keep the existing roadways and interchange configurations into the future without improvements. No traffic capacity, operation, or safety improvements would be implemented throughout the corridor. The effect associated with this alternative includes the acceptance of existing highly congested traffic conditions. Also, travel demand will increase substantially over the next 20 years, given the continued growth expected in Miami-Dade County. This alternative is considered to be a viable alternative during the public hearing and final selection phase to serve as a comparison to the study proposed alternatives.

The No-Build Alternative has a number of positive aspects, since it would not require expenditure of public funds for design, right-of-way acquisition, construction, or utility relocation. Traffic would not be disrupted due to construction, thereby avoiding inconveniences to local residents and businesses. Also, there would be no direct or secondary impacts to the environment, the socio-economic characteristics, community cohesion, or system linkage of the area.

However, the No-Build Alternative fails to fulfill the needs of this project. If no long-term improvements are made, SR 826 and the surrounding crossroads will experience heavy congestion during the peak hours and will operate at undesirable levels of service. The congestion within the area will cause additional impacts to these roadways. Such impacts may include excessive delays in travel time, a large reduction of average travel speeds, excess fuel consumption from idling vehicles, increased air pollutants (particularly hydrocarbons and carbon monoxide), and a potential increase in rear-end and sideswipe collisions.





Transportation System Management and Operations Alternative

The Transportation Systems Management and Operations alternatives are comprised of minor improvement options that are typically developed to alleviate specific traffic congestion/safety problems, or to get the maximum utilization out of the existing facility by improving operational efficiency. Transportation Systems Management and Operations alternatives may include improvements to the mainline signage, addition of new Intelligent Transportation System technologies and infrastructure, addition of auxiliary lanes between interchanges, adding lanes to access ramps, adding turn-lanes at the ramp junctions, signal optimization and increasing turn-lane lengths on the cross streets.

Ramp metering will be installed along the on-ramps of SR 826 as part of this project, within the limits of the study, to help mitigate the “turbulence” caused by vehicles entering the highway. These signals will regulate the traffic flow on the mainline, hence helping motorists enter the highway in a safer and more efficient manner. Ramp signals operate based on real-time traffic conditions and are usually activated during the weekday rush-hour period to ease congestion along the corridor.

However, the Transportation Systems Management and Operations alternative will not significantly improve the capacity issues through the corridor by the design year 2040. Long-term improvements are necessary to mitigate the existing traffic conditions and increase capacity to accommodate future travel demand.

Build Alternatives

The development and evaluation of these Build Alternatives were based on established design controls for the various elements of the project such as roadway width, median width, shoulder width, design speed, horizontal alignment, vertical alignment, drainage considerations, environmental impacts, and intersecting roads. Selection of the appropriate criteria and standards was influenced by safety features, traffic volumes and composition, levels of service, functional classification, environmental considerations and community issues.

The two Build Alternatives described below propose corridor improvements to accommodate two express lanes per direction from south of SR 836 to NW 103rd Street. The proposed alternatives will improve the current traffic congestion along SR 826 within the project limits. The two alternatives are similar in design. The main difference is that from NW 25th Street to NW 103rd Street, study Alternative 1A proposes two at-grade express lanes plus four general purpose lanes per direction, while study Alternative 2A proposes two at-grade express lanes plus five general purpose lanes per direction.



Alternative 1A – At-Grade Express Lanes with Four General Purpose Lanes

From south of SR 836 to NW 25th Street this alternative will consist of the following elements:

- Northbound Mainline
 - One eleven-foot (11') wide express lane.
 - Six eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers (also known as tubular delineators) separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to five-and-a-half-foot (5.5') wide inside shoulder.
 - A ten-foot (10') wide outside shoulder.
 - One twelve-foot (12') wide auxiliary lane between the interchanges.
- Southbound Mainline
 - One eleven-foot (11') wide express lane.
 - Six eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to five-and-a-half-foot (5.5') wide inside shoulder.
 - A ten-foot (10') wide outside shoulder.
 - One twelve-foot (12') wide auxiliary lane between the interchanges.

From NW 25th Street to NW 103rd Street this alternative will consist of the following elements:

- Northbound Mainline
 - Two eleven-foot (11') wide express lanes.
 - Four eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to twelve-foot (12') wide inside shoulder.
 - A variable, six-foot (6') to twelve-foot (12') wide outside shoulder.
 - One eleven-foot (11') wide auxiliary lane between the interchanges.
- Southbound Mainline
 - Two eleven-foot (11') wide express lanes.
 - Four eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, three-and-a-half-foot (3.5') to twelve-foot (12') wide inside shoulder.
 - A variable, ten-foot (10') to twelve-foot (12') wide outside shoulder.
 - One eleven-foot (11') wide auxiliary lane between the interchanges.

Figure 2.B.1 depicts the typical sections for Alternative 1A. Please reference the *Preliminary Engineering Report* developed as a part of this PD&E study for additional information relating to Alternative 1A.



Alternative 2A – At-Grade Express Lanes with Five General Purpose Lanes

From south of SR 836 to NW 25th Street this alternative will consist of the following elements:

- Northbound Mainline
 - One eleven-foot (11') wide express lane.
 - Six eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to five-and-a-half-foot (5.5') wide inside shoulder.
 - A ten-foot (10') wide outside shoulder.
 - One twelve-foot (12') wide auxiliary lane between the interchanges.
- Southbound Mainline
 - One eleven-foot (11') wide express lane.
 - Six eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to five-and-a-half foot (5.5') wide inside shoulder.
 - A ten-foot (10') wide outside shoulder.
 - One twelve-foot (12') wide auxiliary lane between the interchanges.

From NW 25th Street to NW 103rd Street this alternative will consist of the following elements:

- Northbound Mainline
 - Two eleven-foot (11') wide express lanes.
 - Five eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to twelve-foot (12') wide inside shoulder.
 - A variable, ten-foot (10') to twelve-foot (12') wide outside shoulder.
 - One eleven-foot (11') wide auxiliary lane between the interchanges.
- Southbound Mainline
 - Two eleven-foot (11') wide express lanes.
 - Five eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, three-and-a-half-foot (3.5') to twelve-foot (12') wide inside shoulder.
 - A variable, ten-foot (10') to twelve-foot (12') wide outside shoulder.
 - One eleven-foot (11') wide auxiliary lane between the interchanges.

Figure 2.B.2 depicts the typical sections for Alternative 2A. Please reference the *Preliminary Engineering Report* developed as a part of this PD&E study for additional information relating to Alternative 2A.





Preferred Alternative

The preferred alternative for the SR 826 corridor is Alternative 1A. The preferred alternative was based on the evaluation and analysis of several key parameters including: engineering considerations, environmental impacts, socio-economic impacts, and cost. This alternative will add the capacity improvements necessary to improve traffic operations, safety, transit, regional connectivity and interstate access. The preferred alternative is the most prudent when compared with the No-Build Alternative, Transportation Systems Management and Operations Alternative, and Build Alternative 2A. **Table 2.B.1** provides a summary of the evaluation parameters used in the analysis.

The *Traffic Operations Analysis Report* (TOAR) includes an extensive discussion on traffic operations for the preferred alternative. The TOAR incorporates graphics showing the LOS along various freeway segments (basic freeway segments, merge/diverge areas and weaving segments) extending throughout the project limits. The results in the TOAR show that in both the Build and No-Build Alternatives some segments along SR 826 are expected to operate at LOS F. However, in the No Build condition, a substantially larger proportion of the corridor will operate at LOS F when compared to the Build Condition. In addition, under the Build Condition the LOS along several segments of the corridor improves from LOS F to LOS D or better.

Additional information on the preferred alternative can be found in the *Preliminary Engineering Report* prepared as part of this PD&E study, which is available for review at the FDOT District Six offices in Miami, Florida.



**ATTACHMENT 6 – IMPACT EVALUATION****A. NATURAL ENVIRONMENT****1. Air Quality**

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 16 – Air Quality Analysis (dated April 27, 2010), an *Air Quality Technical Memorandum* was prepared, which is available for review at the FDOT District Six offices in Miami, Florida. The project was evaluated to determine if an air quality analysis using the FDOT's screening model, CO Florida 2004 (released September 7, 2004) would be required to evaluate the air quality effects that would be caused by the proposed improvements to the project corridor and to determine whether project-related motor vehicle emissions would cause or contribute to an exceedance of the National Ambient Air Quality Standard (NAAQS) for carbon monoxide.

This project is included in the area's Transportation Improvement Program that has been approved by the Miami-Dade MPO. As of June 2005, Miami-Dade County has been designated as in attainment for all of the NAAQS under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project and an analysis using the CO Florida 2004 model was not required.

Construction activities for the proposed action may potentially have short-term air quality impacts within the immediate vicinity of the project. Construction activities may generate temporary increases in air pollutant emissions in the form of dust from earthwork and unpaved roads and smoke from open burning. Such emissions and potential impacts will be minimized by adherence to all applicable state and local regulations and to the latest edition of the FDOT *Standard Specifications for Road and Bridge Construction*.

2. Coastal and Marine**Coastal Zone Consistency**

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 25 – Coastal Zone Consistency (dated April 12, 2011), this project was reviewed by the Florida Department of Environmental Protection (DEP) for consistency with the Florida Coastal Zone Management Plan. Through the ETDM Programming Screening (ETDM #11560), the DEP determined that this project is consistent with the Florida Coastal Zone Management Plan. A copy of the DEP's consistency determination (dated February 3, 2012) is available for review at the FDOT District Six offices in Miami, Florida.

Coastal Barrier Islands

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 26 – Coastal Barrier Resources (dated February 1, 2011), this project was reviewed for involvement with coastal





barrier resources. No coastal barrier resources exist within the project limits; therefore, no impacts to coastal barrier resources are anticipated as a result of this project.

3. Contaminated Sites

Pursuant to the FHWA's *Technical Advisory T 6640.8A* and in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 22 – Contamination Impacts (dated January 17, 2008), a contamination screening evaluation was performed to evaluate potential impacts from contaminated sites to the project and a *Contamination Screening Evaluation Report* was prepared. A copy of the *Contamination Screening Evaluation Report* is available for review at the FDOT District Six offices in Miami, Florida.

A review of all available data occurred, including agency file reviews at Miami-Dade County Department of Regulatory and Economic Resources (DRER) Environmental Monitoring and Restoration Division (EMRD) and the DEP, and a review of Environmental Data Resources, Inc. agency database search (within ¼-mile radius of the project corridor), city directories, Sanborn Fire Insurance Company maps, and aerial photography from 1963 to 2011 (each year available). In addition, a field reconnaissance was conducted on accessible rights-of-way adjacent to the project on February 2, 2012, to further evaluate the potential for environmental contamination. The field reconnaissance also served to confirm current business address listings and site conditions.

The proposed SR 826 Express Lanes project corridor contains several known contaminated areas as discussed above. Contamination of soil and groundwater by petroleum hydrocarbon compounds, heavy metals, and landfill waste has been documented at several locations near the project corridor. Based on the information provided in the Environmental Data Resources report and the regulatory files at the DEP and Miami-Dade County DRER EMRD, and their potential to impact the SR 826 Express Lanes project corridor, the contaminated sites have been rated to pose high, medium, or low risk. Thirty-seven sites of potential environmental concern were identified for the SR 826 Express Lanes project corridor; of these, 17 sites are rated as High risk, four sites are rated as Medium risk, and 16 sites are rated as Low risk. However, based on the information available in the sources referenced above, the presence, location, or extent of contamination within the FDOT right-of-way could not be defined. Due to this uncertainty, further investigation is warranted for some of the potential contaminated sites.

The proposed project corridor has been evaluated and potential contamination concerns have been identified for the proposed viable project alternatives. For both of the viable alternatives (Alternative 1A and Alternative 2A), the potential contamination concerns are equivalent due to the location and distance of the potential contaminated sites with reference to the proposed project corridor.

The FDOT District Six Intermodal Systems Planning Office will utilize the information contained in this report to determine the need for additional investigation. The Level 2 Contamination Assessment investigation will be conducted during the design phase and prior





to any right-of-way acquisition, should any become necessary. Based on the findings of updated future review and Level 2 investigation, the design engineers may be instructed to avoid the areas of concern or to include special provisions with the plans to require that the construction activities performed in the areas of concern be performed by a contamination assessment and remediation contractor specified by the FDOT.

It must be recognized that the possibility exists that some hazardous substances, petroleum products, or environmental contamination not identified during this assessment may exist within the limits or in the immediate vicinity of the project. This is because regulatory agency records are not always complete; not all leaks, spills, and discharges are reported; not all USTs and ASTs are registered. It is unknown if any registered substances were illegally dumped or were deposited during past construction activities.

Section 120 Excavation and Embankment – Sub-article 120-1.2 Unidentified Areas of Contamination of the *FDOT Standard Specifications for Road and Bridge Construction* will be provided in the project's construction contract documents. This specification requires that in the event that any hazardous material or suspected contamination is encountered during construction, or if any spills caused by construction-related materials should occur, the contractor shall be instructed to stop work immediately and notify the designated FDOT environmental contact as well as the appropriate regulatory agencies for assistance.

4. Farmlands

In accordance with the Farmland Protection Policy Act of 1984 and the FDOT *PD&E Manual*, Part 2, Chapter 28 – Farmlands (dated May 11, 2010), this project was reviewed for involvement with farmlands. No farmlands exist within the project limits; therefore, no impacts to farmlands are anticipated as a result of this project.

5. Floodplains

Pursuant to Presidential Executive Order 11988, entitled “Floodplain Management,” U.S. Department of Transportation Order 5650.2, and Chapter 23, CFR 650A, and in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 24 – Floodplains (dated January 7, 2008), the project alternatives were analyzed for potential floodplain impacts. Floodplain impacts were incorporated into the *Wetland Evaluation Report* prepared for this project, which is available on file at the FDOT District Six offices in Miami, Florida. According to the revised 2012 Federal Emergency Management Agency Flood Insurance Rate Maps Community Panels 12086C0277L, 12086C0279L, 12086C0287L, and 12086C0289L, and the Flood Zone Geographic Information System (GIS) mapping data provided by Miami-Dade County, the areas surrounding the SR 826 project corridor contain four distinct flood zones: AE, AH, X and Zone 0.2% Annual Chance Flood Hazard.

According to the Federal Emergency Management Agency Flood Insurance Rate Maps, a large portion of the project area is located in Zone AH with base flood elevations determined. Since a large portion of the existing stormwater retention areas is being





impacted/eliminated by the proposed improvements, the lost storage volume between the base flood elevation and the existing ground must be replaced. However, due to the low elevation of the existing ground surrounding these drainage basins, it is not possible to acquire right-of-way in order to provide for the 100-year storage compensation. Any additional offsite areas that can be used for the 100-year storage compensation are already being used for storage of the 100-year base flood and thus would not result in a net increase of storage no matter how much additional area is acquired. The best that can be accomplished under the constraints of the existing topography is to design the stormwater system so that offsite discharge rates and volumes for design storms up to and including the 100-year – 72 hour storm do not exceed pre-development values.

Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are basically due to restrictions imposed by the geometrics of design, existing development, cost feasibility, or practicability. An alternative encroachment location is not considered in this category since it defeats the project purpose or is economically unfeasible. Since flooding conditions in the project area are inherent in the topography or are a result of other outside contributing sources, and there is no practical alternative to totally eradicate flood impacts or even reduce them in any significant amount, existing flooding will continue, but not be increased. The proposed structure will be hydraulically equivalent to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, the project will not affect existing flood heights or floodplain limits. This project will not result in any new or increased adverse environmental impacts. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

The Federal Emergency Management Agency, in implementing the National Flood Insurance Program, established a system of building guidelines. All local and state building ordinances are based upon these guidelines. This project will comply with all applicable federal, state, and local ordinances relating to floodplains. In accordance with the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction*, best management practices (BMPs) will be utilized during the construction phase of the project for erosion control and water quality considerations. The project alternatives are not expected to cause changes in flood stage and flood limits. Any minor changes, if any, resulting from this project will not result in any adverse impacts on the natural and beneficial floodplain values or any changes in flood risk or damage.

It has been determined, through consultation with federal, state, and local water resource and floodplain management agencies that there is no regulatory floodway involvement on the proposed project and that the project will not support base floodplain development that is incompatible with existing floodplain management programs.





6. Infrastructure

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 10 – Utilities and Railroads (dated November 14, 2003), this project was reviewed for impacts to utilities and railroads.

Utilities

The following utility companies and governmental utility departments have facilities located near or inside the project vicinity. Some of these utility facilities appear to be located on easements within the FDOT right-of-way.

- City of Hialeah Gardens Water and Sewer – Underground water and sewer lines
- Comcast – Aerial cable lines
- Fiberlight, LLC – Fiber-optic cable lines
- Florida Gas Transmission – Underground natural gas transmission pipelines
- Florida Power and Light (FP&L) Distribution – Buried and overhead electrical lines
- FP&L Fibernet – Underground and aerial fiber-optic cable lines
- FP&L Transmission – Overhead electrical transmission lines
- Level 3 Communications – Underground and aerial lines
- MCI/Verizon Business – Aerial lines
- Miami-Dade Water and Sewer Department – Underground water and sewer lines
- Qwest/Century Link – Underground lines

The FDOT will coordinate all utility impacts with the utility service providers through the Final Design phase of this project.

Additional information on the utilities within the project corridor can be found in the *Preliminary Engineering Report*, which is available for review at the FDOT District Six offices in Miami, Florida.

Railroads

Three railroad crossings are located within the project limits. The three railroads (one owned by CSX Transportation and two owned by Florida East Coast Railway) all cross under SR 826 within the project limits.

The FDOT will coordinate all railroad impacts with the railroad providers through the Final Design phase of this project.

Additional information on the railroad crossings within the project corridor can be found in the *Preliminary Engineering Report*, which is available for review at the FDOT District Six offices in Miami, Florida.





7. Navigation

There are canals present within the project area. However, according to the ETDM Programming Screening Summary Report (ETDM #11560), the U.S. Army Corps of Engineers (USACE) and the U.S. Coast Guard determined that there are no navigable waters within the vicinity of the project area. A U.S. Coast Guard navigation permit is not required and no further coordination with the U.S. Coast Guard is necessary. Therefore, no impacts to navigation are anticipated as a result of this project.

8. Special Designations

Aquatic Preserves

In accordance with Chapter 18-20, Florida Administrative Code, and the FDOT *PD&E Manual*, Part 2, Chapter 19 – Aquatic Preserves (dated January 11, 2011), the project corridor was evaluated for the potential presence of aquatic preserves. No aquatic preserves are located within the project area; therefore, no impacts to aquatic preserves are anticipated as a result of the proposed project.

Outstanding Florida Waters

In accordance with Chapter 62-302, Florida Administrative Code, and the FDOT *PD&E Manual*, Part 2, Chapter 21 – Outstanding Florida Waters (dated January 11, 2011), the project corridor was evaluated for the potential presence of Outstanding Florida Waters. No Outstanding Florida Waters are located within the project area; therefore, no impacts to Outstanding Florida Waters are anticipated as a result of the proposed project.

Critical Habitats

Critical Habitat is a specific, federally-designated, geographic area that is essential for the conservation of a threatened or endangered species that may require special management and protection, but they are not considered a refuge or sanctuary for the species. Critical Habitat for the West Indian manatee (*Trichechus manatus latirostris*) exists within the Miami Canal (C-6), Little River Canal (C-7), North Line Canal, and several smaller unnamed interconnecting canals and tributaries that are within close proximity to the SR 826 Express Lanes project corridor. These habitats are anticipated to be impacted by the proposed build alternatives in association with bridge structure alterations along the project corridor. These impacts are anticipated to be nominal in nature – 0.085-acres of surface waters will be impacted by Alternative 1A and 0.193-acre of surface waters will be impacted by Alternative 2A.

However, in-water habitat for the West Indian manatee will remain virtually the same following construction; therefore, no adverse impacts to critical habitat are anticipated. Additional details can be found in the *Endangered Species Biological Assessment* prepared for this project, which is available for review at the FDOT District Six offices in Miami, Florida.





Strategic Habitat Conservation Areas

Per the report, *Wildlife Habitat Conservation Needs in Florida: Updated Recommendations for Strategic Habitat Conservation Areas* (Endries, et al., 2009), which defines the areas of Strategic Habitat Conservation Areas, there are no Strategic Habitat Conservation Areas within close proximity to the project corridor. As such, no impacts are anticipated as a result of the proposed project.

Essential Fish Habitat

The Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), established procedures designed to identify, conserve, and enhance Essential Fish Habitat for those species regulated under a federal fisheries management plan. According to coordination with the National Marine Fisheries Service through the ETDM process (ETDM #11560), there will be no effect to Essential Fish Habitat as a result of the proposed project. As such, no impacts are anticipated as a result of the proposed project. The National Marine Fisheries Service will have an additional opportunity to comment during the Environmental Resource Permitting process as the project moves into the Final Design Phase.

Wild and Scenic Rivers

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 23 – Wild and Scenic Rivers (dated January 8, 2008), the project corridor was evaluated for the potential presence of wild and scenic rivers. No wild and scenic rivers are located within the project area; therefore, no impacts to wild and scenic rivers are anticipated as a result of the proposed project.

Florida Scenic Highways

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 29 – Scenic Highways (dated October 13, 1998), the project corridor was evaluated for involvement with designated scenic highways. No designated scenic highways are located within the project area; therefore, no impacts to designated scenic highways are anticipated as a result of the proposed project.

9. Water Quality and Quantity

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 20 – Water Quality (dated February 25, 2004), a Water Quality Impact Evaluation has been conducted for this project and is included for reference as *Appendix B*.

The proposed project is not anticipated to have negative impacts to the Biscayne Aquifer system, which is the sole source of potable water for most of southeastern Florida. All necessary precautions and BMPs pertaining to construction will be followed to prevent adverse impacts to the underlying sole source aquifer. A concurrence letter from the U.S.





Environmental Protection Agency was issued on July 26, 2012, which is included in **Appendix C**.

The Miami-Dade County Wellfield Protection Program protects the aquifer by restricting land uses within the vicinity of the public wellfield. The section of the project corridor between NW 36th Street and NW 74th Street borders the maximum protection zone of Miami Springs Upper Wellfield protection zone. No other part of the study area is located within the wellfield protection zone. Additionally, as the project corridor exists between the Northwest Wellfield and Miami Springs/Preston/Hialeah Wellfields, the local groundwater flow may be influenced by the groundwater recovery schedules of the above referenced wellfields. All phases of work will comply with the requirements of Section 24-12.1 of the Miami-Dade County Code. All necessary precautions and best management practices pertaining to construction will be followed to prevent adverse impacts to potable water quality.

The project corridor lies within the jurisdiction of the SFWMD, specifically within the C-6 and Area B drainage basins. The SFWMD and the FDOT require that the pre-development offsite discharge rates not be exceeded by the proposed design for the SFWMD's 25 year – 72 hour storm, as well as the greater of the 100 year – one hour, 100 year – eight hour, or the 100 year – 24 hour events. The proposed project corridor's stormwater facility design will include, at a minimum, the water quantity requirements for the water quality impacts as required by Chapter 24, Section 24-58 of the Miami-Dade County Code. The Miami-Dade County requirements meet or exceed the SFWMD water quality and water quantity requirements. Therefore, it is anticipated that water quality within the proposed project area will improve due to the proposed stormwater treatment features.

Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with the latest edition of FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of BMPs, including temporary erosion control measures.

10. Wetlands (and Surface Waters)

Pursuant to Presidential Executive Order 11990, entitled "Protection of Wetlands," and in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 18 – Wetlands (dated November 20, 2009), the project area was reviewed to identify, map, and assess wetlands, surface water communities, and stormwater retention/conveyance features that are located within or adjacent to the SR 826 Express Lanes PD&E study corridor. A *Wetland Evaluation Report* was prepared for this project, which is on file at the FDOT District Six offices in Miami, Florida.

The existing wetlands, surface waters, and stormwater retention/conveyance features within the study area vary in terms of habitat value, quality, level of intrusion by exotic/invasive (undesirable) vegetative species, and degree of geographical isolation. A preliminary wetland/surface water jurisdictional delineation, performed from February through May 2012, identified 34 individual wet retention areas, which exhibit marginal wetland





characteristics. These wetlands/retention features were comprised of two distinct Florida Land Use, Cover and Forms Classification System (FLUCFCS) community types: FLUCFCS Code 640 – Vegetated Non-forested wetland and FLUCFCS Code 6411 – Freshwater Cattail Marsh. One surface water community type was also present: FLUCFCS Code 510 – Streams and Waterways.

Impact Analysis (Direct and Secondary)

The proposed viable alternatives for the SR 826 Express Lanes project were evaluated for potential impacts to wetlands and surface waters. Direct impacts were calculated based on the aerial extent of wet retention areas/wetlands/surface waters within the proposed construction limits of each alternative. Alternative 1A would result in 0.569 acre of direct impacts to wet retention areas/wetlands and 0.085 acre of direct impacts to surface waters. Alternative 2A would result in 2.142 acres of direct impacts to wet retention areas/wetlands and 0.193 acre of direct impacts to surface waters. Please note that all impact acreages are approximations based on the best available information at the time of this PD&E study. Final impact acreages will be dependent upon final engineering design.

For those wet retention areas/wetlands with direct impacts, secondary impacts are anticipated because a suitable upland buffer with an average width of 25 feet does not exist between the remaining portion of the wet retention area/wetland and the proposed roadway improvements. Therefore, secondary impacts were calculated to an average distance of 25 feet beyond the direct impact. This 25-foot distance was determined using the assessors best scientific judgment in analyzing what type of secondary impacts will be expected during and following construction and how far into a wet retention area/wetland those affects will be experienced per agency criteria. Items considered include construction activities, sedimentation resulting from increased turbidity associated with soil disturbance (water quality impacts), interruption to surface water flow, alterations to vegetative communities outside the final roadway footprint, and effects to wildlife in the vicinity of the corridor. Not all wet retention areas/wetlands were determined to have secondary impacts outside of the directly impacted areas. Of the 34 total wet retention areas/wetlands assessed, secondary impacts were determined to potentially occur within 13 wet retention areas/wetlands totaling 1.761 acres for Alternative 1A and 21 wet retention areas/wetlands totaling 3.445 acres for Alternative 2A.

Wetland Assessment Technique for Environmental Review (WATER) Assessment

A functional analysis using the WATER methodology was conducted in order to determine the functional loss resulting from the proposed direct and secondary impacts. This assessment method was determined to be appropriate based on the mitigation options available to compensate for proposed impacts to existing wetlands, surface waters, and stormwater retention/conveyance features at the time of this project. The results of the WATER assessment show that 0.207 WATER credits would be required for Alternative 1A and 0.688 WATER credits would be required for Alternative 2A to offset the proposed direct and secondary impacts to wet retention areas/wetlands. The WATER assessment was not





conducted for areas characterized as surface waters since the presence of native wetland vegetation is limited in these surface waters and mitigation for impacts to surface waters is typically not required. A summary of the results of the WATER assessment for each alternative and copies of the WATER worksheets are provided in the *Wetland Evaluation Report* prepared as part of the SR 826 Express Lanes PD&E Study.

Cumulative Impacts Analysis

From a regional watershed perspective, the potential wet retention area/wetland impacts within the study area limits are considered typical of both urban and roadway stormwater management systems. The study limits lay within three distinct drainage basins in Miami-Dade County – the C-4, C-6, and C-7 – as defined by the U.S. Fish and Wildlife Service (USFWS) in 2010 and provided to the public in GIS shapefile format. Per the USFWS database, approximately 47,195 acres of similar wetland habitats exist within these three drainage basins. Of this total, the proposed project impacts consist of approximately 0.569-acre of direct impacts and 1.761 acres of secondary impacts for Alternative 1A and 2.142 acres of direct impacts and 3.445 acres of secondary impacts for Alternative 2A. All of these potential impacts fall within the C-6 basin. For Alternative 1A, these total potential impacts equate to 0.02% of the total wetland areas within the C-6 basin and <0.01% of the total wetland areas within the C-4, C-6, and C-7 basins. For Alternative 2A, these total potential impacts equate to 0.04% of the total wetland areas within the C-6 basin and 0.01% of the total wetland areas within the C-4, C-6, and C-7 basins.

The unimpacted wetland areas within the three drainage basin areas include a total of 47,193 acres of similar wetland habitats for Alternative 1A (>99.99% of the total wetlands) and 47,189 (99.99% of the total wetlands) for Alternative 1B. The wetlands within the three distinct drainage basins are a mixture of primarily urban lands with isolated wetlands and habitats which are associated with roadway and residential/commercial development stormwater drainage systems, which are considered altered wetland systems. Therefore, the cumulative wetland impacts resulting from the proposed project are expected to be considered negligible within each basin and within the greater C-100 regional watershed. In addition to the above, please note that since the proposed project will be designed to meet the SFWMD's current water quality criteria, the stormwater system associated with the project proposed roadway improvements is anticipated to provide a net positive effect on the quality of water entering receiving waters and wetlands downstream of the project. Thus, it is also anticipated that the proposed project will not cause unacceptable cumulative impacts to the regional water quality within each respective drainage basin or the greater C-100 regional watershed.

Furthermore, compensation for proposed unavoidable impacts to wetlands will be mitigated within the same regional watershed (C-100 Watershed) where the impacts will occur. Therefore, no net loss of wetland functions and values is expected to occur within the C-100 Watershed (refer to mitigation discussion below for details).





Elimination and Reduction of Impacts

No impacts to wetlands or surface waters are anticipated with the No-Build Alternative; however, due the projected demand for roadway capacity within the study area, traffic congestion, delays, and other operational and access deficiencies would remain, making this alternative impractical.

As wet retention areas/wetlands exist within and directly adjacent to the project corridor, the complete elimination of impacts is not compatible with any roadway safety or capacity improvements, and there is a sufficient transportation demand to justify the proposed improvements along this corridor.

The Build Alternatives were developed with consideration of reducing or eliminating impacts to wet retention areas/wetlands and surface waters within the limits of the proposed project. All factors relating to the design and location of the facility, as well as information and issues relevant to the project decision-making process were considered, including socio-economic, environmental, and engineering issues. The following controls which may influence alternative design were considered:

- Available physical envelope through which an improvement providing acceptable service could be routed
- Cultural features, including public and private development, which could be impacted by the project alternatives
- Natural features (wetlands, protected wildlife, surface waters, etc.), which could be impacted by the project alternatives
- Logical termini, giving consideration to directness, length, and service

Each proposed alternative was analyzed and evaluated to a point of rejection or selection as a viable alternative. The impacts of each alternate were identified and expressed in a form suitable for comparison to other alternatives, through the use of an evaluation matrix. Based on the results of the evaluation of alternatives, a locally preferred concept was developed for the corridor. The preferred alternative incorporates the construction of dual express lanes along the median of SR 826 as described in Alternative 1A. This alternative best meets the needs for the project and minimizes impacts to wetlands and surface waters to the greatest extent practicable, while maintaining safe and sound engineering practices, when compared to the other alternatives evaluated.

The proposed alternative was further refined by consideration of the proposed roadway profile and associated typical section in order to reduce the proposed impacts to wetlands and surface waters as much as possible while meeting the transportation needs of the project. In addition, further efforts to reduce impacts will be implemented as detailed construction plans are developed during the permitting and final design phase of the project including the use of BMPs in accordance with the latest edition of FDOT's *Standard Specifications for Road and Bridge Construction*.





Conceptual Mitigation

Although the project limits have been refined to reduce impacts to wetlands to the greatest extent practicable, unavoidable impacts (direct and secondary) to wetlands/stormwater retention areas are anticipated to occur. Per the proposed construction limits of each alternative, Alternative 1A would result in 0.569-acre of direct impacts to wetlands/stormwater retention areas and 1.761 acres of secondary impacts to wetlands/stormwater retention areas, while Alternative 2A would result in 2.142 acres of direct impacts to wetlands/stormwater retention areas and 3.445 acres of secondary impacts to wetlands/stormwater retention areas.

Two mitigation banks exist within the service area of the proposed project impacts, but for the purposes of this PD&E study, only the FP&L Everglades Mitigation Bank (EMB), located in southern Miami-Dade County, is being considered for this project (per the direction from the FDOT). Coordination with the FP&L EMB was conducted to determine if sufficient mitigation credits were determined to be available to the FDOT for this project and it was determined that credits are currently available. Additional mitigation options may also be available to the FDOT in the form of restoration projects on state and/or federal lands. These additional options can be reconsidered during the final design and permitting phase of the project if mitigation credits/acres become unavailable at the FP&L EMB.

The FP&L EMB utilizes the WATER assessment methodology in order to determine the quantity of mitigation credits needed to be purchased to compensate for unavoidable wetland impacts. Utilizing WATER, the Total WATER Credits (TWCs) required to offset the potential direct and secondary wetland/stormwater retention area impacts associated with Alternative 1A and Alternative 2A are 0.207 TWCs and 0.688 TWCs, respectively. Wetland credits at the EMB currently cost \$85,000 per credit, making the estimated cost for compensatory wetland mitigation for Alternative 1A and Alternative 2A equal to \$17,595 and \$58,480, respectively. Refinements of these calculations are expected to occur during the final design and permitting phase of the project. The type and level of mitigation for wetland impacts will be based on the final impact acreages (direct, secondary, and cumulative), the nature of disturbance (temporary/permanent), and the overall quality of the systems.

11. Wildlife and Habitat

This project has been evaluated for the potential presence of threatened and endangered species in accordance with Section 7(c) of the Endangered Species Act of 1973, as amended, and by Chapter 68 of the Wildlife Code of the State of Florida. In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 27 – Wildlife and Habitat Impacts (dated October 1, 1991), an *Endangered Species Biological Assessment* was prepared for this project, which is available for review at the FDOT District Six offices in Miami, Florida.

Based on the analysis conducted for this *Endangered Species Biological Assessment*, the following federal and state-listed wildlife and plant species have the potential to occur within the project study area: two federal/state-listed endangered species, one federal/state-listed





threatened species, one federal/state-listed species threatened due to similarity of appearance, three state-listed threatened species, eight state-listed species of special concern, and non-listed but otherwise protected species. The results of the *Endangered Species Biological Assessment* indicate that no adverse impacts to any of these protected species are anticipated as a result of the proposed project.

For both of the viable alternatives (Alternatives 1A and 2A), the potential habitat impacts are nearly equivalent due to the configuration and impacts associated with the alternatives within the proposed project corridor, with the exception of wetland and surface water impacts. Alternative 1A would result in 0.569 acres of direct impacts to wet retention areas/wetlands and 0.085 acres of direct impacts to surface waters. Alternative 2A would result in 2.142 acres of direct impacts to wet retention areas/wetlands and 0.193 acres of direct impacts to surface waters. Of the 34 total wet retention areas/wetlands assessed, secondary impacts were determined to potentially occur within 13 wet retention areas/wetlands totaling 1.761 acres for Alternative 1A and 21 wet retention areas/wetlands totaling 3.445 acres for Alternative 2A. Please note that all impact acreages are approximations based on the best available information at the time of this PD&E study. Final impact acreages will be dependent upon final engineering design. Essential Fish Habitat, Strategic Habitat Conservations Areas, and Critical Habitats are discussed in **Section 6.A.8** of this document.

Federally-Listed Wildlife Species

Although West Indian manatees were not observed during the field surveys, according to correspondence with Florida Fish and Wildlife Conservation Commission (FWC) and Miami-Dade County DRER EMRD, West Indian manatees [USFWS – Endangered (E), FWC – E] can typically be observed within the Miami Canal (C-6), Dressel's Dairy Canal, Little River Canal (C-7), North Line Canal and various smaller unnamed canals and tributaries to these canals that are within close proximity to the SR 826 Express Lanes project corridor. As such, implementation of FWC's *Standard Manatee Conditions for In-Water Work* (2011) is recommended during all in-water construction activities. Furthermore, in order to minimize danger of entrapment to manatees, it was also recommended through correspondence with the wildlife agencies that any culverts which are greater than seven and less than 60 inches in diameter be covered with grates or screens with spaces less than seven inches wide and that these be maintained to prevent upland flooding. In the event that sheet piling will be used in order to restrict flow through culverts adjacent to the project area during construction, it is recommended that the contractor conduct an in-water survey prior to the installation of the sheet piling in order to prevent manatee entrapment. Therefore, no adverse impacts to this species are anticipated as a result of this proposed project and the FDOT and FHWA have made a determination of “*may affect, but not likely to adversely affect*” for this species; the USFWS concurred with this determination (see **Appendix D** for the USFWS concurrence letter dated August 14, 2012).

Wood storks (*Mycteria americana*) (USFWS – E, FWC – E) have been observed within and adjacent to the project corridor. Coordination with the USACE and USFWS has determined that the loss of wood stork foraging habitat shall be assessed by utilizing the protocols set





forth in the USACE South Florida Programmatic Concurrence for this species (dated May 18, 2010). Per the USACE South Florida Programmatic Concurrence for this species, the USFWS requires an analysis of foraging prey base losses and enhancements from the proposed action for projects with impacts to greater than five acres of wood stork foraging habitat (stormwater retention areas, wetlands, etc. that are determined suitable for wood stork foraging). For projects with less than five acres of wood stork foraging habitat impacts, an individual foraging prey base analysis is not necessary, although type for type foraging habitat compensation is still a requirement. As such, all wetland/stormwater retention area impacts will be mitigated for through a USFWS-approved off-site mitigation bank (FP&L EMB – refer to the *Wetland Evaluation Report* for additional details) during final design. Since all unavoidable impacts to wetlands/stormwater retention areas will be mitigated for at a USFWS-approved wetland mitigation bank, no adverse impacts to this species are anticipated to occur as a result of the proposed project and the FDOT and FHWA have made a determination of “*may affect, but not likely to adversely affect*” for the wood stork; the USFWS concurred with this determination (see **Appendix D** for the USFWS concurrence letter dated August 14, 2012).

No eastern indigo snakes (*Drymarchon corais couperi*) (USFWS – T, FWC – T) were observed during the field surveys, and this species is not anticipated to be encountered. However, to protect the eastern indigo snake during construction, the FDOT will incorporate the *Standard Protection Measures for the Eastern Indigo Snake* into the final project design and will require that the construction contractor abide strictly to the guidelines during construction. Therefore, the FDOT and FHWA have determined that no adverse impacts to this species are anticipated as a result of the proposed project and have made a determination of “*no effect*” for the eastern indigo snake. Per telephone coordination with Mr. John Wrublik (USFWS), the USFWS does not comment on a “*no effect*” finding for a species unless they disagree with the finding; no comments were provided by the USFWS for the eastern indigo snake (see **Appendix D** for the USFWS concurrence letter dated August 14, 2012).

No American alligators (*Alligator mississippiensis*) [USFWS – Threatened due to Similarity of Appearance (T(S/A)), FWC – T(S/A)] were observed during the field surveys. The contractor will be advised of state and local laws regarding the harassment of alligators prior to any construction activities. Therefore, no adverse impacts to this species are anticipated as a result of the proposed project and the FDOT and FHWA have made a determination of “*no effect*” for the American alligator. Per telephone coordination with Mr. John Wrublik (USFWS), the USFWS does not comment on a “*no effect*” finding for a species unless they disagree with the finding; no comments were provided by the USFWS for the American alligator (see **Appendix D** for the USFWS concurrence letter dated August 14, 2012).

There have been visual occurrences of bald eagles (*Haliaeetus leucocephalus*) (protected by the *Bald and Golden Eagle Protection Act* and the *Migratory Bird Treaty Act*) within close proximity to the project area (fly-overs). Based on the latest available data from FWC on bald eagle nests, two nests were identified approximately 2.7 miles (nest DA003) and 3.5 miles (nest DA002) west of the project corridor in the City of Doral. One of the nests (nest





DA002) has been abandoned and subsequently demolished. It is believed that the nesting pair of eagles from this nest (nest DA002) has relocated to the second nest (DA003) located in a nearby proposed residential development, approximately 0.9-mile to the east-northeast from the original nest site. Due to the historic potential for bald eagle populations to be threatened by human development and encroachment, the FWC has implemented a bald eagle permitting process in correlation with the USFWS. Although no suitable nesting habitat exists within close proximity to the project corridor, coordination with FWC and the permitting agencies will have to be executed if any construction is proposed within 660 feet of a nest. Due to the lack of suitable nesting or foraging habitat within the project corridor and the distances of the closest nests (approximately 2.7 miles and 3.5 miles) from the project corridor, no adverse impacts to the bald eagle are anticipated as a result of the proposed project.

State-Listed Wildlife Species

The Florida bonneted bat (*Eumops floridanus*) (FWC – T) was not observed during the field surveys. Since only limited marginal habitat is present for this species in the project corridor and no bats were observed during the field investigations, no adverse impacts to the Florida bonneted bat are anticipated as a result of the proposed project.

Southeastern American kestrels (*Falco sparverius paulus*) (FWC – T) were observed within and adjacent to the project corridor during the wildlife surveys; they are also often observed in the vicinity of the project area during the April to September breeding season. The various SR 826 interchange areas do offer marginal foraging habitat for the Southeastern American kestrel, but suitable breeding habitat is not present within or directly adjacent to the project right-of-way. While temporary disruption of foraging habitat may occur during construction, no long-term adverse impacts to the southeastern American kestrel are anticipated as a result of the proposed project.

Project scientists have observed four of the state-listed species of special concern wading bird species – the snowy egret (*Egretta thula*) [FWC – Species of Special Concern (SSC)], little blue heron (*Egretta caerulea*) (FWC – SSC), tricolored heron (*Egretta tricolor*) (FWC – SSC), and white ibis (*Eudocimus albus*) (FWC – SSC) – foraging within the project corridor. The reddish egret (*Egretta rufescens*) (FWC – SSC) and roseate spoonbill (*Ajaia ajaja*) (FWC – SSC) have not been observed within the project corridor. The stormwater retention areas, canals, and drainage ditches in or adjacent to the project corridor may provide potential foraging habitat for all of these species. However, no birds were observed nesting within close proximity to the project corridor. While temporary disruption of foraging habitat may occur during construction, construction will not substantially reduce available foraging or roosting habitat for these species; therefore, these species will not be adversely affected by the proposed project.

Four individual black skimmers (*Rynchops niger*) (FWC – SSC) were observed by project biologists perched above commercial/industrial buildings in the vicinity of Hialeah Gardens, just north of the project corridor. While temporary disruption of foraging habitat may occur





during construction, construction will not substantially reduce available foraging, roosting, or nesting habitat for this species. Therefore, no long-term adverse impacts to the black skimmer are anticipated as a result of the proposed project.

Least terns (*Sterna antillarum*) (FWC – ST) have been observed foraging in several of the canals and surface waters in and around the study area. Although least terns have been known to nest on gravel rooftops, much like the available habitat found on commercial/industrial buildings in Hialeah Gardens and Doral, no observations of this species nesting have been made to date. Construction will not substantially reduce available foraging, roosting, or nesting habitat for this species. While temporary disruption of foraging habitat may occur during construction, no long-term adverse impacts to the least tern are anticipated as a result of the proposed project.

No brown pelicans (*Pelecanus occidentalis*) (FWC – SSC) were observed within the project limits or within close proximity to the study area. The probability of occurrence for this species is low, and construction will not substantially reduce available foraging, roosting, or nesting habitat for this species. Therefore, no adverse impacts to the brown pelican are anticipated as a result of the proposed project.

Listed Plant Species

No protected plant species were identified during field assessments. Since there is very limited habitat for these protected plant species and most of the areas within the project corridor are regularly mowed and maintained by the FDOT for safety, it is unlikely that other occurrences of these protected plant species will be observed within the project corridor. If these species are observed within construction areas, BMPs will be adhered to in order to avoid direct impacts to all protected plant species to the maximum extent practicable. According to the Florida Department of Agriculture and Consumer Services, statutory protection of state-listed plants is not applicable if the clearing of land is performed by a public agency when acting in the performance of its obligation to provide service to the public (Section 581.185(8) Florida Statutes). Therefore, no adverse impacts to protected plant species are anticipated as a result of the proposed project.

Conclusion/Recommendation

Based on the review of the protected species contained within the *Endangered Species Biological Assessment*, wildlife agency correspondence, and the field investigations, no adverse impacts are anticipated to protected wildlife and plant species or their critical habitat within the project areas. The FDOT and FHWA have made a determination of “*may affect, but not likely to adversely affect*” for the wood stork and West Indian manatee and a determination of “*no effect*” for the eastern indigo snake and the American alligator. The USFWS concurred with the determinations for the wood stork and West Indian manatee (see *Appendix D* for the USFWS concurrence letter dated August 14, 2012). Per telephone coordination with Mr. John Wrublik (USFWS), the USFWS does not comment on a “*no effect*” finding for a species unless they disagree with the finding; no comments were





provided by the USFWS for the eastern indigo snake or the American alligator (see **Appendix D** for the USFWS concurrence letter dated August 14, 2012).

B. CULTURAL IMPACTS

1. Historic/Archaeological

A *Cultural Resource Assessment Survey* report and a *Section 106 Evaluation and Determination of Effects* report were prepared for this project in accordance with the procedures contained in Title 36 Code of Federal Regulations (CFR) Part 800 and in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 12 – Archeological and Historical Resources (dated January 12, 1999). For additional information regarding cultural and historical resources, please refer to the *Cultural Resource Assessment Survey* report and *Section 106 Evaluation and Determination of Effects* report completed for this project, which are on file at the FDOT District Six offices in Miami, Florida.

The *Cultural Resource Assessment Survey* for the SR 826 Express Lanes PD&E Study resulted in the identification of a total of 24 historic resources, seven of which were previously recorded (8DA6352, 8DA6525, 8DA10050, 8DA10107, 8DA11507, 8DA11528, and 8DA11529), and 17 of which are newly recorded as part of this study (8DA12374-8DA12390). The identified historic resources include 12 buildings, four bridges, six canals, and two railways.

Of the identified resources, one has been determined eligible for listing in the National Register by the State Historic Preservation Officer: the Miami Canal (8DA6525). According to the State Historic Preservation Officer evaluation of the FEC Railway (8DA10107) and the Spur of the Seaboard Air Line (CSX) Railroad (8DA11507), the records of the Florida Master Site File (FMSF) provide insufficient information to determine the National Register eligibility for these sites; however, portions of the railways outside of the area of potential effect (APE) have been determined eligible for listing in the National Register, and the portions within the historic APE are considered National Register-eligible. One additional resource, the Pepsi Beverages Company Building/7777 NW 41st Street (8DA12375) is considered eligible for listing in the National Register. The remaining 20 historic resources are considered ineligible for listing in the National Register, either individually or as part of a historic district.

A search of the FMSF identified one previously recorded archaeological site, 8DA40, within the archeological APE. This site was determined by State Historic Preservation Officer in 1984 to be eligible for the National Register; however, it is described as possibly destroyed in a 1988 survey. No evidence of this site was visible within the archaeological APE during the present survey but remnants of this site may exist beneath the pavement. In addition, no Miami-Dade County archaeological sites or zones are located within one mile of the APE. Background research and a reconnaissance survey confirmed the developed nature of the APE and its low archaeological probability. No natural soil was evident and shovel testing





was not possible due to pavement and utilities. Archaeological monitoring is recommended for any subsurface activities taking place within the recorded location of 8DA40.

The proposed improvements associated with either of the build alternatives (Alternative 1A and Alternative 2A) are not anticipated to cause any adverse effects to historic or archeological resources within the project corridor.

A request for concurrence was transmitted to the State Historic Preservation Officer on July 5, 2012. A response was received from the State Historic Preservation Office (dated August 3, 2012) stating that the “State Historic Preservation Officer finds the [*Cultural Resources Assessment Report*] complete and sufficient and does not concur entirely with the findings and recommendation contained in the [letter],” per the memorandum attached to the response letter. The memorandum states:

The proposed project involves construction of new [express] lanes on SR 826/Palmetto Expressway from SR 836/Dolphin Expressway to SR 932/NW 103rd Street. The [State Historic Preservation Officer] concurs with the determinations on the attached signature page with the following two exceptions:

- *This office determines there is insufficient information to determine the eligibility of the structure located at 9660 NW 77th Avenue (8DA12383) due to a lack of visibility. However, based on the nature of the project this structure will not be affected by the proposed project.*
- *This office finds that the structure located at 1303 NW 78th Avenue (8DA12386) is not eligible due to its age (less than 50 years old), but notes that it should be reassessed for architectural significance when it reaches 50 years of age.*

The request for concurrence (dated July 5, 2012), the response from the State Historic Preservation Officer (dated August 3, 2012), and the referenced memorandum from the State Historic Preservation Officer are included as *Appendix E*.

Based upon the Section 106 process, potential effects that the roadway improvements may have on the identified National Register-eligible historic resources were evaluated, as documented in the *Section 106 Evaluation and Determination of Effects* report. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources. Based on the project information available, Alternative 1A (preferred alternative) will have no adverse effect on the National Register-eligible historic resources.

The FDOT submitted the *Section 106 Evaluation and Determination of Effects* report and a request for concurrence letter to the FHWA for concurrence and forwarding to the State Historic Preservation Officer on September 24, 2012. The FHWA approved the recommendations and findings of the *Section 106 Evaluation and Determination of Effects* report on October 9, 2012. The State Historic Preservation Officer concurred with the findings and recommendations of the *Section 106 Evaluation and Determination of Effects* report on October 23, 2012. The request for concurrence (dated September 24, 2012),





FHWA's concurrence (dated October 9, 2012), and the State Historic Preservation Officer's concurrence (dated October 23, 2012) are included in *Appendix E*.

2. Recreation Areas

No parks or other recreational facilities were identified within close proximity to the proposed project corridor; therefore, no parks or recreation area impacts are anticipated from the proposed project.

3. Section 4(f) Potential

No potential Section 4(f) resources were identified within close proximity to the proposed project corridor; therefore, Section 4(f) does not apply and no impacts are anticipated from the proposed project.

C. COMMUNITY IMPACTS

1. Aesthetics

The project corridor consists of a major transportation facility that traverses through a developed urban area, with very few notable aesthetic characteristics. The only natural areas present along the corridor consist of stormwater management features associated with the roadway, which provide very little aesthetic value. No unique or historic architectural features are located along the corridor. The express lanes associated with Alternative 1A and Alternative 2A will all be at-grade, thereby causing no noticeable visual/aesthetic changes to the corridor. Additionally, there are 18 existing bridges located within the study area. For Alternative 1A, seven bridges will need to be widened, two bridges will need to be replaced (by others), and two bridge decks will need to be partially reconstructed. For Alternative 2A, eight bridges will need to be widened and five bridges will need to be replaced (of which two will be by others). However, the widening/replacement of these bridges is not anticipated to cause any substantial changes to the visual/aesthetic quality of the corridor as there will be no change in the profile of the bridges and replacement bridges will be in-kind. The *Preliminary Engineering Report* prepared as part of this PD&E study also provides additional information on the bridges along the corridor. Therefore, this project is not anticipated to cause any adverse impacts to the visual/aesthetic quality or characteristics of the project corridor.

2. Economics

All of the roadway improvements are proposed to occur along the existing SR 826 roadway corridor. The express lanes associated with Alternative 1A and Alternative 2A are proposed to be tolled with congestion pricing (i.e., increased toll-pricing when congestion on the adjacent non-ttolled lanes increases and vice versa). This will have an economic impact on those motorists who choose to travel on the express lanes. With either alternative, the





express lanes would also generate a new source of revenue, which can be used to offset project implementation costs and support other transportation improvements, including enhanced transit service. A full financial analysis is currently being conducted as part of the PD&E study and will be available for review at the FDOT District Six offices in Miami, Florida, upon completion.

3. Land Use

The SR 826 project corridor encounters a myriad of land use categories on record with the Miami-Dade County Department of Planning and Zoning, the City of Doral Planning Department, the City of Hialeah Gardens Planning and Zoning Department, and the City of Hialeah Planning and Zoning Department. The land use classifications identified within the study include the following: Airports, Communications/Utilities, Expressway Right-of-Way, Industrial, Institutional, Low Density – Multi Family, Mobile Home Park, Multi Family – Migrant Camp, Office, Parks, Shopping Centers, Roadways, Townhouses, Transient Residential, Vacant Unprotected, Vacant Government-Owned, and Water.

Miami-Dade County has developed a CDMP which expresses the county's general objectives and policies addressing where and how development or conservation of land and natural resources will occur during the next ten to twenty years. The CDMP establishes the broad parameters for government to do detailed land use planning and zoning activities, functional planning and programming of infrastructure and services. It also provides for "sustainable development", allowing for land capacity to meet projected needs, preserve wetlands and agricultural areas, and protect (potable) water well fields. The proposed project on SR 826 from south of SR 836 to NW 103rd Street should not cause any issues with regards to future land use.

The CDMP establishes a growth policy that encourages development:

- At a rate commensurate with projected population and economic growth
- In a contiguous pattern centered within a network of high-intensity urban centers well-connected by multi-modal intra-urban transportation facilities
- In locations which optimize efficiency in public service delivery and conservation of valuable natural resources

The SR 826 project is consistent with the growth policies outlined in the Miami-Dade County CDMP. In relation to CDMP growth policy #1, this area of Miami-Dade County within the project limits is expected to experience substantial growth in both population and employment between 2005 and 2035. Based on the MPO 2035 Long Range Transportation Plan, within the study area, the population is expected to increase by 28.6 percent and employment is expected to increase by 40.5 percent. Regarding CDMP growth policy #2, SR 826 is a major highway providing a north-south travel connection to cities and towns between southern Miami-Dade County and its northern areas. SR 826 also provides connectivity to SR 836, I-75, SR 924, the HEFT, and I-95. The SR 826 corridor, within the study area, serves as a multi-modal intra-urban transportation facility that connects urban





centers within Miami-Dade County. In terms of CDMP growth policy #3, the proposed project utilizes the existing developed corridor (SR 826) and takes into consideration both the efficiency of public service delivery and conservation of natural resources. A thorough analysis of impacts to natural resources, including wetlands and threatened and endangered species, as well as the efforts to eliminate, reduce, and mitigate those impacts, is included in the *Wetland Evaluation Report* and *Endangered Species Biological Assessment* prepared as part of this PD&E study.

4. Mobility

The proposed improvements associated with either alternative will consist of the addition of express lanes in each direction along the SR 826 corridor within the project limits. These improvements are needed to address future vehicular growth projected in the area, improve highway safety, enhance hurricane and other emergency evacuations, and improve system connectivity between SR 836, I-75, and SR 924 within the project limits. The new express lanes along SR 826 in Miami-Dade County will also provide a seamless connection between the future I-75 managed lanes system in Miami-Dade County and in Broward County, making the use of the managed lanes more attractive across counties. The express lanes also promote the opportunity to provide for future bus rapid transit along the corridor, should Miami-Dade County choose to implement such a service. There are no provisions for pedestrian or bicycle facilities along SR 826 for the proposed project.

5. Relocation

For both Alternative 1A and Alternative 2A, the proposed project is not anticipated to displace any residences, buildings, or businesses within the community. Although a total of 82 privately owned parcels will be impacted in order to implement the proposed improvements under Alternative 2A, the portion of each land parcel to be acquired under Alternative 2A will not result in any adverse impacts to existing buildings. Therefore, the proposed acquisition is anticipated to be inconsequential for both Alternative 1A and Alternative 2A.

If it is determined during the design phase of this project that any relocations may be necessary, the FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646), as amended by Public Law 100-17). The brochures which describe in detail the FDOT's relocation assistance program and right-of-way acquisition program are "Your Relocation: Residential," "Your Relocation: Businesses, Farms and Nonprofit Organizations," "Your Relocation: Sign," and "The Real Estate Acquisition Process." All of these brochures are distributed at all public hearings and made available upon request to any interested persons.





6. Social

Community Services

The following community facilities are located within, adjacent to, or within close proximity to the project corridor and have the potential to be impacted by the proposed roadway improvements:

- Five churches and religious institutions
- Three public schools and one private religious school
- Two hospitals and numerous private practice medical facilities

There are also a variety of public buildings and facilities adjacent to the study corridor. These facilities include federal buildings such as post offices and congressional offices. Several state, county, and city buildings and facilities, such as city hall buildings, the Metrorail Palmetto Station and government offices, are also located within the study area. No fire or police stations are located directly adjacent to the study corridor or near the study limits.

The proposed improvements under Alternative 1A will not require right-of-way acquisition from privately owned properties along SR 826. Right-of-way donations and temporary construction easements will be required for work that needs to be performed within the existing frontage roads owned by Miami-Dade County. The proposed improvements under Alternative 2A will also require right-of-way donations and temporary construction easements from Miami-Dade County. In addition, Alternative 2A will require the acquisition of 82 privately owned parcels. The estimated right-of-way cost is \$92 million. Neither alternative would result in any adverse impacts to existing public, community facilities. Therefore, implementation of either alternative is not anticipated to impact any parks/recreational facilities, churches/religious institutions, schools, police/fire stations, medical/emergency operation facilities, or other public buildings/facilities.

Community Cohesion

Since the proposed improvements for both Alternative 1A and Alternative 2A take advantage of the existing SR 826 facility, the existing neighborhoods adjoining this corridor will not be further divided by either alternative. In addition, no social isolation will occur and no substantial adverse impacts to local or regional traffic patterns are anticipated. No specific ethnic groups or minority populations will become socially or culturally isolated as a result of the improvements. Therefore, no impacts to community cohesion are anticipated.

Nondiscrimination Considerations (Environmental Justice)

Civil Rights impacts to minorities and other groups as a result of the proposed improvements to SR 826 have been fully considered. This project has been developed in accordance with the Civil Rights Act of 1964. To fully comply with Title VI of the Civil Rights Act of 1964, a Public Involvement Program was undertaken, as documented in the Public Involvement





Program record for the project. Furthermore, coordination with the District Title VI coordinator has taken place to fully comply with Title VI and the Americans with Disabilities Act.

Controversy Potential

Through the public involvement process conducted for this project, the FDOT District Six has not identified any issues as potentially controversial.

D. OTHER IMPACTS

1. Noise

A traffic noise study was conducted in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 17 – Noise (dated May 24, 2011) and Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (dated July 13, 2010), and a *Noise Study Report* was prepared, which is on file at the FDOT District Six offices in Miami, Florida.

Traffic noise levels were predicted for noise sensitive locations along the project corridor for the existing conditions and the design year (2040) No-Build and Build Alternatives. Existing traffic noise levels at noise sensitive sites along SR 826 are predicted to range from 58.1 to 76.7 dB(A) at exterior sites and from 45.7 to 48.9 dB(A) at interior sites. Design year traffic noise levels with the Design Year No-Build Alternative are predicted to range from 59.8 to 77.6 dB(A) at exterior sites and 45.9 to 49.4 dB(A) at interior sites. These No-Build levels are no more than 2.2 dB(A) greater than existing noise levels. Design year traffic noise levels with Alternative 1A are predicted to range from 60.3 to 79.0 dB(A) at exterior sites and 44.9 to 50.1 dB(A) at interior sites. These noise levels are predicted to be no more than 2.8 dB(A) greater than existing noise levels and 2.2 dB(A) greater than those of the Design Year No-Build Alternative. Design year traffic noise levels with Alternative 2A are predicted to range from 60.7 to 79.2 dB(A) at exterior sites and 45.2 to 50.6 dB(A) at interior sites. These noise levels are predicted to be no more than 3.0 dB(A) greater than existing noise levels and 1.8 dB(A) greater than those of the Design Year No-Build Alternative.

With Alternative 1A, design year traffic noise levels are predicted to approach or exceed the FHWA Noise Abatement Criteria at 117 residences and four special use sites. Alternative 2A is predicted to result in noise impacts to an additional five residences (122 total), along with the four special use sites also impacted by Alternative 1A. No other noise sensitive sites along the project corridor are predicted to experience traffic noise levels approaching or exceeding the FHWA Noise Abatement Criteria. Also, no sites are expected to experience noise levels at least 15.0 dB(A) greater than existing noise levels with the Build Alternatives.

The FDOT requires that the reasonableness and feasibility of noise abatement be considered when the Noise Abatement Criteria is approached or exceeded. Feasibility primarily





concerns engineering considerations including the ability to construct a noise barrier using standard construction methods and techniques and the ability to provide a reduction of at least 5 dB(A) to the impacted receptor sites. To be deemed reasonable, a noise barrier cannot exceed the FDOT's reasonable cost criteria of \$42,000 per benefited receptor site. The cost reasonableness of providing noise abatement measures for special use sites was evaluated in accordance with the FDOT report *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations* (July 22, 2009). Separate from the FDOT's 5.0 dB(A) noise barrier feasibility criteria, a noise barrier must also attain a noise reduction design goal of at least 7.0 dB(A) at one or more impacted receptor sites in order to be deemed reasonable.

A total of four noise barriers were evaluated for feasibility and reasonableness. **Table 6.D.1** provides a summary of the noise barrier evaluation. The results of this analysis indicate that construction of the noise barriers appears feasible. However, none of the noise barriers are considered reasonable since they were either unable to reduce noise levels by the FDOT's noise reduction design goal [7dB(A)] for at least one benefitted receptor) or the estimated cost of the noise barriers exceeded the FDOT's cost reasonableness criteria using their Special Use methodology. Thus, none of the noise barriers evaluated for this study are recommended for further consideration and there are no apparent solutions available to mitigate the noise impacts at the impacted locations. The traffic noise impacts at these noise sensitive sites are considered to be an unavoidable consequence of the project.

2. Construction

Construction activities for the proposed SR 826 Express Lanes project will have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction*. During construction of the project, there is the potential for noise impacts to be substantially greater than those resulting from normal traffic operations because heavy equipment is typically used to build roadways. In addition, construction activities may result in vibration impacts. Therefore, early identification of potential noise/vibration sensitive sites along the project corridor is important in minimizing noise and vibration impacts. The project area does include residential, institutional, and commercial areas including condominiums, hotels, schools and medical facilities that may be affected by noise and vibration associated with construction activities. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.





Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction* and through the use of BMPs.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of access to local businesses and other pertinent information to the traveling public. All provisions of the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction* will be followed.

E. PERMITS REQUIRED

Both the USACE and SFWMD regulate impacts to wetlands (including wet retention areas) within the project area. Other agencies, including the U.S. Environmental Protection Agency, National Marine Fisheries Service, USFWS, DEP, and FWC, typically review and comment on permit applications. The following permits are anticipated to be required for this project:

- Environmental Resource Permit (SFWMD)
- Section 404 Dredge and Fill Permit (USACE)
- Right-of-Way Occupancy Permit (SFWMD)
- Water Use Permit/Construction Dewatering (SFWMD)
- National Pollutant Discharge Elimination System Permit (DEP)

The complexity of the permitting process will depend greatly on the size of the project and/or the extent of impacts to jurisdictional wetland areas as determined during the final design phase of the proposed project.

It should also be noted that there are existing permits associated with the overlapping SR 826/SR 836 Interchange project, which is currently under construction to the south of NW 25th Street along the SR 826 mainline. For the SR 826/SR 836 Interchange project, the original USACE Permit #SAJ-2008-1139 (IP-AAZ) and SFWMD Environmental Resource Permit #13-04284-P authorizes impacts to wetlands south of NW 25th Street. As such, although there is overlap between the two projects south of NW 25th Street, wetland and surface water impacts within this overlap have been mitigated and accounted for through previous permitting efforts.



**ATTACHMENT 7 – WETLANDS FINDING**

Pursuant to Presidential Executive Order 11990, entitled “Protection of Wetlands,” and in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 18 – Wetlands (dated November 20, 2009), the project area was reviewed to identify, map, and assess wetlands, surface water communities, and stormwater retention/conveyance features that are located within or adjacent to the SR 826 Express Lanes PD&E study corridor. A *Wetland Evaluation Report* was prepared for this project, which is on file at the FDOT District Six offices in Miami, Florida. Wetland impacts associated with the project alternatives were eliminated and reduced to the maximum extent practicable, as previously discussed in **Section 6.A.10** of this document. Minimal unavoidable direct and secondary impacts will be mitigated within the same regional watershed (C-100 Watershed) where the impacts will occur, as previously discussed in **Section 6.A.10** of this document.





ATTACHMENT 8 – COMMITMENTS AND RECOMMENDATIONS

COMMITMENTS

During construction, the FDOT will comply with all provisions of the most recent version of the FDOT *Standard Specifications for Road and Bridge Construction*. In addition, the FDOT is committed to the following measures for the SR 826 project:

Traffic and Transportation: The FDOT is committed to the following measures in order to eliminate and/or reduce impacts to traffic and transportation:

1. The sequence of construction will be planned in such a way that will minimize traffic delays along the corridor. This will be addressed as part of a traffic management plan that will be developed by the FDOT and implemented by the contractor during construction. The plan will include traffic management and signage, detour routes, public notification of alternate routes, emergency services coordination and project scheduling.
2. The FDOT is committed to holding additional workshops, if necessary, to discuss tolling and potential changes in ingress/egress points to the express lanes system.
3. Access to businesses, residences, institutions and through traffic will be maintained to the maximum extent possible during project implementation.
4. The FDOT is committed to performing a PD&E study to address future capacity and/or interchange needs throughout the corridor. This PD&E study is currently in the LRTP as Priority II with funding planned in 2015-2020.

Relocations: No relocations are anticipated, however, should relocations be necessary, the FDOT is committed to the following:

5. If required, the FDOT will carry out a Right-of-Way and Relocation Program in accordance with Florida Statute 339-09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

Public Services and Utilities: The FDOT is committed to the following measures in order to eliminate and/or reduce impacts to public services and utilities:

6. The FDOT will coordinate with all service providers, including emergency services and utility providers during final design to confirm that access is maintained and alternate routes are developed.
7. During construction, the FDOT will maintain uninterrupted utility service to the extent practical.

Land Use: The FDOT is committed to the following measures in order to maintain consistency with land use:

8. Prior to the advancement of future project phases, the FDOT will coordinate with the county and affected municipalities to confirm the project is consistent with each local government's comprehensive plan.





Wildlife and Habitat: The FDOT is committed to the following measures in order to eliminate and/or reduce impacts to federally listed species including the following:

9. Implementation of FWC's *Standard Manatee Conditions for In-Water Work* (2011) is recommended during all in-water construction activities.
10. In order to minimize danger of entrapment to manatees, any culverts which are greater than seven and less than 60 inches in diameter will be covered with grates or screens with spaces less than seven inches wide; and that these be maintained to prevent upland flooding. In the event that sheet piling will be used in order to restrict flow through culverts adjacent to the project area during construction, it is recommended that the contractor conduct an in-water survey prior to the installation of the sheet piling in order to prevent manatee entrapment.
11. The FDOT will incorporate the guideline *Standard Protection Measures for the Eastern Indigo Snake* into the final project design and will require that the construction contractor abide strictly to the guidelines during construction.
12. The contractor will be advised of state and local laws regarding the harassment of alligators prior to any construction activities.
13. If protected plant species are observed within construction areas, BMPs will be adhered to in order to avoid direct impacts to all protected plant species to the maximum extent practicable.

Contamination: The FDOT is committed to the following measures in order to eliminate and/or reduce impacts to contaminated sites:

14. The FDOT District Six Intermodal Systems Planning Office will utilize the information contained in the *Contamination Screening Evaluation Report* to determine the need for additional investigation. The Level 2 Contamination Assessment investigation will be conducted during the design phase and prior to any right-of-way acquisition, should any become necessary.
15. During final design, the FDOT will survey existing bridges for asbestos and lead-based paint.
16. The FDOT will adhere to the procedures set forth in the FDOT *Standard Specifications for Road and Bridge Construction*, specifying the contractor's responsibilities in regard to encountering petroleum-contaminated soil and/or groundwater.

Water Quality: The FDOT is committed to the following measures in order to eliminate and/or reduce impacts to water quality sites:

17. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with the latest edition of FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of BMPs, including temporary erosion control measures.

Reevaluation: In the event of a reevaluation, the FDOT is committed to the following:

18. If the project is advanced through a Design-Build or Design-Build-Finance, the FDOT will continue to coordinate with FHWA.





RECOMMENDATIONS

Alternative 1A, the preferred alternative, proposes two at-grade express lanes plus four general purpose lanes per direction (see *Figure 2.B.1*).

Alternative 1A (Preferred Alternative) – At-Grade Express Lanes with Four General Purpose Lanes

From south of SR 836 to NW 25th Street this alternative will consist of the following elements:

- Northbound Mainline
 - One eleven-foot (11') wide express lane.
 - Six eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers (also known as tubular delineators) separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to five-and-a-half-foot (5.5') wide inside shoulder.
 - A ten-foot (10') wide outside shoulder.
 - One twelve-foot (12') wide auxiliary lane between the interchanges.
- Southbound Mainline
 - One eleven-foot (11') wide express lane.
 - Six eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to five-and-a-half-foot (5.5') wide inside shoulder.
 - A ten-foot (10') wide outside shoulder.
 - One twelve-foot (12') wide auxiliary lane between the interchanges.

From NW 25th Street to NW 103rd Street this alternative will consist of the following elements:

- Northbound Mainline
 - Two eleven-foot (11') wide express lanes.
 - Four eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, four-foot (4') to twelve-foot (12') wide inside shoulder.
 - A variable, six-foot (6') to twelve-foot (12') wide outside shoulder.
 - One eleven-foot (11') wide auxiliary lane between the interchanges.
- Southbound Mainline
 - Two eleven-foot (11') wide express lanes.
 - Four eleven-foot (11') wide general purpose lanes.
 - A two-foot (2') wide buffer area with tubular markers separating the general purpose lanes from the express lanes.
 - A variable, three-and-a-half-foot (3.5') to twelve-foot (12') wide inside shoulder.
 - A variable, ten-foot (10') to twelve-foot (12') wide outside shoulder.
 - One eleven-foot (11') wide auxiliary lane between the interchanges.





FIGURES

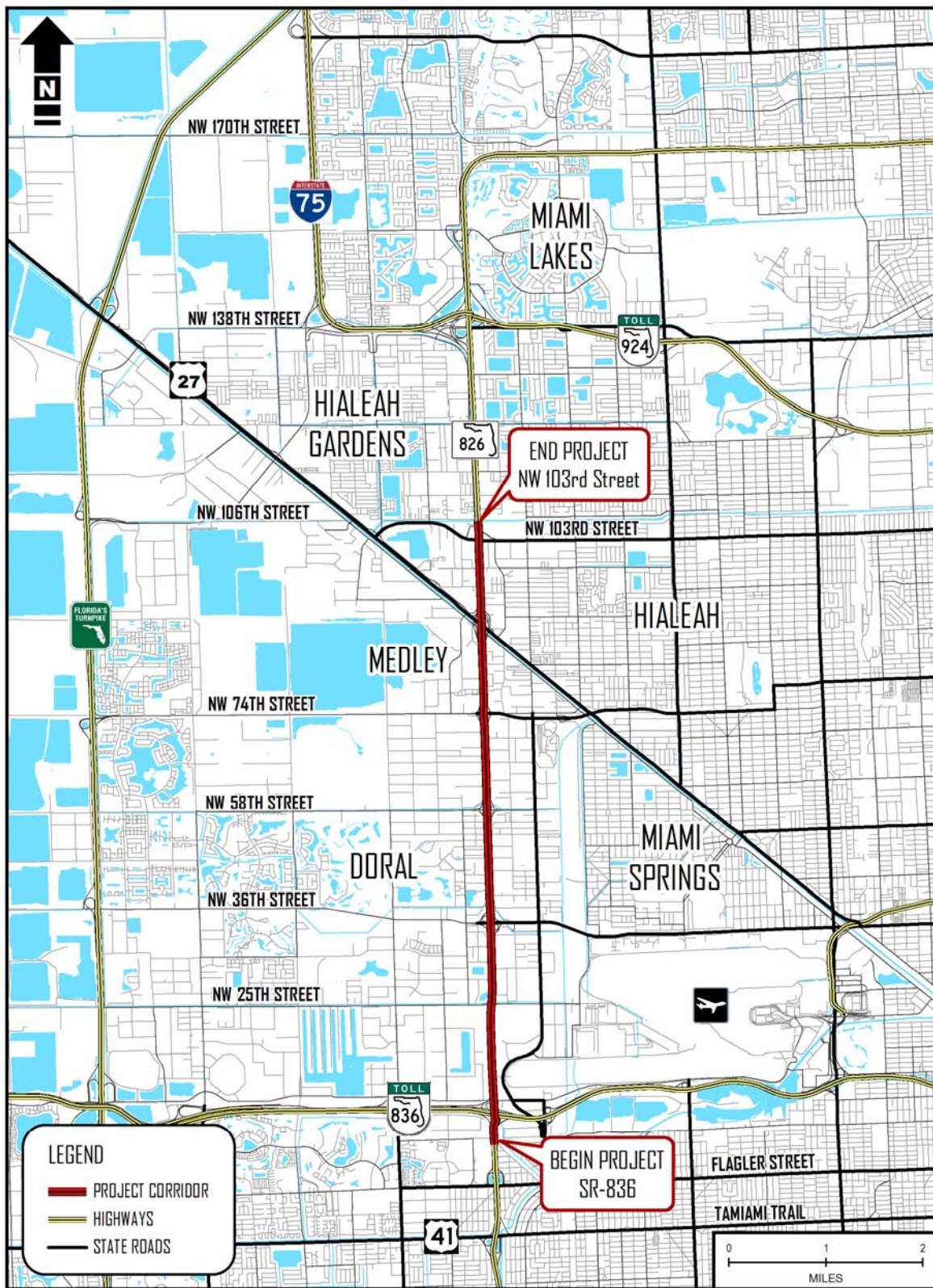


Figure 2.A.1 – Study Location Map

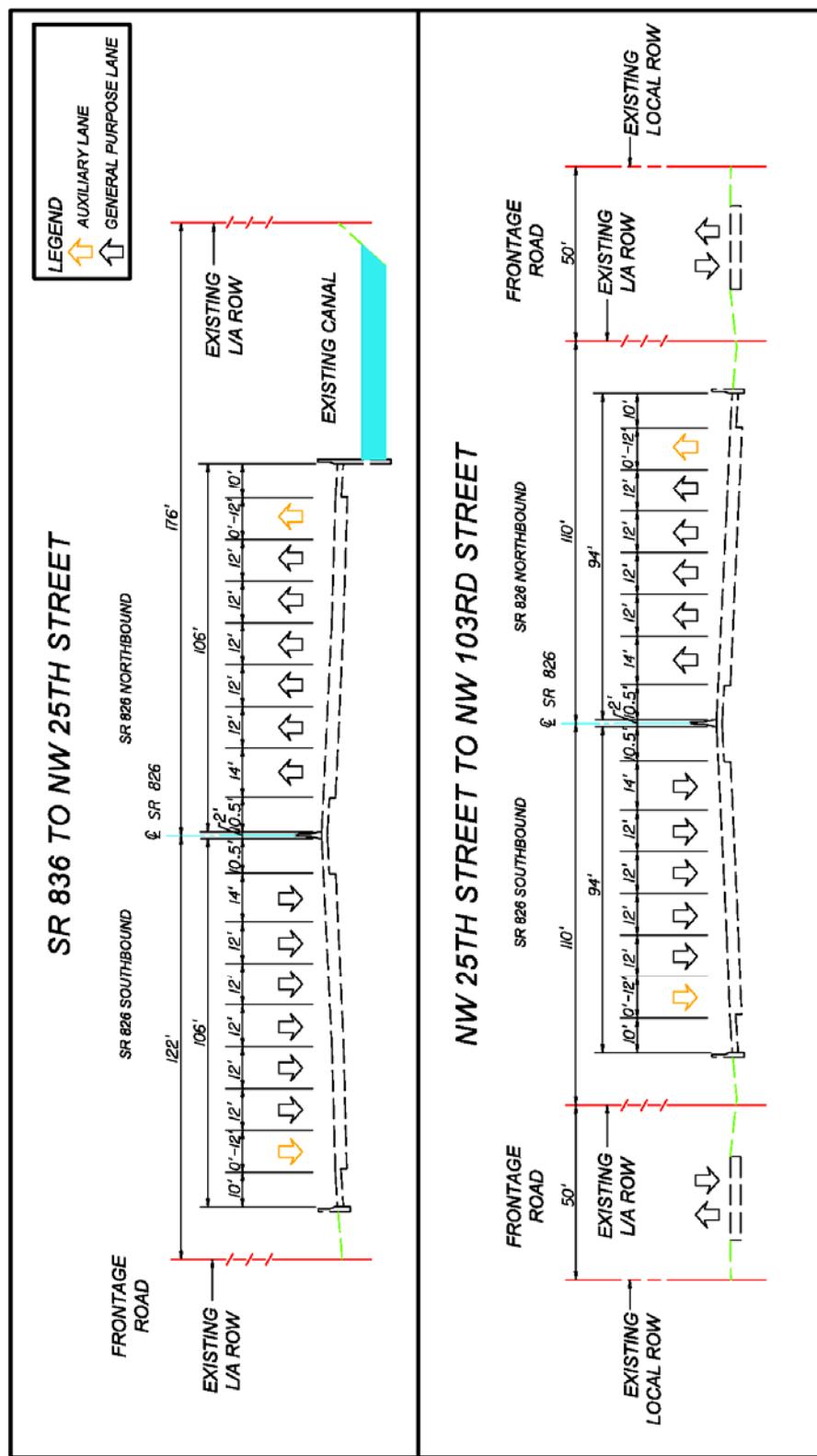


Figure 2.A.2 – SR 826 Existing Ten and Twelve-Lane Divided Typical Sections



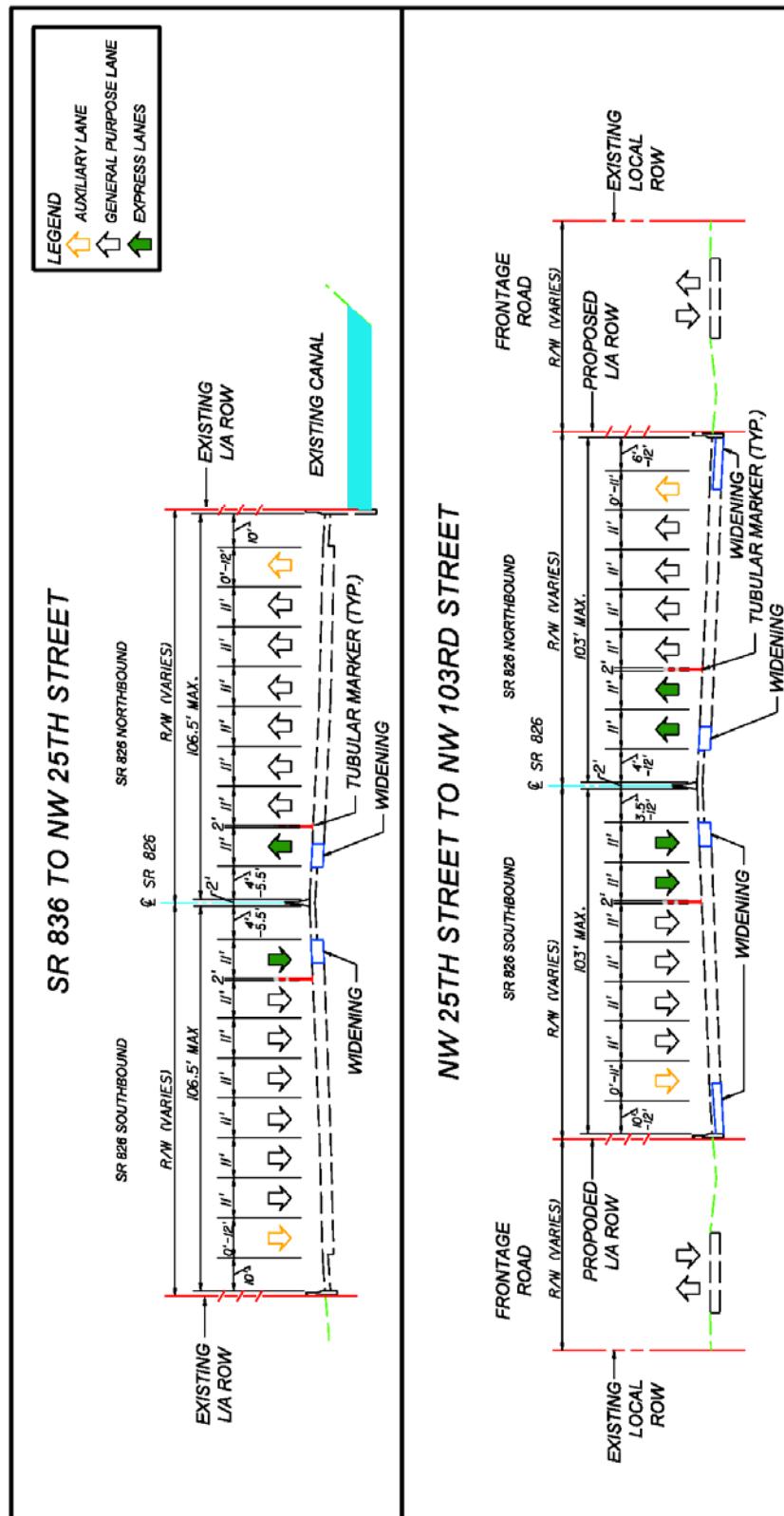


Figure 2.B.1 – Alternative 1A Typical Sections



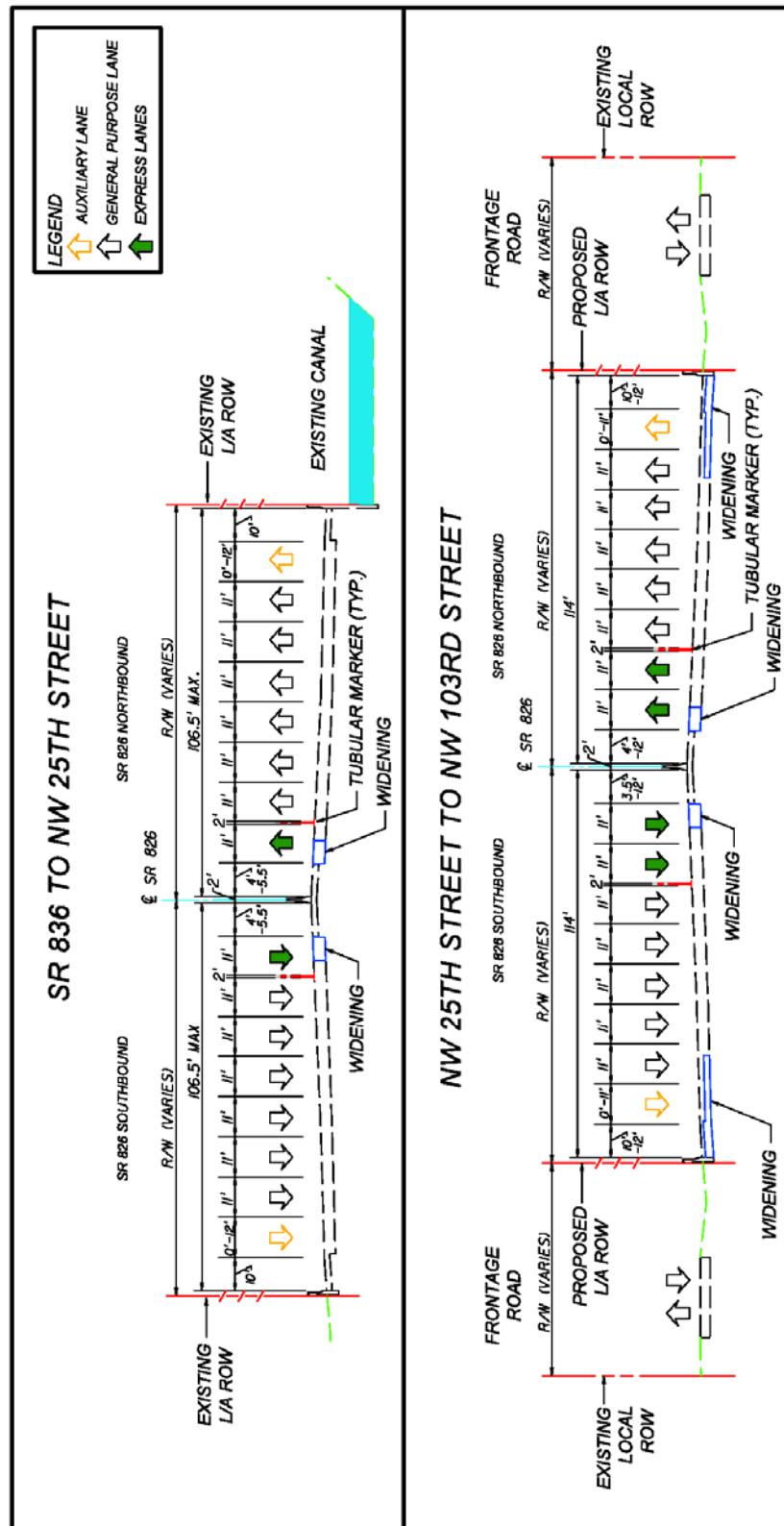


Figure 2.B.2 – Alternative 2A Typical Section





TABLES



Table 2.1 – ETAT Degree of Effect Ratings

Issue	Agency	Degree of Effect
Natural		
Air Quality	USEPA	None
Coastal and Marine	NMFS	None
Contaminated Sites	FHWA	Moderate
	DEP	Moderate
	USEPA	Moderate
Farmlands	NRCS	None
Floodplains	USEPA	None
Infrastructure	No ETAT reviews	
Navigation	USACE	None
	USCG	N/A
Special Designations	USEPA	None
Water Quality and Quantity	DEP	Minimal
	SFWMD	Minimal
	USEPA	Minimal
Wetlands	DEP	Minimal
	USEPA	Minimal
	USACE	Minimal
	NMFS	None
	USFWS	Minimal
Wildlife and Habitat	FHWA	Minimal
	FWC	Minimal
	USFWS	Minimal
Cultural		
Historic and Archeological Sites	FHWA	Minimal
	Seminole Tribe of Florida	Minimal
	Florida Department of State	Minimal
Recreation Areas	FHWA	Minimal
	DEP	None
	USEPA	None
	National Park Service	N/A
Section 4(f) Potential	No ETAT reviews	
Community		
Aesthetics	FDOT District Six	Minimal
Economic	FDOT District Six	Enhanced
Land Use	FDOT District Six	Minimal
	Florida Department of Economic Opportunity	None
Mobility	FDOT District Six	Enhanced
Relocation	FDOT District Six	Minimal
Social	FHWA	Minimal
	FDOT District Six	Minimal
	Florida Department of Economic Opportunity	None
	USEPA	None
Secondary and Cumulative		
Secondary and Cumulative Effects	No ETAT reviews	





Table 2.2 – ETAT Summary Degree of Effect Ratings

Issue	Summary Degree of Effect
	Natural
Air Quality	None
Coastal and Marine	None
Contaminated Sites	Moderate
Farmlands	None
Floodplains	Minimal
Infrastructure	Minimal
Navigation	None
Special Designations	Minimal
Water Quality and Quantity	Minimal
Wetlands	Minimal
Wildlife and Habitat	Minimal
Cultural	Cultural
	Historic and Archeological Sites
Recreation Areas	Minimal
Section 4(f) Potential	Minimal
Community	Community
	Aesthetics
Economic	Enhanced
Land Use	Minimal
Mobility	Enhanced
Relocation	Minimal
Social	Minimal
Secondary and Cumulative	
Secondary and Cumulative Effects	Minimal



Table 2.B.1 – Evaluation Matrix

Parameters		PD&E Study Alternatives			
		No-Build	Transportation Systems Management and Operations	Alternative 1A (Preferred Alternative)	Alternative 2A
COST	Right-of-Way Cost	\$0	\$0	\$0	\$92,099,700
	Construction Cost	\$0	\$589,335	\$48,336,696	\$60,762,797
	MOT, Mobilization, Contingency, Design/Build Fee, CEI	\$0	\$230,724	\$34,440,433	\$43,158,871
	Total Project Cost	\$0	\$820,059	\$82,777,129	\$196,021,368
	Revenue Potential	No	No	Yes	Yes
SOCIO-ECONOMIC	Right-of-Way	No Impacts	No Impacts	Zero Impacts to privately owned parcels, one donation from Miami-Dade County	Total of 82 Impacts to privately owned parcels, one donation from Miami-Dade County
	Economic Impacts	No Impact No Improvements	No Substantial Improvements	Improves Traffic Flow	Improves Traffic Flow
	Cultural Features	No Impacts	No Impacts	No Impacts	No Impacts
	Wetlands – Direct	No Impacts	No Impacts	0.569 acres	2.142 acres
	Wetlands – Secondary	No Impacts	No Impacts	1.761 acres	3.445 acres
	Surface Waters - Direct	No Impacts	No Impacts	0.085 acres	0.193 acres
	Surface Waters - Secondary	No Impacts	No Impacts	No Impacts	No Impacts
	Threatened and Endangered Species	No Impacts	No Impacts	Four federally listed, 11 state listed, and one federally protected potential species	Four federally listed, 11 state listed, and one federally protected potential species
	Air Quality	County is in Attainment, air quality requirements do not apply to this project	County is in Attainment, air quality requirements do not apply to this project	County is in Attainment, air quality requirements do not apply to this project	County is in Attainment, air quality requirements do not apply to this project
	Noise Impacts	No Impacts	No Impacts	Noise Level Increase: 1.5 dB(A) Average 2.8 dB(A) Maximum	Noise Level Increase: 1.7 dB(A) Average 3.0 dB(A) Maximum
ENVIRONMENT	Contamination	No Impacts	No Impacts	37 Sites: 17 High Risk, 4 Medium Risk, and 16 Low Risk	37 Sites: 17 High Risk, 4 Medium Risk, and 16 Low Risk



Table 2.B.1 – Evaluation Matrix

Parameters		PD&E Study Alternatives		
ENGINEERING	No-Build	Transportation Systems Management and Operations	Alternative 1A (Preferred Alternative)	Alternative 2A
	Traffic Operations	No Improvements, Unacceptable LOS, Poor Traffic Operations	Minor Improvements at Specific Locations	Substantially reduce delays, increase operating speeds, and improve throughput. ML Operating Speeds range 49-53 MPH, Density LOS C, GP Operating Speeds range 25-53 MPH, Density LOS C-F
	Express Lanes System	No	No	Yes
	Consistency and Regional Connectivity	No Improvements	No Improvements	Express Lanes seamless connection with I-75 and I-95 network
	Safety	No Improvements, High Number of Crashes, Weaving Issues, Interchange Speed Differentials	Help mitigate the “turbulence” caused by vehicles entering the highway	Anticipates Reduction of Crashes, Eliminates Speed- Differentials Entering and Exiting SR 826
	MOT	No Impacts	Minor Impacts at ramps	Moderate
	Evacuation Route	No Improvements	No Improvements	Improves Mainline Flow
	Transit	No Improvements	No Improvements	Exclusive BRT along SR 826
	Utility Impact Potential	No	No	Yes
	(Replacement)	0	0	3
Bridge	(Widening)	0	0	8
	(Deck)	0	0	0



Table 6.D.1 – Noise Barrier Evaluation Summary and Recommendations

Noise Barrier Name	E-1		E-2		W-1	W-2
General Location (Cross Streets)	Between W 41 st Street and NW 103 rd Street		Between W 41 st Place and NW 103 rd Street		Between Okeechobee Road and NW 98 th Street	Between NW 95 th Street and NW 103 rd Street
Relative Location	East of SR 826		East of SR 826		West of SR 826	West of SR 826
Site Names	Florida National College Picnic Tables and Playground		Towers of Westland Condominiums		Don Camaron Seafood Restaurant outdoor seating area	Mater Academy Elementary Playground
Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	School (C)		Residential (B)		Sensitive Commercial (E)	School (C)
Barrier Type	Ground-Mounted	Structure-Mounted	Ground-Mounted	Structure-Mounted	Ground-Mounted	Ground-Mounted
Height (feet)	14	8	14	8	14	14
Length (feet)	500	600	300	900	1,100	800
Begin Station Number	511+00	516+00	513+00	516+00	500+00	509+00
End Station Number	516+00	353+60 (off-ramp)	516+00	356+60 (off-ramp)	301+30 (on-ramp)	307+40 (on-ramp)
Number of Impacted Receptors Alt 1/(Alt 2)	2 SLUs (2 SLUs)		117 (122)		1 SLU (1 SLU)	1 SLU (1 SLU)
Range of Abated Noise Levels [dB(A)] Alt 1/(Alt 2)	62.8 – 63.5 / (63.2 – 63.9)		59.9-79.0 / (60.4-79.2)		65.8 / (66.1)	68.5 / (68.8)
Maximum Noise Reduction for Impacted Receptors [dB(A)] Alt 1/(Alt 2)	5.3 / (5.3)		6.9 / (6.7)		7.0 / (7.1)	8.1 / (8.0)
Average Noise Reduction for Impacted Receptors [dB(A)] Alt 1/(Alt 2)	4.9 / (4.9)		2.0 / (2.2)		7.0 / (7.1)	8.1 / (8.0)
Possible to Reduce Noise Level by 7 dB(A) for at Least One Receptor?	No		No		Yes	Yes
Total Number of Benefited Receptors	0		0		1 SLU (1 SLU)	1 SLU (1 SLU)
Estimated Cost	N/A		N/A		\$462,000	\$336,000
Estimated Cost/Benefited Site Based on FDOT's Special Use Methodology	N/A		N/A		>FDOT Criteria*	>FDOT Criteria*
Optimal Noise Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria Based on FDOT's Special Use Methodology	N/A		N/A		No	No

Notes: * = Cost reasonableness was calculated based on FDOT Special Use Methodology. Based on this methodology, usage of these sites was too low to be considered cost reasonable.





APPENDICES



APPENDIX A

*ETDM Programming Screen Summary Report
(last published on June 22, 2012)*

ETDM Summary Report

Project #11560 - SR 826/Palmetto Expressway Managed Lanes

Final Programming Screen - Published on 10/29/2012

Generated by Megan McKinney (on behalf of FDOT District 6)

Printed on: 10/29/2012

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.



#11560 SR 826/Palmetto Expressway Managed Lanes

District: District 6

County: Miami-Dade

Planning Organization: FDOT District 6

Plan ID: Not Available

Federal Involvement: Maintain Federal Eligibility Federal Action

Contact Information: Name: Dat Huynh, P.E. E-mail: Dat.Huynh@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Re-published on 10/29/2012 by Megan McKinney

Issues and Categories are reflective of what was in place at the time of the screening event.

	Natural								Cultural				Community					
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	
															Mobility	Relocation	Social	
Alternative #1 From: SR 836/Dolphin Expressway To: I-75 <i>Re-Published: 10/29/2012 Reviewed from 12/21/2011 to 02/04/2012)</i>	0	0	3	0	2	2	0	2	2	2	2	2	2	2	2	1	2	2

Purpose of and Need for

Purpose and Need Statement

PURPOSE

The purpose of this project is to add two managed lanes in each direction to the SR 826/Palmetto Expressway corridor from SR 836/Dolphin Expressway to I-75, with the objective of improving mobility, relieving congestion and providing additional travel options. Constrained right-of-way, coupled with the development intensity along the corridor, present challenges for accommodating future traffic growth by widening the SR 826/Palmetto Expressway mainline. However, two managed lanes could be incorporated along the corridor with moderate widening of the mainline or by restriping existing general purpose lanes. The project is anticipated to take place within existing public right-of-way. As part of the I-75 Project Development and Environment (PD&E) Study, managed lanes are being evaluated with a direct connection to/from SR 826/Palmetto Expressway. In addition, the entire SR 826/Palmetto Expressway corridor is designated as a viable managed lanes facility in "A Managed Lanes Vision for Southeast Florida".

NEED

Improvements to this section of SR 826/Palmetto Expressway are needed in order to relieve congestion and increase capacity between SR 836/Dolphin Expressway and I-75. This project will provide continuity with the proposed managed lanes on I-75 as envisioned in the emerging South Florida Managed Lanes network, as well as provide bus rapid transit (BRT) service and connectivity to the existing PalmTran Metrorail Station at NW 74th Street.

CAPACITY/TRANSPORTATION DEMAND

Based upon 2010 FDOT Florida Traffic Information Software, the highest existing Annual Average Daily Traffic (AADT) volume for the project section of SR 826/Palmetto Expressway is 254,000 vehicles per day (vpd) from NW 74th Street to NW 58th Street. This volume equates to a daily Level of Service (LOS) F.

Throughout most of the north/south portion of the corridor, the mainline currently operates at LOS E and F during peak traffic conditions. Specifically, during the pm peak period, lengthy northbound queues of approximately two miles are generated on the SR 826/Palmetto Expressway mainline between the Okeechobee Road on-ramp and the NW 103rd Street off-ramp. These long queues often extend past the upstream interchange at NW 74th Street resulting in long delays with an estimated dissipation time of two hours. Figures 1 through 3 (attached in the EST) provide photographs of the congestion.

According to data obtained from the traffic analysis zones (TAZs) of the 2035 South East Regional Planning Model (SERPM), population and employment growth figures within the study area are forecasted to increase from year 2005 to year 2035. Population is projected to grow from 127,211 in 2005 to 157,898 in 2035 (0.65% annual growth rate); employment is projected to grow from 161,577 in 2005 to 288,252 in 2035 (1.46% annual growth rate).

Projections of future population and employment in the project area indicate that travel demand will continue to increase for years to come. Without improvements, extremely congested conditions will continue to occur for extended periods of time outside of the current peak periods.

SYSTEM LINKAGE

SR 826/Palmetto Expressway extends for a distance of approximately 25 miles from US-1 to the Golden Glades Interchange. Within the project study limits, the SR 826/Palmetto Expressway corridor is an eight-lane divided limited access facility from SR 836/Dolphin Expressway to NW 25th Street, and a ten-lane divided limited access facility from NW 25th Street to NW 103rd Street. SR 826/Palmetto Expressway provides system-level connections to SR 836/Dolphin Expressway, SR 924 and I-75. In addition, SR 826/Palmetto Expressway is designated as a Florida Intrastate Highway System (FIHS) and Strategic Intermodal System (SIS) facility. The project traverses three municipalities: City of Hialeah, City of Doral, and The Town of Medley, as well as runs along Unincorporated Miami-Dade County.

Currently, there are multiple projects along or connecting to SR 826/Palmetto Expressway that are under construction or planned for construction in the near future. The ongoing FDOT Palmetto Expressway Improvement Program includes a twelve-section phasing plan that consists of mainline widening and interchange improvements along the corridor. The last section scheduled for construction was Section 5 that includes the SR 826/SR 836 interchange; construction is currently on-going.

Project Description

SR 826/Palmetto Expressway is one of the most traveled transportation corridors in Miami-Dade County. The multilane expressway extends north-south from US-1 to NW 154th Street, a distance of approximately 18 miles, and then curves to the east and runs east-west from west of NW 67th Avenue to I-95 at the Golden Glades Interchange, a distance of approximately 7 miles. SR 826/Palmetto Expressway connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west transportation corridor (SR 836/Dolphin Expressway), as well as provides system-level connections to I-75, Florida's Turnpike, SR 924, SR 874, and I-95. In addition, SR 826/Palmetto Expressway is designated as a Florida Intrastate Highway System (FIHS)/Strategic Intermodal System (SIS) facility.

The purpose of this project is to add two managed lanes in each direction to the SR 826/Palmetto Expressway corridor from SR 836/Dolphin Expressway to I-75, with the objective of improving mobility, relieving congestion and providing additional travel options. Constrained right-of-way, coupled with the development intensity along the corridor, present challenges for accommodating future traffic growth by widening the SR 826/Palmetto Expressway mainline. However, two managed lanes could be incorporated along the corridor with moderate widening of the mainline or by restriping existing general purpose lanes. The project is anticipated to take place within existing public right-of-way. As part of the I-75 Project Development and Environment (PD&E) Study, managed lanes are being proposed with a direct connection to/from SR 826/Palmetto Expressway. In addition, the entire SR 826/Palmetto Expressway corridor is designated as a viable managed lanes facility in "A Managed Lanes Vision for Southeast Florida".

The estimated project construction cost is approximately \$170,000,000. The SR 826/Palmetto Expressway Managed Lanes project from SR 836/Dolphin Expressway to I-75 (FM #418423-3) is included in the adopted 2012-2016 FDOT Work Program with funding allocated for PD&E in 2015 (\$3,300,000).

TRANSPORTATION PLAN CONSISTENCY

The project is identified in the Miami-Dade Metropolitan Planning Organization's 2035 Long Range Transportation Plan (LRTP) as a Priority II - Priority III project. The Planning and Design phases and a portion of the Construction phase for this project will be funded in 2015-2020 (Priority II), and the remainder of the Construction phase will be funded in 2021-2025 (Priority III). Additionally, the project is funded for PD&E in FY 2012 in the latest Miami-Dade County MPO Transportation Improvement Program (TIP), the FDOT Five-Year Work Program and the State Transportation Improvement Program (STIP). While a portion of the project is identified in the adopted Miami-Dade County Comprehensive Development Master Plan, the plan will need to be amended during the PD&E phase to ensure the entire project is consistent with the document.

Summary of Public Comments

**The following comments are from the CTAC Meeting held January 27, 2010:

SR 826/Palmetto Expressway from SR 836/Dolphin Expressway to I-75

Naomi Wright, Chair

- We need all transportation opportunities to be explored such as light rail, heavy rail, BRT, etc.
- All agencies must communicate with one another. We are getting better, but we have a long way to go with interagency communication.

Ramon Ramos

- We are becoming poorer as we use money for these PD&Es that encourage highway use and the use of gas. This is the wrong direction.

Daniel Iglesias

- NW 25th Street dumps into SR 826 and creates a major bottleneck; before Managed Lanes are developed make sure the flow of traffic is smooth.
- This is an important corridor for freight.
- Managed Lanes should not cut off communities.

Daniel Fils-Aime

- We should not pay for tolls on SR 826.

Mark Blumstein

- Is part of this project to include a connection from northbound SR 826 to westbound SR 836?

Rafael Perez

- We need to look at the system and make sure it is working together.
- NW 25th Street and Okeechobee Road pose safety issues with cars getting on and off SR 826. It becomes a bottle neck.

- We need a NW 25th Street extension to the airport for commercial vehicles. What is the status on that project?
- Will ramp metering be incorporated?
- ITS should be installed along the entire corridor.
- Movable medians should be considered (Zipper Lanes).
- NW 49th Street is a bottleneck as well as NW 25 Street, and reducing the lanes by constructing HOT lanes may make the problem worse.

Lesline McKenzie

- What will the money from the Managed Lanes be used for?

Alan Fishman

- Consider integrating the "Bus on Shoulders" program
- Make sure the project does not cut off communities
- Incorporate BRT

Gary Dufek

- Zipper Lanes or reversible lanes should be considered

Lee Swerdlin

- Seems like rush hour is moving in both directions earlier and earlier.
- Transit should be incorporated with emphasis on BRT.
- BRT is more feasible than rail because it is flexible and cheaper.
- GGI and SR 826/SR 836 are two nightmares that need to be focused on those to alleviate traffic.

Andrea Young

- Look at a heavy rail component for the corridor.

Norman Wartman

- Demographics do not justify heavy rail along this corridor.
- Consider BRT, especially since it is a bridge to heavy rail.
- Are you planning to take general purpose lanes for the Hot Lanes?

Federal Consistency Determination

Date: 02/17/2012

Determination: CONSISTENT with Coastal Zone Management Program.

Additional Consistency Information

- Consistent with Air Quality Conformity.
- Consistency with Local Government Comp Plan is unknown.
- Consistent with MPO Goals and Objectives.

Lead Agency

Federal Highway Administration

Exempted Agencies

No exemptions have been assigned for this project.

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Communities Within 500 Feet

- 2973 Doral
- 3026 Fountainebleau
- 3087 Hialeah
- 3088 Hialeah Gardens
- 3260 Medley
- 3271 Miami Lakes

Purpose and Need Reviews

FL Department of Economic Opportunity

Acknowledgement	Date Reviewed	Reviewer	Comments

Understood	02/02/2012	Jeannette Hallock-Solomon (jeannette.hallock-solomon@deo.myflorida.com)	No Purpose and Need comments found.
------------	------------	--	-------------------------------------

FL Department of Environmental Protection

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	02/03/2012	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/24/2012	Ginny Jones (gljones@dos.state.fl.us)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/17/2012	Scott Sanders (scott.sanders@myfwc.com)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgement	Date Reviewed	Reviewer	Comments
Accepted	03/19/2012	Cathy Kendall (cathy.kendall@dot.gov)	The project need and purpose states that it will include Bus Rapid Transit to provide for transit connectivity. Please ensure that FTA is at least a cooperating agency for this project. A joint lead federal agency should also be considered. Please also ensure that planning consistency requirements related to financial feasibility are met prior to the conclusion of NEPA.

National Marine Fisheries Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/12/2012	Brandon Howard (Brandon.Howard@noaa.gov)	None.

National Park Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/23/2012	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/03/2012	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

South Florida Water Management District

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	02/03/2012	John Morgan (jmorganj@sfwm.gov)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/19/2012	Garett Lips (Garett.G.Lips@usace.army.mil)	No Purpose and Need comments found.

US Coast Guard

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/25/2012	Evelyn Smart (evelyn.smart@uscg.mil)	No Coast Guard involvement.

US Environmental Protection Agency

Acknowledgement	Date Reviewed	Reviewer	Comments
Not Understood	01/31/2012	Maher Budeir (budeir.maher@epa.gov)	It is not clear what the scope of the project will be, or what added capacity will it provide. The purpose states: "However, two managed lanes could be incorporated along the corridor with moderate widening of the mainline or by restriping existing general purpose lanes." It is not clear what "moderate widening" means considering that two lanes in each direction are mentioned for a total of four lanes. Also, impact of a road widening project vs. impact of "restriping" general lanes into managed lanes are likely to be very different. The project statement should state clearly if impervious surface will be added. If not, how will capacity be improved if this is just a lane restriping into managed lanes.

US Fish and Wildlife Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/11/2012	John Wrublik (john_wrublik@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- FL Department of Agriculture and Consumer Services
- Federal Transit Administration
- Seminole Tribe of Florida

Alternative #1

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative was not named.	SR 836/Dolphin Expressway	I-75	Widening	ETAT Review Complete	7.952 mi.	\$170,000,000.00	Roadway Transit	Y

Segment Description(s)

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Unnamed segment	Unnamed segment	SR 836/Dolphin Expressway	I-75	7.952	Digitized		

Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
Unnamed segment		In/Out	

Base Conditions

Segment No.	Year	AADT	Lanes	Config
Unnamed segment				

Interim Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed segment				

Needs Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed segment				

Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed segment				

Funding Sources

No funding sources found.

Project Effects Overview for Alternative #1

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	0 None	US Environmental Protection Agency	01/31/2012
Coastal and Marine	0 None	National Marine Fisheries Service	01/12/2012
Contaminated Sites	3 Moderate	Federal Highway Administration	03/19/2012
Contaminated Sites	3 Moderate	FL Department of Environmental Protection	02/03/2012
Contaminated Sites	3 Moderate	US Environmental Protection Agency	01/31/2012
Farmlands	0 None	Natural Resources Conservation Service	01/03/2012
Floodplains	0 None	US Environmental Protection Agency	01/31/2012
Navigation	0 None	US Army Corps of Engineers	01/27/2012
Navigation	N/A N/A / No Involvement	US Coast Guard	12/21/2011
Special Designations	0 None	US Environmental Protection Agency	01/31/2012

Water Quality and Quantity	2	Minimal	FL Department of Environmental Protection South Florida Water Management District US Environmental Protection Agency	02/03/2012 02/03/2012 01/31/2012
Water Quality and Quantity	2	Minimal	FL Department of Environmental Protection South Florida Water Management District US Environmental Protection Agency	02/03/2012 02/03/2012 01/31/2012
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	01/31/2012
Wetlands	2	Minimal	FL Department of Environmental Protection	02/03/2012
Wetlands	2	Minimal	US Environmental Protection Agency	01/31/2012
Wetlands	2	Minimal	US Army Corps of Engineers	01/27/2012
Wetlands	0	None	National Marine Fisheries Service	01/12/2012
Wetlands	2	Minimal	US Fish and Wildlife Service	01/11/2012
Wildlife and Habitat	2	Minimal	Federal Highway Administration	03/19/2012
Wildlife and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	01/17/2012
Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	01/11/2012
Cultural				
Historic and Archaeological Sites	2	Minimal	Federal Highway Administration	03/19/2012
Historic and Archaeological Sites	2	Minimal	Seminole Tribe of Florida	01/26/2012
Historic and Archaeological Sites	2	Minimal	FL Department of State	01/24/2012
Recreation Areas	2	Minimal	Federal Highway Administration	03/19/2012
Recreation Areas	0	None	FL Department of Environmental Protection	02/03/2012
Recreation Areas	0	None	US Environmental Protection Agency	01/31/2012
Recreation Areas	N/A	N/A / No Involvement	National Park Service	01/23/2012
Community				
Aesthetics	2	Minimal	FDOT District 6	02/03/2012
Economic	1	Enhanced	FDOT District 6	02/03/2012
Land Use	2	Minimal	FDOT District 6	02/03/2012
Land Use	0	None	FL Department of Economic Opportunity	02/02/2012
Mobility	1	Enhanced	FDOT District 6	02/03/2012
Relocation	2	Minimal	FDOT District 6	02/03/2012
Social	2	Minimal	Federal Highway Administration	03/19/2012
Social	2	Minimal	FDOT District 6	02/03/2012
Social	0	None	FL Department of Economic Opportunity	02/02/2012
Social	0	None	US Environmental Protection Agency	01/31/2012
Secondary and Cumulative				

ETAT Reviews and Coordinator Summary: Natural

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 05/17/2012 by FDOT District 6

Comments:

Miami-Dade County is currently an area designated as attainment for all of the National Ambient Air Quality Standards (NAAQS) under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project. Note, however, that potential air quality impacts will be assessed during Project Development. Based on the foregoing, a Summary DOE of None has been assigned to the Air Quality issue.

Degree of Effect: 0 None assigned 01/31/2012 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

None found.

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 05/17/2012 by FDOT District 6

Comments:

NMFS noted that canals within the project area are located upstream of South Florida Water Management District water control structures and are, therefore, inaccessible to federally managed fishery species. As such, the NMFS concluded that the proposed work would not directly impact areas (including wetland areas) that support essential fish habitat (EFH) or NOAA trust fishery resources. This project will not require an EFH assessment, nor is further consultation with NMFS necessary unless any future proposed modifications to the project are anticipated to result in adverse impacts to EFH. Based on the foregoing, a Summary DOE of None has been assigned to the Coastal and Marine issue.

Degree of Effect: 0 None assigned 01/12/2012 by Brandon Howard, National Marine Fisheries Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None.

Comments on Effects to Resources:

None.

Additional Comments (optional):

Magnuson-Stevens Act: Comments were provided for the Planning Screen on June 30, 2009. Since the project has not changed, our comments remain the same. This project would likely only require additional stripping but minimal expansion within the right-of way could occur. Canals within the project area are upstream of SFWMD water control structures and are therefore inaccessible to federally managed fishery species. Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer no comments pursuant to the EFH provisions of the Magnuson-Stevens Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act (FWCA). However, should expansion into wetland areas occur, NMFS may provide recommendations requiring avoidance, minimization and compensatory mitigation pursuant to the FWCA.

Contaminated Sites

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 05/17/2012 by FDOT District 6

Comments:

The EST GIS analysis results identify two brownfields, two DERM contaminated sites, nine hazardous waste facilities, eight onsite sewage facilities, six petroleum contamination monitoring sites, seven storage tank contamination monitoring sites, five Super Act Risk Sources, one Toxic Release Inventory Site, and thirteen RCRA regulated facilities within the 200-foot project buffer. Based on the foregoing, a Summary DOE of Moderate has been assigned to the Contaminated Sites issue.

The potential involvement with contaminated sites (including any required permits) will be evaluated by FDOT District Six during Project Development in accordance with federal, state and local laws and regulations. A Contamination Screening Evaluation Report will be prepared. In addition, staging areas will be identified and maintained in accordance with FDOT Standard Specifications for Road and Bridge Construction.

"Special Provisions for Unidentified Areas of Contamination" shall be included in the project's construction contract documents. These provisions will specify procedures to follow in the event any hazardous material or suspected contamination is encountered during construction, including groundwater-monitoring wells, or should there be any construction-related spills.

Degree of Effect: 3 Moderate assigned 03/19/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects**Identified Resources and Level of Importance:**

Project is located in the City of Hialeah Brownfield area with potential petroleum contaminated areas.

Comments on Effects to Resources:

Contamination risk assessment needed, per PD&E Manual, to identify specific contamination sites and consider these features in the project cost estimate.

Additional Comments (optional):

None found.

Degree of Effect: 3 Moderate assigned 02/03/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects**Identified Resources and Level of Importance:**

GIS data indicates that there are three brownfield areas, one dry cleaning program site, 46 petroleum contamination monitoring sites, 34 hazardous waste facilities, two solid waste facilities, three toxic release inventory sites and 45 RCRA regulated facilities within the 500-ft. project buffer zone.

Comments on Effects to Resources:

A Contamination Screening Evaluation (similar to Phase I and Phase II Audits) will need to be conducted along the project right-of-way in considering the proximity to potential petroleum and hazardous material handling facilities. The Contamination Screening Evaluation should outline specific procedures that would be followed by the applicant in the event drums, wastes, tanks or potentially contaminated soils are encountered during construction. Special attention should be made in the screening evaluation to historical land uses (such as solid waste disposal) that may have an affect on the proposed project, including storm water retention and treatment areas.

-- In the event contamination is detected during construction, DEP and Miami-Dade County DERM need to be notified and the FDOT may need to address the problem through additional assessment and/or remediation activities. Please note that revisions to Chapters 62-770, 62-782, 62-785, 62-777, F.A.C., and a new rule, Chapter 62-780, F.A.C., all involving contamination assessment and cleanup along with other notification requirements, took effect on April 17, 2005.

-- Groundwater monitoring wells (and possibly water production wells) are likely present at/near the project corridor. Arrangements need to be made to properly abandon (in accordance with Chapter 62-532, F.A.C.) and or replace any wells that may be destroyed or damaged during construction. These wells may also be used to gather data for the Contamination Screening Evaluation report.

-- Depending on the findings of the Contamination Screening Evaluation and the proximity to known contaminated sites, projects involving "dewatering" should be discouraged, since there is a potential to spread contamination to previously uncontaminated areas and affect contamination receptors, site workers and the public. Dewatering projects would require permits/approval from the South Florida Water Management District, Water Use Section and coordination with DERM.

-- Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C.

-- Staging areas, with controlled access, should be planned in order to safely store raw material paints, adhesives, fuels, solvents, lubricating oils, etc. that will be used during construction. All containers need to be properly labeled. The project managers should consider developing written construction Contingency Plans in the event of a natural disaster, spill, fire or environmental release of hazardous materials stored / handled for the project construction.

Additional Comments (optional):

None found.

Degree of Effect: 3 Moderate assigned 01/31/2012 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Several Surface water bodies, groundwater and soils.

Comments on Effects to Resources:

A large number of waste facilities and sources of contamination exist within 500 feet of the proposed project. With the scope not narrowly defined, it is difficult to determine the potential effect. Moderate effect is selected as it seems that there is limited opportunity for widening, however upgrading the stormwater management system is likely to disturb the subsurface. Potential subsurface contamination from any of the large number of waste management sites is likely to be impacted. Better delineation of degree of effect can be done as the project scope is better defined.

Additional Comments (optional):

None found.

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 0 *None assigned 05/17/2012 by FDOT District 6*

Comments:

According to the NRCS and EST GIS analysis results, there are no Prime, Unique, or Locally Important Farmland soils or agricultural lands within any of the project buffer widths. Therefore, no impacts are anticipated and a Summary DOE of None has been assigned to the Farmlands issue.

Degree of Effect: 0 *None assigned 01/03/2012 by Rick Allen Robbins, Natural Resources Conservation Service*

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using existing WMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils or Agricultural Lands within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

Additional Comments (optional):

None found.

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal assigned 05/17/2012 by FDOT District 6*

Comments:

The EST GIS analysis results identify 13.4 acres (6.76%) of FEMA Flood Zone AE and 28.3 acres (14.31%) of FEMA Flood Zone AH (DFIRM 100-Year Floodplain data) within the 200-foot project buffer. While the extent of the 100-year floodplain within the project study area is notable, the proposed project design will be adjusted so as to avoid or minimize impacts to this resource (including the need for additional right-of-way). Based on the foregoing, a Summary DOE of Minimal has been assigned to the Floodplains issue.

Floodplain impacts will be assessed further during Project Development. All necessary permits will be obtained in accordance with federal, state, and local laws and regulations.

Degree of Effect: 0 *None assigned 01/31/2012 by Maher Budeir, US Environmental Protection Agency*

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

None found.

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 05/17/2012 by FDOT District 6

Comments:

According to the EST GIS analysis results, a Florida East Coast Railroad line is located within the 200-foot project buffer. The 500-foot project buffer contains two hospitals, one Federal Aviation Administration obstruction, two solid waste facilities, and two wireless antenna structure locations. Due to the limited number of infrastructure-related features located within the immediate vicinity of the project and the fact that the project is anticipated to take place within existing public right-of-way, a Summary DOE of Minimal has been assigned to the Infrastructure issue.

None found

Navigation

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 05/17/2012 by FDOT District 6

Comments:

While the USACE indicated that canals are present within the project area, both the USACE and USCG commented that no navigable waters are identified within the vicinity of the project according to the EST GIS analysis results. Therefore, no impacts to navigation are anticipated as a result of the proposed project and no further involvement on this issue is necessary with the USCG. Based on the foregoing, a Summary DOE of None has been assigned to the Navigation issue.

Degree of Effect: 0 None assigned 01/27/2012 by Garrett Lips, US Army Corps of Engineers

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The EST did not identify any navigable waterways. The C-6 and C-7 EXT are within the project area, as well as other local canals.

Comments on Effects to Resources:

No adverse effects on navigation are anticipated

Additional Comments (optional):

None found.

Degree of Effect: N/A N/A / No Involvement assigned 12/21/2011 by Evelyn Smart, US Coast Guard

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

No Navigable Waters of the United States in the project vicinity.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

None found.

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 05/17/2012 by FDOT District 6

Comments:

According to the EST GIS analysis results, the only feature of special designation within the 200-foot project buffer is the Biscayne Sole Source Aquifer. Due to the limited number of features of special designation located within the vicinity of the project, a Summary DOE of Minimal has been assigned to the Special Designations issue.

During Project Development, potential impacts to special designations will be evaluated in accordance with the FDOT PD&E Manual. FDOT District Six will coordinate with the appropriate agencies concerning the necessary studies, documentation and commitments needed to address any identified resources. All necessary measures will be taken to avoid and/or minimize impacts to any cited resources to the greatest extent practicable. In addition, all necessary permits will be obtained in accordance with federal, state, and local laws and regulations.

Degree of Effect: 0 None assigned 01/31/2012 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

None found.

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 05/17/2012 by FDOT District 6

Comments:

FDEP commented that stormwater runoff from the proposed project (if widening is proposed) may alter adjacent wetlands and surface waters through increased pollutant loading; every effort should be made to maximize the treatment of stormwater runoff from the project to prevent ground and surface water contamination. SFWMD additionally indicated that an Environmental Resource Permit (ERP) will only be required if widening and new impervious surface is proposed or if filling of surface waters is proposed. SFWMD suggested that FDOT review existing ERPs along the corridor to determine any potential effects as a result of the project and contact the SFWMD Right-of-Way Division regarding permitting requirements for altering/crossing District Canals (C-6 and C-7 Extension). While the proposed stormwater facility design will include the water quantity requirements for the water quality impacts as required by Chapter 24, Section 24-58 of the Miami-Dade County code, a Summary DOE of Minimal has been assigned to the Water Quality and Quantity issue due to agency concerns regarding potential effects to water quality as a result of stormwater runoff.

During Project Development, FDOT District Six will coordinate with the appropriate agencies concerning the necessary studies, documentation and commitments needed to adequately address all identified resources. All necessary permits (including ERP) will be obtained in accordance with federal, state, and local laws and regulations. It should be noted that the Miami-Dade County requirements meet or exceed the State of Florida's water quality and water quantity requirements. Therefore, it is anticipated that water quality within the project area will improve due to the proposed stormwater treatment measures.

Degree of Effect: 2 *Minimal* assigned 02/03/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects**Identified Resources and Level of Importance:**

If widening is proposed, stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface would be of concern. Natural resource impacts within and adjacent to the proposed highway widening will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed expressway lane management project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality.

Additional Comments (optional):

None found.

Degree of Effect: 2 *Minimal* assigned 02/03/2012 by John Morgan, South Florida Water Management District

Coordination Document: Permit Required

Direct Effects**Identified Resources and Level of Importance:**

Water quality treatment and water quantity from the construction of additional impervious areas, work in wetlands and/or other surface waters including any impacts to wetlands/other surface waters, and mitigation to offset those impacts.

Comments on Effects to Resources:

The purpose of this project is to add two managed lanes in each direction to the Palmetto Expressway (SR 826) corridor from the Dolphin Expressway (SR 836) to I-75. The project objective is to improve mobility, relieve congestion, and provide additional travel options. Widening the Palmetto Expressway mainline to accommodate future traffic growth presents challenges due to constrained right-of-way, coupled with the intensity of development along the corridor. However, two managed lanes (in each direction) could be incorporated along the corridor with moderate widening of the mainline or by restriping existing general purpose lanes. The project is anticipated to take place within existing public right-of-way.

The South Florida Water Management District (District) offers the following comments:

- An Environmental Resource Permit (ERP) is not needed for re-striping existing impervious surface to create managed lanes.
- An ERP will be required if widening and new impervious surface is proposed or if filling of surface waters is proposed. The ERP application needs to address water quality treatment and water quantity from the construction of additional impervious areas, work in wetlands and/or other surface waters including any impacts to wetlands/other surface waters, and mitigation to offset those impacts. As part of an ERP application, the applicant must demonstrate reasonable assurances the project meets applicable conditions for issuance of an ERP, such as demonstrating the project will not result in adverse direct and/or secondary impacts to wetland functions and values, will not result in unacceptable cumulative impacts to wetlands, will not violate applicable water quality

standards, and will not be contrary to the public interest. Please refer to Rule 40E-4.301 and 40E-4.302, Florida Administrative Code (F.A.C.) and the Basis of Review for ERP applications.

- Based on a review of the project corridor, it does not appear that the project will impact wetlands. The degree of effect would be minimal. If work is proposed in District canals C-6 or C-7 Extension (surface waters), a manatee protection plan will be required as part of the ERP. Review of the plan by the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission will be necessary, as these canals are accessible to manatees.

- The ERP application should include storm water pollution prevention and erosion control plans with appropriate BMPs to prevent water quality violations during construction.

- The FDOT is advised to review existing ERPs issued along the corridor (including permits located at the SR 826/836 interchange, NW 36th Street, NW 58th Street, NW 74th Street, FEC Railroad to W 41 Street, NW 103 Street, and at the I-75 ramp to SR 826) to determine whether the proposed project will affect any of these previously issued permits.

- Construction of the project may require dewatering, which requires a water use permit from the SFWMD.

- The FDOT is advised to contact the SFWMD Right-of-Way Division regarding permitting requirements for altering/crossing District Canals (the C-6 and C-7 Extension intersect the project area).

For further information on District permit requirements, please contact Mindy Parrott, Regulation Division, at (561) 682-6324 or mparrott@sfwmd.gov. If you have any comments or questions, please contact John Morgan, Office of Intergovernmental Programs, at (561) 682-2288 or jmorganj@sfwmd.gov.

Additional Comments (optional):

None found.

Degree of Effect: 2 Minimal assigned 01/31/2012 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

groundwater Aquifer

Comments on Effects to Resources:

Degree of Effect on Water quality and wetland is given at minimal. The effect will differ based on the actual scope of the project. The EST defined about 5 acres of wetlands within 200 feet of the project. Impact on water quality and flow should also be minimized if the final scope includes additional impervious surfaces.

Additional Comments (optional):

None found.

Wetlands

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 05/17/2012 by FDOT District 6

Comments:

The National Wetlands Inventory database identifies 2.7 acres (0.71%) of riverine wetlands and 2.7 acres (0.70%) of palustrine wetlands within the 200-foot project buffer. The agencies noted that potential impacts to wetlands and waters of the United States may occur as a result of the project and indicated that compensatory mitigation will be required for unavoidable impacts. The USACE indicated that a Section 408 engineering review will be required if any work is proposed in, under, or over, as well as affects the C-6 and C-7 EXT (canals which are part of the Central and Southern Flood Control Facility - a federal project). The USACE recommended that coordination take place between the FDOT and SFWMD Right-of-Way Division and that the acreage of all waters of the United States be quantified within the corridor; the results should be provided in the Wetlands Evaluation Report. Based on agency concerns, a Summary DOE of Minimal has been assigned to the Wetlands issue.

During Project Development, potential wetland impacts will be evaluated in accordance with Part 2, Chapter 18 of the FDOT PD&E Manual. All necessary measures will be taken to avoid and/or minimize impacts to wetlands to the greatest extent practicable during project design. Should avoidance and/or minimization not be practicable, a Mitigation Plan will be prepared. In addition, the purchasing of credits at a federally authorized mitigation bank (whose service area overlaps potential project impacts) will be considered. Further, all applicable permits (including an Environmental Resource Permit, if required) will be obtained in accordance with federal, state, and local laws and regulations.

Degree of Effect: 2 Minimal assigned 02/03/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 21 acres of palustrine and 5.9 acres of riverine wetlands within the 500 ft. project buffer zone.

Comments on Effects to Resources:

If expressway widening is proposed, the project may require an environmental resource permit (ERP) from the South Florida Water

Management District. The ERP applicant would be required to eliminate or reduce the proposed wetland resource impacts of highway widening to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

Additional Comments (optional):

None found.

Degree of Effect: 2 Minimal assigned 01/31/2012 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

groundwater Aquifer

Comments on Effects to Resources:

Degree of Effect on Water quality and wetland is given at minimal. The effect will differ based on the actual scope of the project. The EST defined about 5 acres of wetlands within 200 feet of the project. Impact on water quality and flow should also be minimized if the final scope includes additional impervious surfaces.

Additional Comments (optional):

None found.

Degree of Effect: 2 Minimal assigned 01/27/2012 by Garrett Lips, US Army Corps of Engineers

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The EST identified approximately 5 acres of palustrine wetlands within 200 feet of the corridor. There are also adjacent canals, ditches, and swales that may be waters of the United States.

The C-6 and C-7 EXT are part of the Central and Southern Flood Control Facility and are located within the project corridor. The Corps will require a Section 408 engineering review of any work proposed in, under, over, or affecting a federal project. Coordination between the FDOT and SFWMD right of way section is recommended.

The FDOT should quantify the acreage of all waters of the United States within the corridor, and determine which areas, if any, have all three wetland characteristics. The results should be provided in the WER.

Comments on Effects to Resources:

The project should be designed to avoid filling wetlands and waters to the extent practical. The unavoidable loss of waters may require compensatory mitigation. The Corps recommends purchasing credits at a federally authorized mitigation bank whose service area overlaps the impacts.

No CERP projects appear within the EST results; however, FDOT should verify to ensure there will be no conflicts with a federally funded CERP project.

Coordinate as needed for any required Section 408 reviews.

Additional Comments (optional):

None found.

Degree of Effect: 0 None assigned 01/12/2012 by Brandon Howard, National Marine Fisheries Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None.

Comments on Effects to Resources:

None.

Additional Comments (optional):

Magnuson-Stevens Act: Comments were provided for the Planning Screen on June 30, 2009. Since the project has not changed, our comments remain the same. This project would likely only require additional stripping but minimal expansion within the right-of way could occur. Canals within the project area are upstream of SFWMD water control structures and are therefore inaccessible to federally managed fishery species. Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer no comments pursuant to the EFH provisions of the Magnuson-Stevens Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS

that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act (FWCA). However, should expansion into wetland areas occur, NMFS may provide recommendations requiring avoidance, minimization and compensatory mitigation pursuant to the FWCA.

Degree of Effect: 2 Minimal assigned 01/11/2012 by John Wrublik, US Fish and Wildlife Service

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Wetlands

Comments on Effects to Resources:

Wetlands provide important habitat for fish and wildlife. Data in the environmental screening tool indicate that wetlands may occur within the project area. We recommend that the project be designed to avoid and minimize impacts to wetland resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Additional Comments (optional):

None found.

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 05/17/2012 by FDOT District 6

Comments:

According to the EST GIS analysis results, the 200-foot project buffer is located within the South Florida Ecosystem Management Area; USFWS Consultation Areas for American Crocodile and Snail Kite; Critical Habitat for the West Indian Manatee; and Core Foraging Areas of active nesting wood stork colonies. The FWC noted that manatee protection measures (including Standard Manatee Conditions for In-Water Work) may be required during construction since manatees are known to inhabit the various canals and tributaries to these canals that are crossed by or run adjacent to SR 826/Palmetto Expressway. The USFWS additionally indicated that a functional assessment using the Service's Wood Stork Foraging Analysis Methodology is required on foraging habitat to be impacted and foraging habitat to be provided as mitigation for projects that impact 5 or more acres of wood stork foraging habitat. Due to the fact that the corridor is predominantly characterized by industrial and commercial/office uses with low to medium density residential prevalent along the corridor, a Summary DOE of Minimal has been assigned to the Wildlife and Habitat issue.

During Project Development, an Endangered Species Biological Assessment (ESBA) will be prepared in compliance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 USC 1531 et seq) and in accordance with Part 2, Chapter 27 of the FDOT PD&E Manual. The final design of the project will avoid and/or minimize impacts to wetlands/wildlife & habitat to the greatest extent possible and appropriate mitigation will be provided for unavoidable impacts.

Degree of Effect: 2 Minimal assigned 03/19/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The GIS analysis identifies the following species for this area:

Indian Manatee;

American Crocodile;

Snail kite;

Woodstork

Comments on Effects to Resources:

Please conduct the appropriate surveys to determine species location in the area (if any) and coordinate with the appropriate resource agency to ensure that potential impacts to wildlife, habitat, and in particular, listed species, are addressed.

Additional Comments (optional):

None found.

Degree of Effect: 2 Minimal assigned 01/17/2012 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The Conservation Planning Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #11560, Miami-Dade County, and provides the following comments related to potential effects to fish and

wildlife resources on this Programming Phase project.

The Project Description Summary states that this project involves the construction of two managed lanes in each direction on SR 826/Palmetto Expressway from SR 836 to I-75, a distance of 7.952 miles. The lanes would be added by a moderate widening of the mainline or by restriping the existing general purpose lanes. It is anticipated that all work will occur within the existing Right-of-way (ROW).

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment reveals that over 98% the project area is High or Low Impact Urban land, with nearly all of the remainder consisting of Open Water in the nearby canals and borrows lakes. Other than these waterways, there is little potential fish and wildlife habitat in the project vicinity. The primary species listed by the Federal Endangered Species Act and the State of Florida that could potentially be impacted by this project is the endangered Florida manatee, which is known to inhabit the Miami Canal (C-6), the Tamiami Canal (C-4), the Little River Canal (C-7), the Biscayne Canal (C-8 and C-8 Extension), and the various tributaries to these canals that are crossed by or run adjacent to SR 826.

Wildlife issues associated with this project are the potential for injury to Florida manatees resulting from any in-water work involving pipes or culverts associated with stormwater management system improvements, and potential water quality degradation as a result of additional stormwater runoff from the expanded impervious surface draining into the adjacent canals and lakes, and ultimately into Biscayne Bay.

Comments on Effects to Resources:

Based on the project information provided, we believe the direct and indirect effects of this project could be minimal, provided adequate precautions are taken during construction to avoid any adverse effects on manatees, and stormwater from the project area is treated to avoid degradation of the adjacent waterways.

Additional Comments (optional):

Since no information was provided on any required in-water work, including seasonality, the length or duration of project work, and whether dredging will be utilized, it would be premature for us to recommend specific avoidance and minimization measures for the manatee at this time. However, possible manatee protection measures that may be required by our agency could include Standard Manatee Conditions for In-Water Work, monitoring of turbidity barriers, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. Further coordination with our agency will be necessary in order to determine site-specific measures for this project. For technical assistance and coordination on manatees, please contact Ms. Mary Duncan of our Imperiled Species Management Section in Tallahassee at (850) 922-4330 very early in the planning process.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (insert new FWC phone no.) or email brian.barnett@MyFWC.com to initiate the process for further overall coordination on this project.

Degree of Effect: 2 Minimal assigned 01/11/2012 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally listed species and fish and wildlife resources

Comments on Effects to Resources:

Federally listed species - The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources.

Wood Stork

The project corridor is located in the Core Foraging Areas (CFA)(within 18.6 miles) of an active nesting colony of the endangered wood stork (*Mycteria americana*). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology"(Methodology) on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can found in the Service's May 18, 2010, Wood Stork Key (Service Federal Activity Code Number 41420-2007-FA-1494) provided to the Corps to guide their effect determinations for this species.

The Service believes that the following federally listed species have the potential to occur in or near the project site: wood stork, and the eastern indigo snake (*Drymarchon corais couperi*). Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

Fish and Wildlife Resources - Wetlands provide important habitat for fish and wildlife. Data in the environmental screening tool indicate that wetlands may occur within the project area. We recommend that the project be designed to avoid and minimize

impacts to wetland resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Additional Comments (optional):

None found.

ETAT Reviews and Coordinator Summary: Cultural

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 05/17/2012 by FDOT District 6

Comments:

The FDOS commented that the project has the potential to impact the remains of archaeological sites in the area as well as the Miami Canal (DA6525), which intersects the project corridor. The FDOS stated that because three cultural resource assessment surveys have been conducted along portions of the project corridor, the area was developed in a relatively late period and the project will remain within the current right-of-way, a comprehensive survey of the project area is not necessary. Based on the foregoing, a Summary DOE of Minimal has been assigned to the Historic and Archaeological Sites issue.

During Project Development, a Cultural Resource Assessment Survey (CRAS) will be conducted to determine the presence of historic, cultural and archeological resources in the project area. Any potential impacts to identified resources will be avoided and/or minimized to the greatest extent practicable. Coordination with the SHPO, the STOF-THPO, and the Miami-Dade County Historic Preservation Office will also take place to help identify and evaluate the cultural resources in the project area.

Degree of Effect: 2 *Minimal* assigned 03/19/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The GIS analysis identified 1 historic bridge, 3 potential archaeological sites and 6 resource groups (one that is potentially eligible) all within 200 feet of the project.

Comments on Effects to Resources:

CRAS is needed to identify NRHP eligible sites so that avoidance, minimization and/or mitigation can be addressed.

Additional Comments (optional):

None found.

Degree of Effect: 2 *Minimal* assigned 01/26/2012 by Elliott York, Seminole Tribe of Florida

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Due to the presence of multiple significant sites near the project area, the STOF-THPO would like to request a Culture Resource Assessment Survey be conducted in order to determine effects, if any, to archaeological sites not yet identified within the project corridor.

Comments on Effects to Resources:

The STOF-THPO would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

Additional Comments (optional):

None found.

Degree of Effect: 2 *Minimal* assigned 01/24/2012 by Ginny Leigh Jones, FL Department of State

Coordination Document: Tech Memo Required

Direct Effects

Identified Resources and Level of Importance:

FDOT bridges (FDOT bridge data and FMSF Bridge data):

GIS analysis reveals 5 historic-age bridges on the FDOT database of bridges located within 5,280 ft of the proposed project area. Four of the bridges are the roadway in question, SR 826. Bridges No. 870269, 870270, 870257, 870258 were all constructed in 1960 and carry SR 826 over NW 12th Street, the SCL Railroad, and the FEC Railroad, respectively. One bridge, 870569, is located between 100 and 200 ft from the project corridor. This bridge was constructed in 1959 and carries the West Frontage Road for SR 826 over the Little River Canal C-7. Only the West Frontage Road bridge, 870569, has been evaluated for its eligibility for the National Register of Historic Places (NRHP) by the Florida State Historic Preservation Officer (SHPO). The bridge was evaluated as not significant in 2011.

Historic Standing Structures (FMSF data):

GIS analysis reveals the closest historic structure recorded to the project corridor is located between 200 and 500 ft from the corridor. This structure, DA11680, has been determined not significant by the SHPO.

Resource Groups (FMSF data):

GIS analysis reveals five resource groups that either run parallel to the project corridor or intersect with the project corridor. The SR

826 Canal - DA11681 - runs parallel with the project corridor. This resource has been determined not eligible for the NRHP. Four resource groups intersect with the project area -- DA11683, DA6352, DA6525, DA11528. All but DA6525 have been determined not eligible by the SHPO. DA6525, the Miami Canal, was determined to be a significant resource by the SHPO. The next closest resource is located between 100 and 200 ft from the project corridor, DA11682. This resource, Lake Catalina, has been determined not significant by the SHPO.

Archaeological Sites (FMSF data)

GIS analysis reveals three recorded archaeological sites (DA75, DA40, DA10050) located within 100 ft of the project area. Two of the sites - DA75 and DA40 - have been evaluated as significant but are reported as being destroyed. DA10050 has been determined not significant.

Comments on Effects to Resources:

Bridges:

Due to the type of work proposed it is unlikely that any of the historic-age bridges will be impacted.

Historic Structures:

Since there are so few recorded historic structures in close proximity to the proposed project, it is unlikely any significant historic structures will be affected by the project.

Resource Groups:

Since the Miami Canal (DA6525) has been determined significant and it intersects with the project corridor attention will need to be paid in avoiding, minimizing, or mitigating adverse impacts to this resource. However, due to the type of project proposed, it is unlikely to affect any of the resource groups in the vicinity.

Archaeological sites:

Even though the two significant adjacent archaeological sites have been reported as destroyed, there may still remain some evidence of the sites. Therefore, there is a minor possibility that the sites may be encountered and affected by the project area.

Additional Comments (optional):

The only survey of the entire project area was completed in 1988 (FMSF No. 1582) in support of the widening of SR 826. A survey completed in 2010 (FMSF No. 17998) covered the northernmost part of the proposed project corridor (from I-75 to Florida's Turnpike (HEFT). The intersection of SR 826 and SR 836 at the southern terminus of the proposed project was completed in 2005 (FMSF No. 12859). There have been no other comprehensive surveys completed of the entire project area since 1988.

However, because this area was developed in a relatively late period and the proposed project remains within the current ROW, a comprehensive survey of the project area is not necessary and a technical memorandum will suffice. However, if during further stages of the project it is determined the project will require additional ROW, a more thorough review will need to be completed.

The project area is located within the jurisdiction of the Miami-Dade County Certified Local Government (CLG). Therefore the County Historic Preservation Officer should be consulted during the PD&E process to help identify and evaluate the cultural resources identified during the cultural resources assessment survey.

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 05/17/2012 by FDOT District 6

Comments:

According to the EST GIS analysis results, the following recreational features are located within the 200-foot buffer of this project: one park, public school facilities, and two proposed Office of Greenways and Trails multi-use trail priorities (1-low, 1-medium). Due to the limited number of recreation areas/features located within the vicinity of the project, a Summary DOE of Minimal has been assigned to the Recreation Areas issue as minimal impacts are anticipated as a result of the project.

An assessment of potential impacts to recreation areas/features will be conducted during Project Development. Future environmental documentation will include an evaluation of the direct, indirect, and cumulative impacts of the proposed project improvement and construction on public lands and any proposed acquisition sites. FDOT will coordinate with the appropriate agencies concerning the necessary studies, documentation and commitments needed to adequately address all identified resources in accordance with federal, state, and local laws and regulations. Impacts will be avoided and/or minimized during the process.

Degree of Effect: 2 Minimal assigned 03/19/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The GIS analysis identified one park within 200 feet of the project. The GIS analysis indicated the park as the "Machinery Partners Finance, Inc."

Comments on Effects to Resources:

Please assess this site and other potentially unidentified recreation areas to determine potential impacts from the project on recreation areas.

Additional Comments (optional):

None found.

Degree of Effect: 0 None assigned 02/03/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

None found.

Degree of Effect: 0 None assigned 01/31/2012 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

None found.

Degree of Effect: N/A N/A / No Involvement assigned 01/23/2012 by Anita Barnett, National Park Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

None found.

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 05/17/2012 by FDOT District 6

Comments:

According to the EST GIS analysis results, the following resources potentially protected under the auspices of Section 4(f) occur within the 200-foot project buffer: one park, public school facilities, two proposed Office of Greenways and Trails multi-use trail priorities (1-low, 1-medium), one historic bridge, three historic and archaeological sites, six resource groups, and twenty-six cultural resource field survey areas. Due to the limited number of potentially protected 4(f) resources within the vicinity of the project, as well as the fact that three cultural resource assessment surveys have been conducted along portions of the project corridor, a Summary DOE of Minimal has been assigned to the Section 4(f) Potential issue.

An assessment of potential impacts to Section 4(f)/Section 106 resources will be conducted during Project Development in accordance with Part 2, Chapter 12 of the FDOT PD&E Manual. FDOT will coordinate with the appropriate agencies concerning the necessary studies, documentation and commitments needed to adequately address any identified resources in accordance with federal, state, and local laws and regulations. Impacts will be avoided and/or minimized during the process.

None found

ETAT Reviews and Coordinator Summary: Community

Aesthetics

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 05/17/2012 by FDOT District 6

Comments:

Potential noise and vibration effects may be of concern to surrounding residential areas as a result of increased traffic. Due to the fact that the project is anticipated to take place within existing public right-of-way and support the expected area growth (as indicated through the 2015-2025 Miami-Dade County Future Land Use Map), impacts to the area's aesthetics and land use vision appear to be minor. Therefore, a Summary DOE of Minimal has been assigned to the Aesthetics issue.

Potential aesthetic effects will be assessed further during Project Development as more detailed information becomes available. Noise and vibration effects will be evaluated per Part 2, Chapter 17 of the PD&E Manual. Throughout the process, FDOT District Six (in coordination with the Miami-Dade Metropolitan Planning Organization) will conduct public outreach to solicit input on the project from the community. FDOT District Six will ensure that public commentary collected as a result of such efforts is documented in the

EST.

Degree of Effect: 2 Minimal assigned 02/03/2012 by Lauren Brooks, FDOT District 6

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

2010 Census Designated Places (6)
Brownfield Location Boundaries (2)
- CITY OF HIALEAH BROWNFIELD AREA (1.3 ACRES)
- SWEETWATER D (13.1 ACRES)
List of Florida Site File Archaeological or Historic Sites (2)
Cultural Resource Field Survey Areas (23)
Resource Groups (5)
FDOT RCI Bridges (25)
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1

500-Foot Buffer:

2010 Census Designated Places (6)
Brownfield Location Boundaries (3)
- CENTRAL MIAMI AREA (10.2 ACRES)
- CITY OF HIALEAH BROWNFIELD AREA (7.9 ACRES)
- SWEETWATER D (30.3 ACRES)
Developments of Regional Impact (1)
- AIRPORT CORPORATE CENTER [ADA NO: 1984-030]
FDEM Hospitals (2)
- SOUTHERN WINDS HOSPITAL
- PALMETTO GENERAL HOSPITAL
Geocoded Assisted Housing (1)
- MEADOWGREEN APARTMENTS
Geocoded Health Care Facilities (10)
Geocoded Homeowner and Condominium Associations (17)
Geocoded Laser Facilities (3)
- PALMETTO EYE & LASER CENTER (2)
- HIALEAH WELLNESS & REHAB
Group Care Facilities (17)
Florida Site File Historic Bridges (1)
Florida Site File Historic Standing Structures (1)
List of Florida Site File Archaeological or Historic Sites (3)
Cultural Resource Field Survey Areas (28)
Resource Groups (6)
FDOT RCI Bridges (38)
Facility Crossings (39)
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1

2008 SFWMD Residential Areas / Acres / Percent

- 1210 FIXED SINGLE FAMILY UNITS / 4.0 / 0.39%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 26.2 / 2.61%
- 1340 MULTIPLE DWELLING UNITS - HIGH RISE / 23.9 / 2.38%

Comments on Effects to Resources:

The corridor is predominantly characterized by industrial and commercial/office uses; low to medium density residential is also prevalent along the corridor and concentrated south of SR 836/Dolphin Expressway and north of Okeechobee Road. Based on the Future Land Use Map of the Miami-Dade County Comprehensive Development Master Plan, industrial and commercial/office development is expected to continue as the project is located within the Airport Corporate Center Development of Regional Impact and three designated brownfield areas; residential development is additionally anticipated to grow around the project termini.

The project traverses three municipalities (City of Hialeah, City of Doral, and The Town of Medley), as well as runs along Unincorporated Miami-Dade County. According to the EST GIS analysis results, community features located within the 500-foot project buffer that may be sensitive to potential noise and vibration effects, include: six Census Designated Places, two FDEM hospitals, one assisted housing facility, ten health care facilities, seventeen homeowner and condominium associations, three laser facilities, seventeen group care facilities, recreational features, and cultural resources.

While potential noise and vibration effects may be of concern to surrounding residential areas as a result of increased traffic, overall impacts on the area's aesthetics and land use vision appear to be minimal given that the project is anticipated to take place within existing public right-of-way and support the expected area growth as indicated through the Miami-Dade County land use vision. It should also be noted that canals and other roadways serve as buffers between the current development and SR 826/Palmetto Expressway for the majority of the project corridor.

Additional Comments (optional):

None found.

Economic Project Effects

Coordinator Summary Degree of Effect: 1 Enhanced assigned 05/17/2012 by FDOT District 6

Comments:

Economic enhancements are anticipated in the area as a result of the project as the improvement is anticipated to 1) provide continuity with the proposed managed lanes on I-75 as envisioned in the emerging South Florida Managed Lanes network and 2) alleviate congestion and increase capacity along the roadway and on the surrounding freight network, thus enhancing the mobility of goods and people. Reduced congestion will also serve to maintain and improve viable access to the major transportation facilities and local/regional businesses of the area (including connectors to freight activity centers and between the regional freight corridors). Therefore, a Summary DOE of Enhanced has been assigned to the Economic issue.

During Project Development, FDOT District Six (in coordination with the Miami-Dade Metropolitan Planning Organization) will conduct public outreach to solicit input on the project from the community. FDOT District Six will ensure that public commentary collected as a result of such efforts is documented in the EST. As more detailed and finalized information regarding potential economic effects becomes available, the proposed project will be adjusted so as to avoid and/or minimize impacts to any identified social, cultural, and natural features.

Degree of Effect: 1 Enhanced assigned 02/03/2012 by Lauren Brooks, FDOT District 6

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

100-FOOT BUFFER:

2010 Census Designated Places (6)
Brownfield Location Boundaries (2)
- CITY OF HIALEAH BROWNFIELD AREA (1.3 ACRES)
- SWEETWATER D (13.1 ACRES)
Railways
- ARBITRARY LINE EXTENSION (656.08 LINEAR FEET)

2008 SFWMD FL Land Use and Land Cover / Acres / Percent
- 1400 COMMERCIAL AND SERVICES / 0.3 / 0.13%
- 1550 OTHER LIGHT INDUSTRY / 5.8 / 2.94%
- 5120 CHANNELIZED WATERWAYS - CANALS / 7.9 / 4.00%
- 8140 ROADS AND HIGHWAYS / 183.9 / 92.93%

500-FOOT BUFFER:

2010 Census Designated Places (6)
Enterprise Zones (1)
- MIAMI-DADE COUNTY [EZ-1301] (0.3 ACRES)
Brownfield Location Boundaries (3)
- CENTRAL MIAMI AREA (10.2 ACRES)
- CITY OF HIALEAH BROWNFIELD AREA (7.9 ACRES)
- SWEETWATER D (30.3 ACRES)
Developments of Regional Impact (1)
- AIRPORT CORPORATE CENTER [ADA NO: 1984-030]
FDEM Hospitals (2)
- SOUTHERN WINDS HOSPITAL
- PALMETTO GENERAL HOSPITAL
Geocoded Schools (4)
- FLORIDA NATIONAL COLLEGE
- MUSKATEERS ACADEMY, INC.
- MATER ACADEMY (2)
Railways
- ARBITRARY LINE EXTENSION (1,636.28 LINEAR FEET)
- RAILROAD (1,201.63 LINEAR FEET)
- RAILROAD SIDING (1,507.23 LINEAR FEET)

2008 SFWMD FL Land Use and Land Cover / Acres / Percent
- 1210 FIXED SINGLE FAMILY UNITS / 4.0 / 0.39%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 26.2 / 2.61%
- 1340 MULTIPLE DWELLING UNITS - HIGH RISE / 23.9 / 2.38%
- 1400 COMMERCIAL AND SERVICES / 293.3 / 29.23%
- 1411 SHOPPING CENTERS / 30.5 / 3.04%
- 1490 COMMERCIAL AND SERVICES UNDER CONSTRUCTION / 8.2 / 0.82%

- 1550 OTHER LIGHT INDUSTRY / 183.3 / 18.26%
- 1700 INSTITUTIONAL / 18.0 / 1.79%
- 1710 EDUCATIONAL FACILITIES / 6.1 / 0.61%
- 1900 OPEN LAND / 4.4 / 0.44%
- 5120 CHANNELIZED WATERWAYS - CANALS / 30.4 / 3.02%
- 5300 RESERVOIRS / 3.5 / 0.35%
- 6172 MIXED SHRUBS / 5.0 / 0.50%
- 8120 RAILROADS AND RAILYARDS / 3.6 / 0.36%
- 8140 ROADS AND HIGHWAYS / 363.2 / 36.18%

1,320-FOOT BUFFER:

2010 Census Designated Places (6)

Enterprise Zones (1)

- MIAMI-DADE COUNTY [EZ-1301] (23.0 ACRES)

Brownfield Location Boundaries (4)

- CENTRAL MIAMI AREA (49.6 ACRES)
- CITY OF HIALEAH BROWNFIELD AREA (30.8 ACRES)
- FLORIDA CITY - UNINCORPORATED (12.5 ACRES)
- SWEETWATER D (38.3 ACRES)

Developments of Regional Impact (2)

- AIRPORT CORPORATE CENTER [ADA NO: 1984-030]
- MIAMI INTERNATIONAL AIRPORT [ADA NO: 1979-014]

FDEM Hospitals (2)

- SOUTHERN WINDS HOSPITAL
- PALMETTO GENERAL HOSPITAL

Geocoded Government Buildings (2)

- US POST OFFICE - MIAMI

- US POST OFFICE - HIALEAH

Geocoded Schools (14)

Railways

- ARBITRARY LINE EXTENSION (1,636.28 LINEAR FEET)
- RAILROAD (4,919.76 LINEAR FEET)
- RAILROAD SIDING (5,172.37 LINEAR FEET)

2008 SFWMD FL Land Use and Land Cover / Acres / Percent

- 1210 FIXED SINGLE FAMILY UNITS / 46.1 / 1.69%
- 1320 MOBILE HOME UNITS / 0.1 / 0.01%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 125.6 / 4.60%
- 1340 MULTIPLE DWELLING UNITS - HIGH RISE / 94.1 / 3.45%
- 1400 COMMERCIAL AND SERVICES / 885.9 / 32.48%
- 1411 SHOPPING CENTERS / 114.0 / 4.18%
- 1490 COMMERCIAL AND SERVICES UNDER CONSTRUCTION / 12.8 / 0.47%
- 1550 OTHER LIGHT INDUSTRY / 659.9 / 24.19%
- 1700 INSTITUTIONAL / 59.0 / 2.16%
- 1710 EDUCATIONAL FACILITIES / 25.4 / 0.93%
- 1830 RACE TRACKS / 0.3 / 0.01%
- 1850 PARKS AND ZOOS / 3.7 / 0.14%
- 1900 OPEN LAND / 43.5 / 1.60%
- 5120 CHANNELIZED WATERWAYS - CANALS / 55.2 / 2.03%
- 5300 RESERVOIRS / 39.5 / 1.45%
- 6172 MIXED SHRUBS / 8.0 / 0.29%
- 8110 AIRPORTS / 19.1 / 0.70%
- 8120 RAILROADS AND RAILYARDS / 11.8 / 0.43%
- 8140 ROADS AND HIGHWAYS / 517.3 / 18.96%
- 8320 ELECTRICAL POWER TRANSMISSION LINES / 6.7 / 0.24%

Comments on Effects to Resources:

As one of the most traveled transportation corridors in Miami-Dade County, SR 826/Palmetto Expressway connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west transportation corridor (SR 836/Dolphin Expressway), as well as provides system-level connections to I-75, Florida's Turnpike, SR 924, SR 874, and I-95. These roadways, in conjunction with SR 826/Palmetto Expressway, are designated facilities of the Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS), a statewide transportation network that facilitates movement of high volumes of goods and people at high speeds. In addition, the project corridor provides access to three municipalities (City of Hialeah, City of Doral, and The Town of Medley), as well as large economic hubs/County employers including Miami International Airport, Florida National College, and two FDEM hospitals.

The corridor is predominantly characterized by industrial and commercial/office uses; low to medium density residential is also prevalent along the corridor and concentrated south of SR 836/Dolphin Expressway and north of Okeechobee Road. Based on the Future Land Use Map of the Miami-Dade County Comprehensive Development Master Plan, industrial and commercial/office development is expected to continue as the project is located within the Miami-Dade County Enterprise Zone, Airport Corporate Center Development of Regional Impact and three designated brownfield areas; residential development is additionally anticipated to grow around the project termini.

This project will add two managed lanes in each direction to the SR 826/Palmetto Expressway corridor, from SR 836/Dolphin

Expressway to I-75, providing continuity with the proposed managed lanes on I-75 as envisioned in the emerging South Florida Managed Lanes network. Overall, improvements to this section of SR 826/Palmetto Expressway are anticipated to alleviate congestion and increase capacity along the roadway and on the surrounding freight network, thus enhancing the mobility of goods and people. Reduced congestion will also serve to maintain and improve viable access to the major transportation facilities and local/regional businesses of the area (including connectors to freight activity centers and between the regional freight corridors). As such, economic enhancements are anticipated as a result of the project.

Additional Comments (optional):

None found.

Land Use

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 05/17/2012 by FDOT District 6

Comments:

Due to the fact that the project is anticipated to take place within existing public right-of-way and support the expected area growth as indicated through the 2015-2025 Miami-Dade County Future Land Use Map, overall impacts on the area's land use vision appear to be minor. In addition, canals and other roadways serve as buffers between the current development and SR 826/Palmetto Expressway for the majority of the project corridor. For these reasons, a Summary DOE of Minimal has been assigned to the Land Use issue.

During Project Development, FDOT District Six will coordinate with Miami-Dade County to ensure the entire project is consistent with the adopted Miami-Dade County Comprehensive Development Master Plan (as necessary). In addition, FDOT District Six (in coordination with the Miami-Dade Metropolitan Planning Organization) will conduct public outreach to solicit input on the project from the community. FDOT District Six will ensure that public commentary collected as a result of such efforts is documented in the EST.

Degree of Effect: 2 *Minimal* assigned 02/03/2012 by Lauren Brooks, FDOT District 6

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Miami-Dade County Comprehensive Development Master Plan
Miami-Dade County Future Land Use Map

100-FOOT BUFFER:

2010 Census Designated Places (6)
Brownfield Location Boundaries (2)
- CITY OF HIALEAH BROWNFIELD AREA (1.3 ACRES)
- SWEETWATER D (13.1 ACRES)

2008 SFWMD FL Land Use and Land Cover / Acres / Percent
- 1400 COMMERCIAL AND SERVICES / 0.3 / 0.13%
- 1550 OTHER LIGHT INDUSTRY / 5.8 / 2.94%
- 5120 CHANNELIZED WATERWAYS - CANALS / 7.9 / 4.00%
- 8140 ROADS AND HIGHWAYS / 183.9 / 92.93%

Future Land Use 2008 / Acres / Percent

- INDUSTRIAL, EXTRACTIVE, TRANSPORTATION / 192.3 / 97.21%
- WATER BODIES (OPTIONAL) / 5.5 / 2.79%

500-FOOT BUFFER:

2010 Census Designated Places (6)
Enterprise Zones (1)
- MIAMI-DADE COUNTY [EZ-1301] (0.3 ACRES)
Brownfield Location Boundaries (3)
- CENTRAL MIAMI AREA (10.2 ACRES)
- CITY OF HIALEAH BROWNFIELD AREA (7.9 ACRES)
- SWEETWATER D (30.3 ACRES)
Developments of Regional Impact (1)
- AIRPORT CORPORATE CENTER [ADA NO: 1984-030]

2008 SFWMD FL Land Use and Land Cover / Acres / Percent
- 1210 FIXED SINGLE FAMILY UNITS / 4.0 / 0.39%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 26.2 / 2.61%
- 1340 MULTIPLE DWELLING UNITS - HIGH RISE / 23.9 / 2.38%
- 1400 COMMERCIAL AND SERVICES / 293.3 / 29.23%
- 1411 SHOPPING CENTERS / 30.5 / 3.04%
- 1490 COMMERCIAL AND SERVICES UNDER CONSTRUCTION / 8.2 / 0.82%
- 1550 OTHER LIGHT INDUSTRY / 183.3 / 18.26%

- 1700 INSTITUTIONAL / 18.0 / 1.79%
- 1710 EDUCATIONAL FACILITIES / 6.1 / 0.61%
- 1900 OPEN LAND / 4.4 / 0.44%
- 5120 CHANNELIZED WATERWAYS - CANALS / 30.4 / 3.02%
- 5300 RESERVOIRS / 3.5 / 0.35%
- 6172 MIXED SHRUBS / 5.0 / 0.50%
- 8120 RAILROADS AND RAILYARDS / 3.6 / 0.36%
- 8140 ROADS AND HIGHWAYS / 363.2 / 36.18%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 52.9 / 5.27%
- INDUSTRIAL, EXTRACTIVE, TRANSPORTATION / 870.5 / 86.73%
- PUBLIC/SEMI-PUBLIC, GOV, INSTITUTIONAL / 7.8 / 0.78%
- RESIDENTIAL HIGH MORE THAN RM AND >12 DU / 42.8 / 4.27%
- RESIDENTIAL MEDIUM MORE THAN RL, < 13 DU / 6.7 / 0.67%
- WATER BODIES (OPTIONAL) / 22.9 / 2.28%

1,320-FOOT BUFFER:

2010 Census Designated Places (6)

Enterprise Zones (1)

- MIAMI-DADE COUNTY [EZ-1301] (23.0 ACRES)

Brownfield Location Boundaries (4)

- CENTRAL MIAMI AREA (49.6 ACRES)
- CITY OF HIALEAH BROWNFIELD AREA (30.8 ACRES)
- FLORIDA CITY - UNINCORPORATED (12.5 ACRES)
- SWEETWATER D (38.3 ACRES)

Developments of Regional Impact (2)

- AIRPORT CORPORATE CENTER [ADA NO: 1984-030]
- MIAMI INTERNATIONAL AIRPORT [ADA NO: 1979-014]

2008 SFWMD FL Land Use and Land Cover / Acres / Percent

- 1210 FIXED SINGLE FAMILY UNITS / 46.1 / 1.69%
- 1320 MOBILE HOME UNITS / 0.1 / 0.01%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 125.6 / 4.60%
- 1340 MULTIPLE DWELLING UNITS - HIGH RISE / 94.1 / 3.45%
- 1400 COMMERCIAL AND SERVICES / 885.9 / 32.48%
- 1411 SHOPPING CENTERS / 114.0 / 4.18%
- 1490 COMMERCIAL AND SERVICES UNDER CONSTRUCTION / 12.8 / 0.47%
- 1550 OTHER LIGHT INDUSTRY / 659.9 / 24.19%
- 1700 INSTITUTIONAL / 59.0 / 2.16%
- 1710 EDUCATIONAL FACILITIES / 25.4 / 0.93%
- 1830 RACE TRACKS / 0.3 / 0.01%
- 1850 PARKS AND ZOOS / 3.7 / 0.14%
- 1900 OPEN LAND / 43.5 / 1.60%
- 5120 CHANNELIZED WATERWAYS - CANALS / 55.2 / 2.03%
- 5300 RESERVOIRS / 39.5 / 1.45%
- 6172 MIXED SHRUBS / 8.0 / 0.29%
- 8110 AIRPORTS / 19.1 / 0.70%
- 8120 RAILROADS AND RAILYARDS / 11.8 / 0.43%
- 8140 ROADS AND HIGHWAYS / 517.3 / 18.96%
- 8320 ELECTRICAL POWER TRANSMISSION LINES / 6.7 / 0.24%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 174.7 / 6.41%
- INDUSTRIAL, EXTRACTIVE, TRANSPORTATION / 2,171.0 / 79.59%
- MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 8.8 / 0.32%
- PUBLIC/SEMI-PUBLIC, GOV, INSTITUTIONAL / 30.5 / 1.12%
- RESIDENTIAL HIGH MORE THAN RM AND >12 DU / 219.9 / 8.06%
- RESIDENTIAL MEDIUM MORE THAN RL, < 13 DU / 59.4 / 2.18%
- WATER BODIES (OPTIONAL) / 63.4 / 2.32%

Comments on Effects to Resources:

The project traverses three municipalities (City of Hialeah, City of Doral, and The Town of Medley), as well as runs along Unincorporated Miami-Dade County. The corridor is predominantly characterized by industrial and commercial/office uses; low to medium density residential is also prevalent along the corridor and concentrated south of SR 836/Dolphin Expressway and north of Okeechobee Road. Based on the Future Land Use Map of the Miami-Dade County Comprehensive Development Master Plan, industrial and commercial/office development is expected to continue as the project is located within the Miami-Dade County Enterprise Zone, Airport Corporate Center Development of Regional Impact and three designated brownfield areas; residential development is additionally anticipated to grow around the project termini.

Overall impacts on the area's land use vision appear to be minimal given that the project is anticipated to take place within existing public right-of-way and support the expected area growth as indicated through the Miami-Dade County Comprehensive Development Master Plan. It should also be noted that canals and other roadways serve as buffers between the current development and SR 826/Palmetto Expressway for the majority of the project corridor.

Transportation/Comprehensive Plan Consistency:

The project is identified in the Miami-Dade Metropolitan Planning Organization's 2035 Long Range Transportation Plan (LRTP) as a Priority II - Priority III project. The Planning and Design phases and a portion of the Construction phase for this project will be funded in 2015-2020 (Priority II), and the remainder of the Construction phase will be funded in 2021-2025 (Priority III). Additionally, the project is funded for PD&E in FY 2012 in the latest Miami-Dade County MPO Transportation Improvement Program (TIP), the FDOT Five-Year Work Program, and the State Transportation Improvement Program (STIP). While a portion of the project is identified in the adopted Miami-Dade County Comprehensive Development Master Plan, the plan will need to be amended during the PD&E phase to ensure the entire project is consistent with the document.

Additional Comments (optional):

None found.

Degree of Effect: 0 None assigned 02/02/2012 by Jeannette Hallock-Solomon, FL Department of Economic Opportunity

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The titles and adoption dates of the comprehensive plans are as follows:

- a. Miami-Dade County - Comprehensive Development Master Plan, April 28, 2010
- b. Hialeah - City of Hialeah Comprehensive Plan, 2003-2015
- c. Medley - Town of Medley Comprehensive Plan, February 2009
- d. Doral - City of Doral Comprehensive Plan, April 26, 2006
- e. Hialeah Gardens - City of Hialeah Gardens, Florida 2025 Comprehensive Plan, May 1, 2007
- f. Miami Lakes - Town of Miami Lakes Adopted Comprehensive Plan, December 19, 2003

Comments on Effects to Resources:

Overall, the proposed project is compatible with the six local comprehensive plans listed above in the identify resources screen.

Economic Development:

The proposed project will result in the more efficient operation of the Palmetto Expressway, which will in turn support new development. The new development will provide economic development. Also, the project will generate jobs associated with the roadway improvements.

Future Transportation Map:

The proposed project is expected to "...be incorporated along the corridor with moderate widening of the mainline or by restriping existing general purpose lanes. The project is anticipated to take place within existing public right-of-way." Since the scope of the project is limited to adding managed lanes in existing right-of-way with no or moderate widening, it would not be shown on the Future Transportation Map.

Future Land Use Map Categories:

The Future Land Use Map Categories surrounding the proposed project are listed by local government below:

- Miami-Dade County - Industrial and Office, Commercial, Terminals
Hialeah - Residential (low, medium, and high density), Commercial
Medley - Right-of-Way, Industrial, Industrial and Office
Doral - Industrial, Business, Downtown Mixed Use Opportunity Area, Urban Central Business District
Hialeah Gardens - Commercial Business, General Business, Parks/Open Space/Water
Miami Lakes - Transportation

Miscellaneous Information:

The proposed project is not within an Area of Critical State Concern, is not in a Rural Area of Critical Economic Concern, is not located near a military base, and is not within in the Coastal High Hazard Area.

Additional Comments (optional):

None found.

Mobility

Project Effects

Coordinator Summary Degree of Effect: 1 Enhanced assigned 05/17/2012 by FDOT District 6

Comments:

The proposed project is anticipated to relieve congestion and increase capacity between SR 836/Dolphin Expressway and I-75. It will provide continuity with the proposed managed lanes on I-75 (as envisioned in the emerging South Florida Managed Lanes network), as well as provide bus rapid transit service and connectivity to the Palmetto Metrorail Station. The project is also anticipated to help maintain the vital freight roadway network (as SR 826/Palmetto Expressway is part of Florida's designated Strategic Intermodal System) and improve emergency evacuation/response times. For these reasons, a Summary DOE of Enhanced has been assigned to the Mobility issue.

During Project Development, FDOT District Six (in coordination with the Miami-Dade Metropolitan Planning Organization) will conduct public outreach to solicit input on the project from the community. FDOT District Six will ensure that public commentary collected as a result of such efforts is documented in the EST. As more detailed and finalized information regarding potential mobility enhancements and effects becomes available, the proposed project will be adjusted so as to avoid and/or minimize impacts to any identified social, cultural, and natural features.

Degree of Effect: 1 Enhanced assigned 02/03/2012 by Lauren Brooks, FDOT District 6

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

100-FOOT BUFFER:

FDOT RCI Bridges (25)
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1
Railways
- ARBITRARY LINE EXTENSION (656.08 LINEAR FEET)
Housing Units with No Vehicle Available: 2,383

500-FOOT BUFFER:

FDOT RCI Bridges (38)
Bus Transit Routes (25)
Facility Crossings (39)
Fixed Guideway Transit and Ferry Network (1)
- METRORAIL
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1
Railways
- ARBITRARY LINE EXTENSION (1,636.28 LINEAR FEET)
- RAILROAD (1,201.63 LINEAR FEET)
- RAILROAD SIDING (1,507.23 LINEAR FEET)
Housing Units with No Vehicle Available: 2,517

1,320-FOOT BUFFER:

FDOT RCI Bridges (49)
Bus Transit Routes (27)
Facility Crossings (51)
Fixed Guideway Transit and Ferry Network (1)
- PALMETTO METRORAIL STATION
Fixed Guideway Transit Network Station (1)
- METRORAIL
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1
Railways
- ARBITRARY LINE EXTENSION (1,636.28 LINEAR FEET)
- RAILROAD (4,919.76 LINEAR FEET)
- RAILROAD SIDING (5,172.37 LINEAR FEET)
Housing Units with No Vehicle Available: 2,906

Comments on Effects to Resources:

As one of the most traveled transportation corridors in Miami-Dade County, SR 826/Palmetto Expressway connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west transportation corridor (SR 836/Dolphin Expressway), as well as provides system-level connections to I-75, Florida's Turnpike, SR 924, SR 874, and I-95. These roadways, in conjunction with SR 826/Palmetto Expressway, are designated facilities of the Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS), a statewide transportation network that facilitates movement of high volumes of goods and people at high speeds. In addition, SR 826/Palmetto Expressway serves as a part of the emergency evacuation network as established by the Florida Division of Emergency Management and provides critical access to other designated routes. Further, the entire SR 826/Palmetto Expressway corridor is designated as a viable managed lanes facility in "A Managed Lanes Vision for Southeast Florida". Managed lanes are being proposed with a direct connection to/from SR 826/Palmetto Expressway as part of the I-75 Project Development and Environment (PD&E) Study.

It is important to note that throughout most of the north/south portion of the corridor, the mainline currently operates at LOS E and F during peak traffic conditions. Projections of future population and employment in the project area indicate that travel demand will continue to increase for years to come. Without improvements, extremely congested conditions will continue to occur for extended periods of time outside of the current peak periods.

The proposed project will add two managed lanes in each direction to the SR 826/Palmetto Expressway corridor, from SR 836/Dolphin Expressway to I-75, with the objective of improving mobility, relieving congestion and providing additional travel

options. This project is also expected to provide continuity with the proposed managed lanes on I-75 as envisioned in the emerging South Florida Managed Lanes network, as well as provide bus rapid transit (BRT) service and connectivity to the existing Palmetto Metrorail Station at NW 79th Avenue.

Based on the foregoing, the SR 826/Palmetto Expressway corridor improvement is expected to enhance overall mobility in Miami-Dade County.

Additional Comments (optional):

None found.

Relocation

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 05/17/2012 by FDOT District 6

Comments:

The project is anticipated to take place within existing public right-of-way. Given the fact that canals and other roadways serve as buffers between the current development and SR 826/Palmetto Expressway for the majority of the project corridor, a Summary DOE of Minimal has been assigned to the Relocation issue.

Potential relocation effects will be assessed further during Project Development as more detailed information regarding right-of-way needs becomes available. The proposed roadway typical section will be adjusted so as to avoid and/or minimize impacts to identified features.

Degree of Effect: 2 *Minimal* assigned 02/03/2012 by Lauren Brooks, FDOT District 6

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

100-FOOT BUFFER:

2010 Census Designated Places (6)
Brownfield Location Boundaries (2)
- CITY OF HIALEAH BROWNFIELD AREA (1.3 ACRES)
- SWEETWATER D (13.1 ACRES)
List of Florida Site File Archaeological or Historic Sites (2)
Cultural Resource Field Survey Areas (23)
Resource Groups (5)
FDOT RCI Bridges (25)
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1

500-FOOT BUFFER:

2010 Census Designated Places (6)
Enterprise Zones (1)
- MIAMI-DADE COUNTY [EZ-1301] (0.3 ACRES)
Brownfield Location Boundaries (3)
- CENTRAL MIAMI AREA (10.2 ACRES)
- CITY OF HIALEAH BROWNFIELD AREA (7.9 ACRES)
- SWEETWATER D (30.3 ACRES)
Developments of Regional Impact (1)
- AIRPORT CORPORATE CENTER [ADA NO: 1984-030]
FDEM Hospitals (2)
- SOUTHERN WINDS HOSPITAL
- PALMETTO GENERAL HOSPITAL
Geocoded Homeowner and Condominium Associations (17)
Florida Site File Historic Bridges (1)
Florida Site File Historic Standing Structures (1)
List of Florida Site File Archaeological or Historic Sites (3)
Cultural Resource Field Survey Areas (28)
Resource Groups (6)
FDOT RCI Bridges (38)
Facility Crossings (39)
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1

2008 SFWMD Residential Areas / Acres / Percent
- 1210 FIXED SINGLE FAMILY UNITS / 4.0 / 0.39%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 26.2 / 2.61%
- 1340 MULTIPLE DWELLING UNITS - HIGH RISE / 23.9 / 2.38%

Comments on Effects to Resources:

The purpose of this project is to add two managed lanes in each direction to the SR 826/Palmetto Expressway corridor from SR 836/Dolphin Expressway to I-75. While constrained right-of-way (coupled with the development intensity along the corridor) present challenges for accommodating future traffic growth by widening the SR 826/Palmetto Expressway mainline, two managed lanes may be incorporated along the corridor with moderate widening of the mainline or by restriping existing general purpose lanes.

The corridor is predominantly characterized by industrial and commercial/office uses; low to medium density residential is also prevalent along the corridor and concentrated south of SR 836/Dolphin Expressway and north of Okeechobee Road. Based on the Future Land Use Map of the Miami-Dade County Comprehensive Development Master Plan, industrial and commercial/office development is expected to continue as the project is located within the Miami-Dade County Enterprise Zone, Airport Corporate Center Development of Regional Impact and three designated brownfield areas; residential development is additionally anticipated to grow around the project termini. According to the EST GIS analysis results, the following community features occur within the 500-foot project buffer: six Census Designated Places, two FDEM hospitals, seventeen homeowner and condominium associations, recreational features, and cultural resources.

Given the fact that canals and other roadways serve as buffers between the current development and SR 826/Palmetto Expressway for the majority of the project corridor, relocation impacts are anticipated to be minimal. The project is anticipated to take place within existing public right-of-way.

Additional Comments (optional):

None found.

Social

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 05/17/2012 by FDOT District 6

Comments:

While potential noise and vibration effects may be of concern to surrounding residential areas as a result of increased traffic, due to the fact that the project is anticipated to take place within existing public right-of-way and support the expected area growth as indicated through the 2015-2025 Miami-Dade County Future Land Use Map, overall impacts on the social environment/social cohesion appear to be minor. It should also be noted that canals and other roadways serve as buffers between the current development and SR 826/Palmetto Expressway for the majority of the project corridor. For these reasons, a Summary DOE of Minimal has been assigned to the Social issue.

Potential social impacts will be assessed further during Project Development as more detailed information becomes available. FDOT District Six will conduct public outreach (in coordination with the Miami-Dade Metropolitan Planning Organization) to solicit input from the transportation disadvantaged, elderly, low income, and minority populations to ensure that a thorough Environmental Justice/Title VI analysis that considers potentially disproportionate impacts to protected groups is conducted and that identified transportation needs are addressed through the project. Limited English Proficiency (LEP) accommodations will be necessary during public outreach as these accommodations are required if the demographic data indicates that 5.0% or 1,000 persons or more in a project area speak a language other than English. FDOT District Six will ensure that public commentary collected as a result of such efforts is documented in the EST.

Degree of Effect: 2 *Minimal* assigned 03/19/2012 by Cathy Kendall, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The GIS analysis indicates a number of census block groups with greater than 40% minorities.

Comments on Effects to Resources:

Sufficient outreach to minority groups and other isolated populations that may exist in the project area is needed as the foundation for a thorough EJ/Title VI analysis that considers potentially disproportionate impacts to protected groups.

Additional Comments (optional):

None found.

Degree of Effect: 2 *Minimal* assigned 02/03/2012 by Lauren Brooks, FDOT District 6

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

100-FOOT BUFFER:

- 2010 Census Designated Places (6)
- Brownfield Location Boundaries (2)
- CITY OF HIALEAH BROWNFIELD AREA (1.3 ACRES)
- SWEETWATER D (13.1 ACRES)
- Geocoded Social Service Facilities (1)
- ROSA REHABILITATION INCORPORATED
- List of Florida Site File Archaeological or Historic Sites (2)
- Cultural Resource Field Survey Areas (23)

Resource Groups (5)
FDOT RCI Bridges (25)
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1
Railways
- ARBITRARY LINE EXTENSION (656.08 LINEAR FEET)

500-Foot Buffer:

2010 Census Designated Places (6)
Enterprise Zones (1)
- MIAMI-DADE COUNTY [EZ-1301] (0.3 ACRES)
Brownfield Location Boundaries (3)
- CENTRAL MIAMI AREA (10.2 ACRES)
- CITY OF HIALEAH BROWNFIELD AREA (7.9 ACRES)
- SWEETWATER D (30.3 ACRES)
Developments of Regional Impact (1)
- AIRPORT CORPORATE CENTER [ADA NO: 1984-030]
FDEM Hospitals (2)
- SOUTHERN WINDS HOSPITAL
- PALMETTO GENERAL HOSPITAL
Geocoded Assisted Housing (1)
- MEADOWGREEN APARTMENTS
Geocoded Civic Centers (4)
- GATEWAYS UNLIMITED
- HOWARD JOHNSON
- TROPIGALA BANQUET HALL & CLUB
- MY DESTINY BANQUET HALL
Geocoded Community Centers (2)
- AFTER-SCHOOL ALL-STARS SOUTH FLORIDA
- NORTHWEST DADE COMMUNITY MENTAL HEALTH CENTER INC.
Geocoded Cultural Centers (1)
- FLORIDA NATIONAL COLLEGE LIBRARY
Geocoded Health Care Facilities (10)
Geocoded Homeowner and Condominium Associations (17)
Geocoded Laser Facilities (3)
- PALMETTO EYE & LASER CENTER (2)
- HIALEAH WELLNESS & REHAB
Geocoded Religious Centers (11)
Geocoded Schools (4)
- FLORIDA NATIONAL COLLEGE
- MUSKATEERS ACADEMY, INC.
- MATER ACADEMY (2)
Geocoded Social Service Facilities (15)
Group Care Facilities (17)
Florida Site File Historic Bridges (1)
Florida Site File Historic Standing Structures (1)
List of Florida Site File Archaeological or Historic Sites (3)
Cultural Resource Field Survey Areas (28)
Resource Groups (6)
FDOT RCI Bridges (38)
Bus Transit Routes (25)
Facility Crossings (39)
Fixed Guideway Transit and Ferry Network (1)
- METRORAIL
Office of Greenways and Trails: Multi-Use Trails Priorities (2)
- LOW - 1
- MEDIUM - 1
Railways
- ARBITRARY LINE EXTENSION (1,636.28 LINEAR FEET)
- RAILROAD (1,201.63 LINEAR FEET)
- RAILROAD SIDING (1,507.23 LINEAR FEET)

2008 SFWMD Residential Areas / Acres / Percent
- 1210 FIXED SINGLE FAMILY UNITS / 4.0 / 0.39%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 26.2 / 2.61%
- 1340 MULTIPLE DWELLING UNITS - HIGH RISE / 23.9 / 2.38%

1,320-Foot Buffer:

2010 Census Designated Places (6)
Enterprise Zones (1)
- MIAMI-DADE COUNTY [EZ-1301] (23.0 ACRES)

Brownfield Location Boundaries (4)
- CENTRAL MIAMI AREA (49.6 ACRES)

- CITY OF HIALEAH BROWNFIELD AREA (30.8 ACRES)
- FLORIDA CITY - UNINCORPORATED (12.5 ACRES)
- SWEETWATER D (38.3 ACRES)

Developments of Regional Impact (2)

- AIRPORT CORPORATE CENTER [ADA NO: 1984-030]
- MIAMI INTERNATIONAL AIRPORT [ADA NO: 1979-014]

FDEM Hospitals (2)

- SOUTHERN WINDS HOSPITAL
- PALMETTO GENERAL HOSPITAL

FDEM Law Enforcement (3)

- DADE COUNTY CITIZENS CRIME WATCH
- MIAMI-DADE COUNTY POLICE DEPARTMENT/DOMESTIC CRIME BUREAU
- MIAMI-DADE COUNTY POLICE DEPARTMENT - SPECIAL PATROL

FDEM Places of Worship (1)

- SAN LAZARO ROMAN CATHOLIC CHURCH

Geocoded Assisted Housing (2)

- MEADOWGREEN APARTMENTS
- PATTERSON PAVILION

Geocoded Civic Centers (5)

- GATEWAYS UNLIMITED
- HOWARD JOHNSON
- TROPIGALA BANQUET HALL & CLUB
- MY DESTINY BANQUET HALL
- DADE COUNTY ASSOCIATION OF FIREFIGHTERS LOCAL 1403

Geocoded Community Centers (5)

- HIALEAH FRATERNAL ORDER OF POLICE
- MUSCULAR DYSTROPHY
- AFTER-SCHOOL ALL-STARS SOUTH FLORIDA
- NORTHWEST DADE COMMUNITY MENTAL HEALTH CENTER INC.
- YMCA OF GREATER MIAMI

Geocoded Cultural Centers (3)

- MIAMI DADE COLLEGE - HIALEAH CAMPUS LIBRARY
- FLORIDA NATIONAL COLLEGE LIBRARY
- MUSEUM OF THE AMERICAS

Geocoded Fire Stations (1)

- HIALEAH FIRE DEPARTMENT STATION 8

Geocoded Government Buildings (2)

- US POST OFFICE - MIAMI

- US POST OFFICE - HIALEAH

Geocoded Health Care Facilities (14)

Geocoded Homeowner and Condominium Associations (42)

Geocoded Laser Facilities (7)

- PALMETTO EYE & LASER CENTER (2)
- ARAN & HOLBROOK EYE ASSOCIATES
- HIALEAH WELLNESS & REHAB
- MIAMI-DADE FIRE FIGHTER'S WELLNESS CENTER
- DANIEL SANTOYO, DDS, PA
- SUNLAND THERAPY CENTER

Geocoded Religious Centers (23)

Geocoded Schools (14)

Geocoded Social Service Facilities (36)

Group Care Facilities (32)

Florida Site File Historic Bridges (1)

Florida Site File Historic Standing Structures (2)

List of Florida Site File Archaeological or Historic Sites (3)

Cultural Resource Field Survey Areas (33)

Resource Groups (7)

FDOT RCI Bridges (49)

Bus Transit Routes (27)

Facility Crossings (51)

Fixed Guideway Transit and Ferry Network (1)

- PALMETTO METRORAIL STATION

Fixed Guideway Transit Network Station (1)

- METRORAIL

Office of Greenways and Trails: Multi-Use Trails Priorities (2)

- LOW - 1

- MEDIUM - 1

Railways

- ARBITRARY LINE EXTENSION (1,636.28 LINEAR FEET)

- RAILROAD (4,919.76 LINEAR FEET)

- RAILROAD SIDING (5,172.37 LINEAR FEET)

- 2008 SFWMD Residential Areas / Acres / Percent
- 1210 FIXED SINGLE FAMILY UNITS / 46.1 / 1.69%
 - 1320 MOBILE HOME UNITS / 0.1 / 0.01%
 - 1330 MULTIPLE DWELLING UNITS - LOW RISE / 125.6 / 4.60%
 - 1340 MULTIPLE DWELLING UNITS - HIGH RISE / 94.1 / 3.45%

Comments on Effects to Resources:

The corridor is predominantly characterized by industrial and commercial/office uses; low to medium density residential is also prevalent along the corridor and concentrated south of SR 836/Dolphin Expressway and north of Okeechobee Road. Based on the Future Land Use Map of the Miami-Dade County Comprehensive Development Master Plan, industrial and commercial/office development is expected to continue as the project is located within the Miami-Dade County Enterprise Zone, Airport Corporate Center Development of Regional Impact and three designated brownfield areas; residential development is additionally anticipated to grow around the project termini.

The project traverses three municipalities (City of Hialeah, City of Doral, and The Town of Medley), as well as runs along Unincorporated Miami-Dade County. According to the EST GIS analysis results, community features located within the 500-foot project buffer, include: six Census Designated Places, two FDEM hospitals, one assisted housing facility, four civic centers, two community centers, one cultural center, ten health care facilities, seventeen homeowner and condominium associations, three laser facilities, eleven religious centers, four schools, fifteen social service facilities, seventeen group care facilities, twenty-five bus transit routes, fixed guideway transit (Metrorail), railway, recreational features, and cultural resources.

The tables below present the demographic data for both the 1,320-foot (quarter-mile) project buffer and Miami-Dade County:

Table 1 depicts the race and ethnicity of the populations composing the two areas. According to the EST GIS analysis results, the population within the buffer area is dramatically different compared to Miami-Dade County as a whole in both race and ethnicity. The two areas differ in that while the White population of the buffer area is 20.5% higher than the average for Miami-Dade County, the African American population and "Other" populations are notably lower (16.5% less and 4.0% less). In addition, the Hispanic population within the buffer area is 30.7% higher than the Hispanic population of the overall county.

Table 1:

Demographic / 1,320-Foot Buffer / Miami-Dade County

White (Race) / 94.3% / 73.8%

African-American (Race) / 2.4% / 18.9%

"Other" * (Race) / 3.3% / 7.3%

Hispanic (Ethnic Group) / 95.7% / 65.0%

Sources: EST (1,320-Foot Buffer) and US Census Bureau, 2010 Census Data.

* "Other" includes Asian, Native American, Native Hawaiian & Other Pacific Islander Alone, & Other Race.

Table 2 provides data regarding age, mobility, and income for the two areas. As indicated through the EST GIS analysis results, all demographics portrayed for the buffer area are comparable to the overall population of Miami-Dade County. The buffer area contains a slightly lower percentage of individuals under age 18 (0.2% less), as well as percentage of housing units with no vehicle available (3.4% less), and a lower median family income (\$366 less) compared to the overall county.

Table 2:

Demographic / 1,320-Foot Buffer / Miami-Dade County

Age 65+ / 13.4% / 13.3%

Under Age 18 / 24.6% / 24.8%

Housing Units with No Vehicle Available / 10.9% / 14.3%

Median Family Income / \$39,894 / \$40,260

Sources: EST (1,320-Foot Buffer) and US Census Bureau, 2000 Census Data. The 2000 Census data represents the most recent information available for the above categories.

Minority Population and English Proficiency:

Based on 2010 Census Data, 96 census blocks within the 1,320-foot (quarter-mile) project buffer contain a minority population that is greater than 40%; a total of 28,063 persons comprise the minority population of these census blocks.

It should additionally be noted that the 1,320-foot project buffer contains 11,160 persons that do not speak English at all (based on 2000 Census Data), as well as 26,405 individuals of Hispanic ethnicity (95.7% of the total buffer population based on 2010 Census Data). As such, Limited English Proficiency (LEP) accommodations will be necessary during public outreach as these accommodations are required if the demographic data indicates that 5.0% or 1,000 persons or more in a project area speak a language other than English (per Part 1, Chapter 11, Section 11.2.4 of the FDOT PD&E Manual).

While potential noise and vibration effects may be of concern to surrounding residential areas as a result of increased traffic, overall impacts on the social environment/social cohesion appear to be minimal given that the project is anticipated to take place within existing public right-of-way and support the expected area growth as indicated through the Miami-Dade County land use vision. It should also be noted that canals and other roadways serve as buffers between the current development and SR 826/Palmetto Expressway for the majority of the project corridor.

Additional Comments (optional):

None found.

Degree of Effect: 0 None assigned 02/02/2012 by Jeannette Hallock-Solomon, FL Department of Economic Opportunity

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The titles and adoption dates of the comprehensive plans are as follows:

- a. Miami-Dade County - Comprehensive Development Master Plan, April 28, 2010
- b. Hialeah - City of Hialeah Comprehensive Plan, 2003-2015
- c. Medley - Town of Medley Comprehensive Plan, February 2009
- d. Doral - City of Doral Comprehensive Plan, April 26, 2006
- e. Hialeah Gardens - City of Hialeah Gardens, Florida 2025 Comprehensive Plan, May 1, 2007
- f. Miami Lakes - Town of Miami Lakes Adopted Comprehensive Plan, December 19, 2003

Comments on Effects to Resources:

Local Parks:

The Department has not identified any local parks within a quarter mile of the proposed project.

Additional Comments (optional):

None found.

Degree of Effect: 0 None assigned 01/31/2012 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects**Identified Resources and Level of Importance:**

None found.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

None found.

ETAT Reviews and Coordinator Summary: Secondary and Cumulative

Secondary and Cumulative Effects

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 05/17/2012 by FDOT District 6

Comments:

No secondary and cumulative effects were identified to date for this project. Therefore, based on agency comments provided for other issues during the screening process and the fact that the project is anticipated to occur within existing public right-of-way, a Summary DOE of Minimal has been assigned to the Secondary and Cumulative Effects issue.

Potential secondary and cumulative effects will be assessed further during Project Development as more information regarding potential right-of-way needs become available.

None found

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Commitments

There are no general project commitments identified for this project in the EST.

Required Permits

Permit	Type	Conditions	Review Org	Review Date
FDEP NPDES General Permit	Other		FDOT District 6	09/20/12
Environmental Resource Permit	State		FDOT District 6	09/20/12
SFWMD Right-of-Way Occupancy Permit	State		FDOT District 6	09/20/12
Section 10/Section 404 Department of the Army Permit	USACE		FDOT District 6	09/20/12
Section 408 Engineering Review	USACE		FDOT District 6	09/20/12
Miami-Dade County Class III Permit	County/Municipality - Local		FDOT District 6	09/20/12

Required Technical Studies

Technical Study Name	Type	Conditions	Review Org	Review Date
Design Traffic Technical Memorandum	ENGINEERING		FDOT District 6	09/20/2012
Conceptual Design Roadway Plan Set	ENGINEERING		FDOT District 6	09/20/2012
Geotechnical Report	ENGINEERING		FDOT District 6	09/20/2012
Typical Section Package	ENGINEERING		FDOT District 6	09/20/2012
Value Engineering Information Report	ENGINEERING		FDOT District 6	09/20/2012
Noise Study Report	ENVIRONMENTAL		FDOT District 6	09/20/2012
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 6	09/20/2012
Endangered Species Biological Assessment	ENVIRONMENTAL		FDOT District 6	09/20/2012
Wetlands Evaluation Report	ENVIRONMENTAL		FDOT District 6	09/20/2012
Sociocultural Effects Evaluation	Other		FDOT District 6	09/20/2012
Preliminary Engineering Report	ENGINEERING	Draft & Final	FDOT District 6	09/20/2012
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 6	09/20/2012
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 6	09/20/2012
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 6	09/20/2012
Public Involvement Plan	Other		FDOT District 6	09/20/2012
Public Hearing Transcript	Other		FDOT District 6	09/20/2012
Drainage Report	ENGINEERING		FDOT District 6	09/20/2012
Type II Categorical Exclusion	ENVIRONMENTAL		FDOT District 6	09/20/2012
Utility Assessment Package	ENGINEERING		FDOT District 6	09/20/2012
Cost Risk Assessment Report	ENGINEERING		FDOT District 6	09/20/2012

Stormwater Management Report	ENGINEERING		FDOT District 6	09/20/2012
I-75 & Palmetto Expressway Origin-Destination Study	ENGINEERING		FDOT District 6	09/20/2012
Traffic Operations Analysis Report	ENGINEERING		FDOT District 6	09/20/2012
QA/QC Plan	ENGINEERING		FDOT District 6	09/20/2012
Pavement Type Selection Technical Memorandum	ENGINEERING		FDOT District 6	09/20/2012

Class of Action

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Categorical Exclusion	Endangered Species Assessment	Federal Highway Administration	No Cooperating Agencies have been identified.	No Participating Agencies have been identified.

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Steven Craig James	FDOT District 6	ACCEPTED	09/20/2012	FDOT ETDM Coordinator

Comments:

Of the 21 issues examined for the project, the following Summary Degrees of Effect (DOE) were assigned: Enhanced - 2 issues, None - 4 issues, Minimal - 14 issues, and Moderate - 1 issue. No issue received a Summary DOE greater than Moderate.

Each of these issues will be evaluated in further detail during the Project Development and Environment (PD&E) phase. The one issue assigned a Summary DOE of Moderate is briefly described below. A statement describing how the recommended project Class of Action is supported is also included.

- Contaminated Sites: This issue was assigned a Summary DOE of Moderate based on 1) the identification (based on EST GIS Data) of two brownfields, two Department of Environmental Resources Management (DERM)* contaminated sites, nine hazardous waste facilities, eight onsite sewage facilities, six petroleum contamination monitoring sites, seven storage tank contamination monitoring sites, five Super Act Risk Sources, one Toxic Release Inventory Site, and thirteen Resource Conservation and Recovery Act (RCRA) regulated facilities within 200 feet of the study corridor, 2) proximity of the project corridor to potential groundwater monitoring wells (and possibly water production wells) and 3) the need to conduct a Contamination Screening Evaluation Report (CSER) (similar to a Phase I Audit) to investigate subsurface contamination and determine the potential to encounter contamination during project implementation.

The Florida Department of Transportation (FDOT) District Six will conduct a detailed contamination assessment through preparation of the CSER, which will allow for the optimization of alternatives to minimize and/or avoid potential impacts to identified resources. Preliminary measures will be established to offset any estimated adverse impacts to contaminated sites and documented as commitments to be upheld throughout the project's PD&E, design, permit, and construction phases. Staging areas will be identified and maintained in accordance with FDOT Standard Specifications for Road and Bridge Construction. In addition, "Special Provisions for Unidentified Areas of Contamination" will be included in the project's construction contract documents. These provisions require that in the event any hazardous material or suspected contamination is encountered during construction, or if any spills caused by construction-related materials should occur, the contractor shall be instructed to stop work immediately and notify the appropriate regulatory agencies for assistance.

For these reasons, and due to the fact that the project is anticipated to occur within the existing public right-of-way, the FDOT District Six recommends a Type 2 Categorical Exclusion (Type 2 CE) as the appropriate Class of Action for this project.

*Note that DERM has been replaced by the Department of Regulatory and Economic Resources, which merges the Department of Permitting, Environment and Regulatory Affairs with the Department of Sustainability, Planning and Economic Enhancement.

Cathy Kendall	Federal Highway Administration	ACCEPTED	10/29/2012	Lead Agency ETAT Member
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Comments:

No significant impacts are anticipated as a result of this project, as indicated in the recommendation provided by FDOT, and the comments from the ETAT agencies as part of their ETDM review.

Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.

Appendices

PED Comments

Advanced Notification Comments

There are no comments for this project.

GIS Analyses

Since there are so many GIS Analyses available for Project #11560 - SR 826/Palmetto Expressway Managed Lanes, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fla-etat.org/est/index.jsp?tpID=11560&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 10/29/2012 by Megan McKinney Milestone** is selected. GIS Analyses snapshots have been taken for Project #11560 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

Note: Attachments are not included in this Summary Report, but can be accessed by clicking on the links below:

Date	Type	Size	Link / Description
	Ancillary Project Documentation	640 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=13035
	Ancillary Project Documentation	59 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=13034
	Ancillary Project Documentation	3.33 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=12965
	Form SF-424: Application for Federal Assistance	947 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=12590
	Ancillary Project Documentation	315 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=7098
	Ancillary Project Documentation	586 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=7097

Degree of Effect Legend

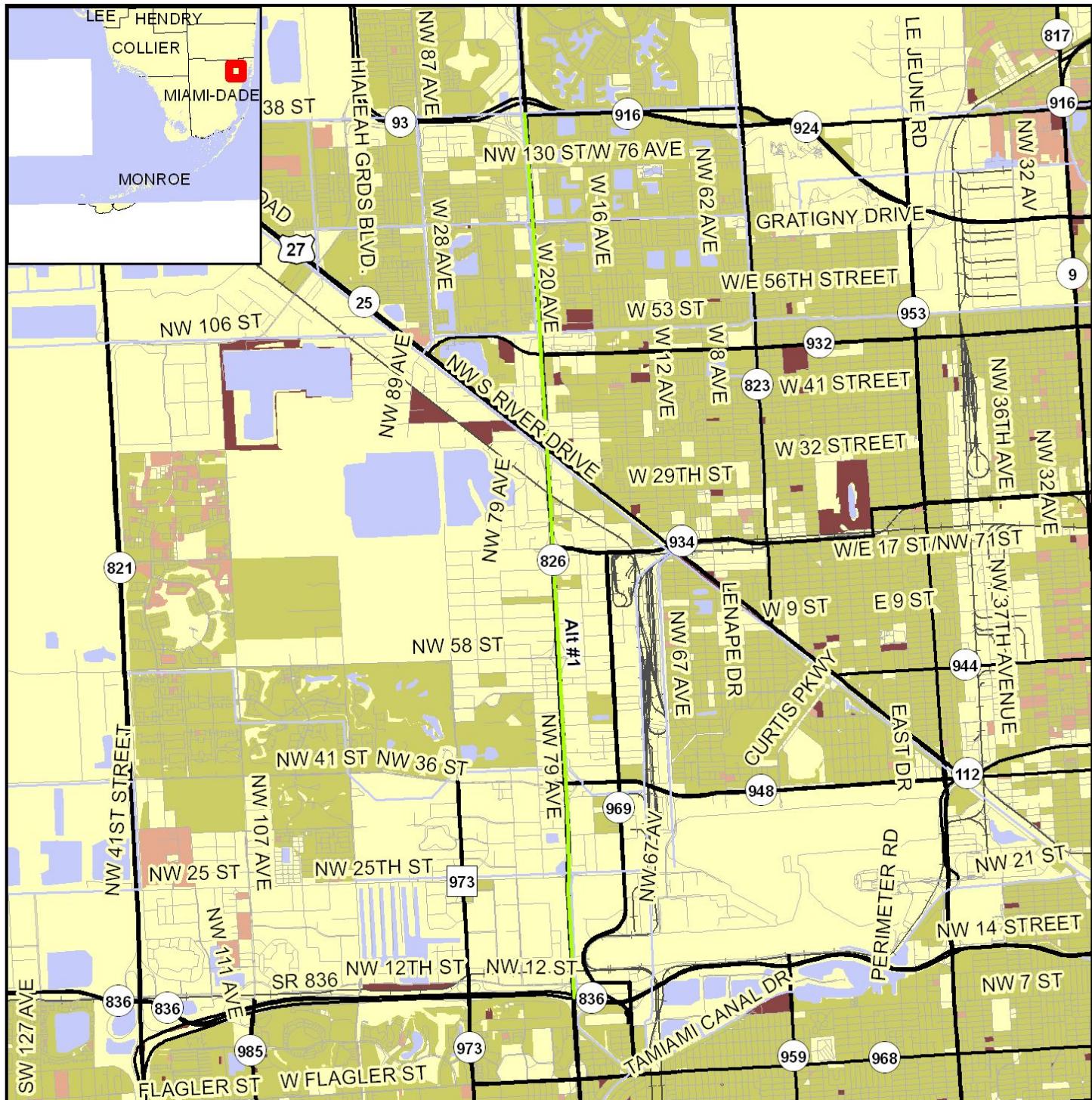
Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.

5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Project-Level Hardcopy Maps

11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Population Age Distribution Map



Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2000)

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Legend for ETDM Alternative Data Layer:

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

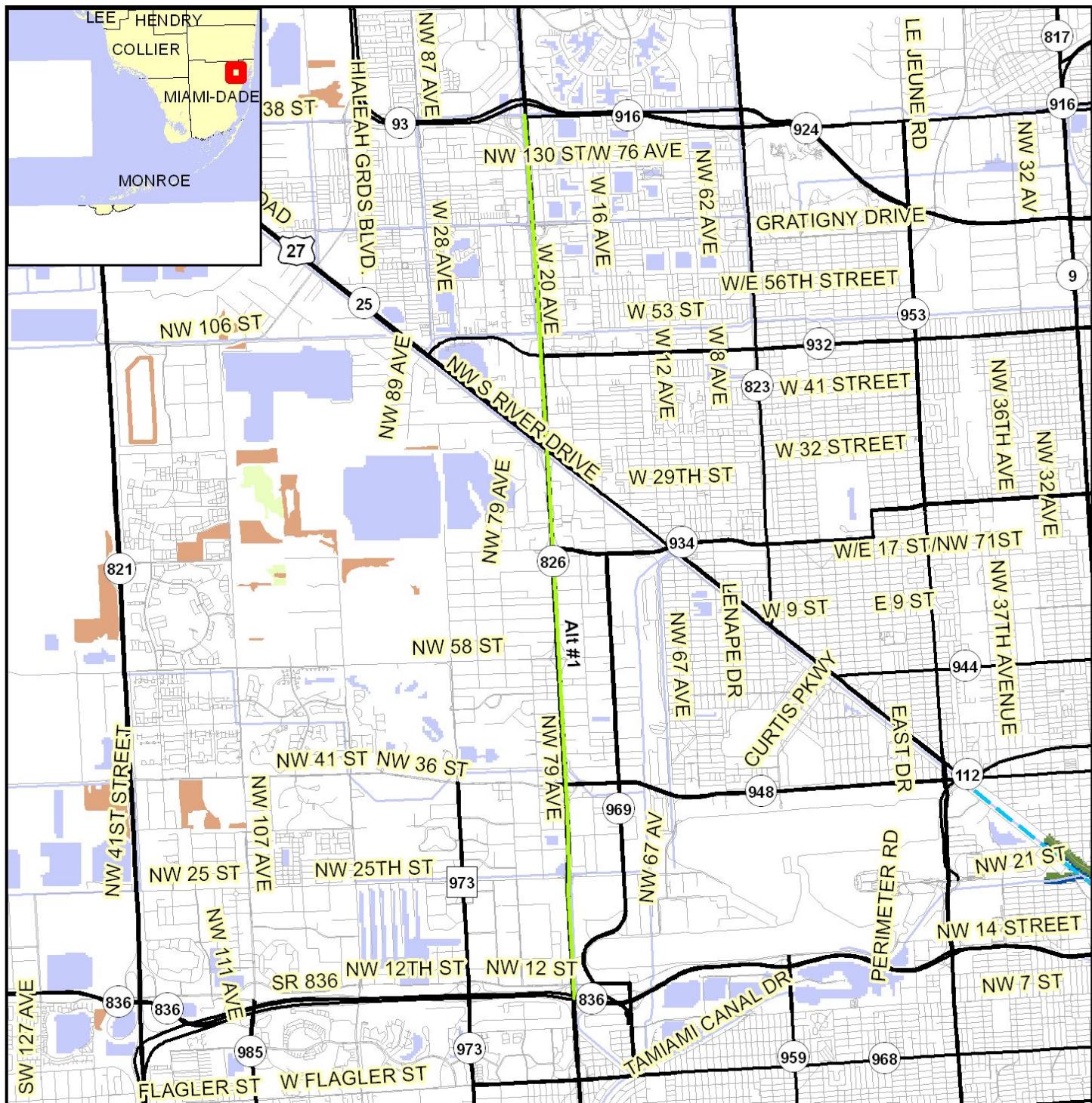
Median Age Scale (Color Legend):

- 0 - 18
- 18 - 30
- 30 - 65
- > 65



11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Coastal and Marine Resource Map

0	1 Miles
■ ETDM Alternative Point	— Major Road
● ETDM Alternative Terminus	— Local Road or Trail
— ETDM Alternative Segment	— River, Stream or Canal
■ ETDM Alternative Polygon	— Water Body
	□ Continuous Seagrass
	□ Discontinuous Seagrass
	□ Coastal Barrier Resource Area
	□ Sheltered Tidal Flat
	□ Gravel Beach/Riprap
	□ Exposed Tidal Flat
	□ Swamp or Marsh
	□ Mixed Sand And Gravel Beach
	□ Exposed Rocky Platform
	□ Exposed Vertical Rocky Shore/Seawall
	□ Aquatic Preserve
	□ Navigable Water Way
	— Exposed Rocky Platform
	— Exposed Vertical Rocky Shore/Seawall
	— Sand Beach

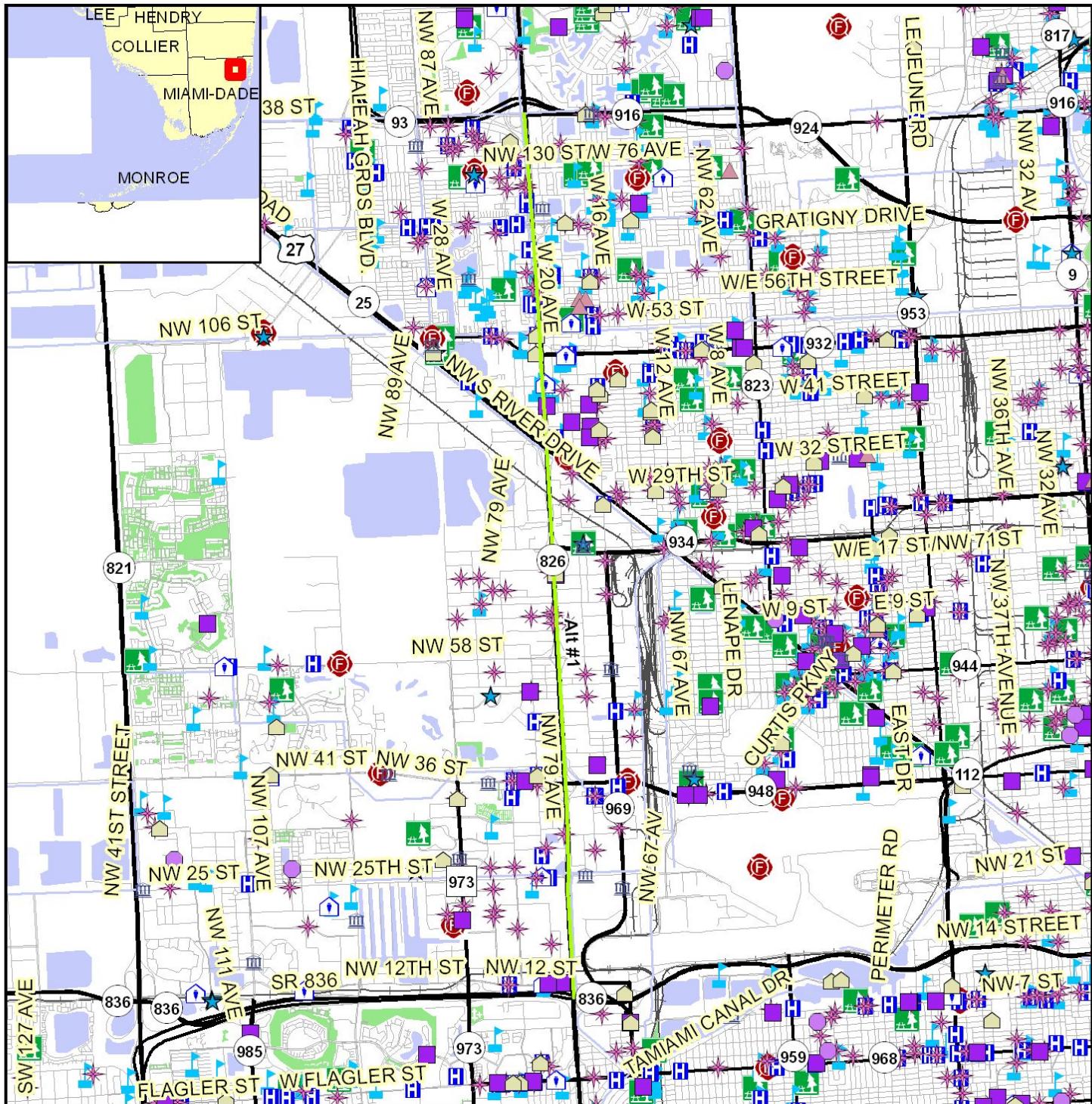
Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

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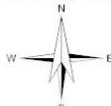


11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



0 0.2 Miles



- ETDM Alternative Point
 - ETDM Alternative Terminus
 - ETDM Alternative Segment
 - ETDM Alternative Polygon
 - Major Road
 - Local Road or Trail
 - Government
 - Civic Center
 - Cemetery
 - Social Service
 - Community Center
 - ★ Law Enforcement

Community Facilities and Services Map

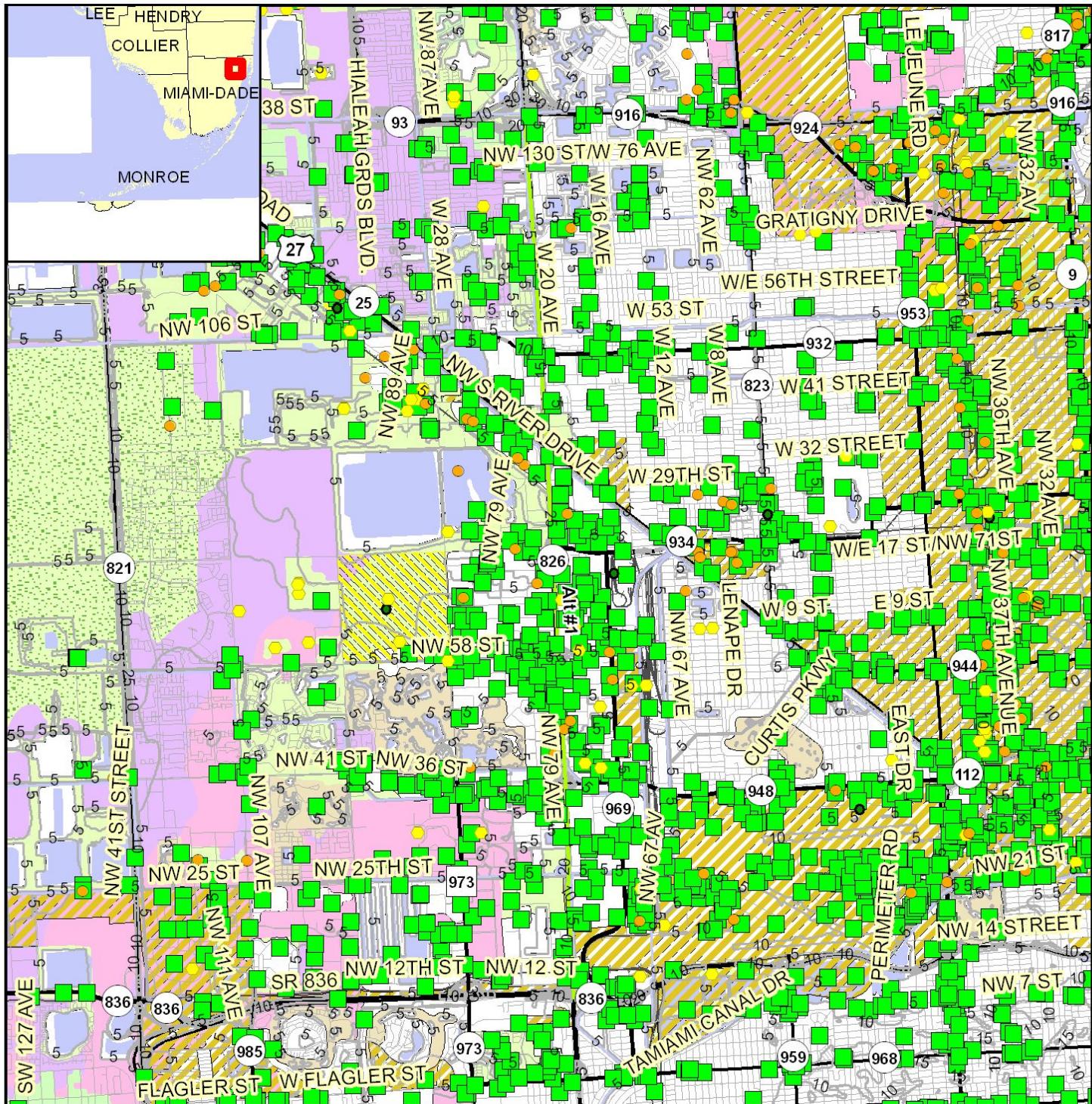
-  Cultural Center — River, Stream or Canal
 -  Fire Station — Recreational Trail
 -  Health Care — Railroad
 -  School — Community Boundary
 -  Park — Water Body
 - Conservation or Recreation Area

Data Sources

US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory

11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Potential Contamination Assessment Map

- Potential Contamination Assets**

0 Miles	→ Railroad		FDEP Tanks	
N	ETDM Alternative Point	ETDM Alternative Terminus	NPL Remediation Site	Brownfield Area
W	ETDM Alternative Segment	River, Stream or Canal	Hazardous Material Site	— 5 FT Contour
S	ETDM Alternative Polygon	Toxic Release Inventory	Power Plant	Water Body
E	Major Road	Dry Cleaning Facility	Superfund Site	Swamp/Marsh
Local Road or Trail		Solid Waste Facility	Nuclear Site	

Data Sources:

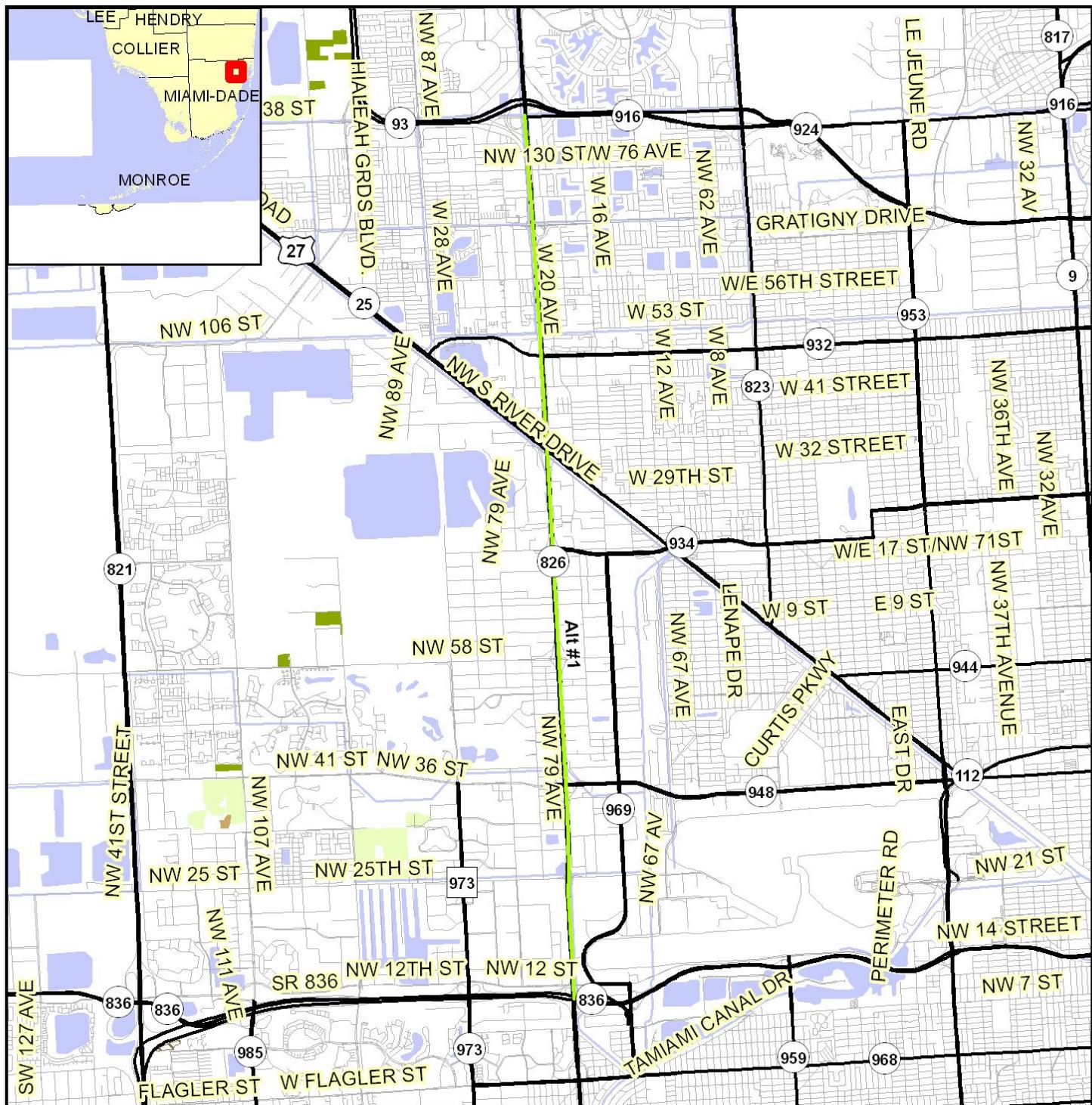
Data Sources:
NAVTEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection;
FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Farmlands Resource Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Nurseries/Vineyards
- Specialty Farms
- Prime Farmland Soils
- Tree Crops
- Cropland/Pastureland
- Rural Open Lands



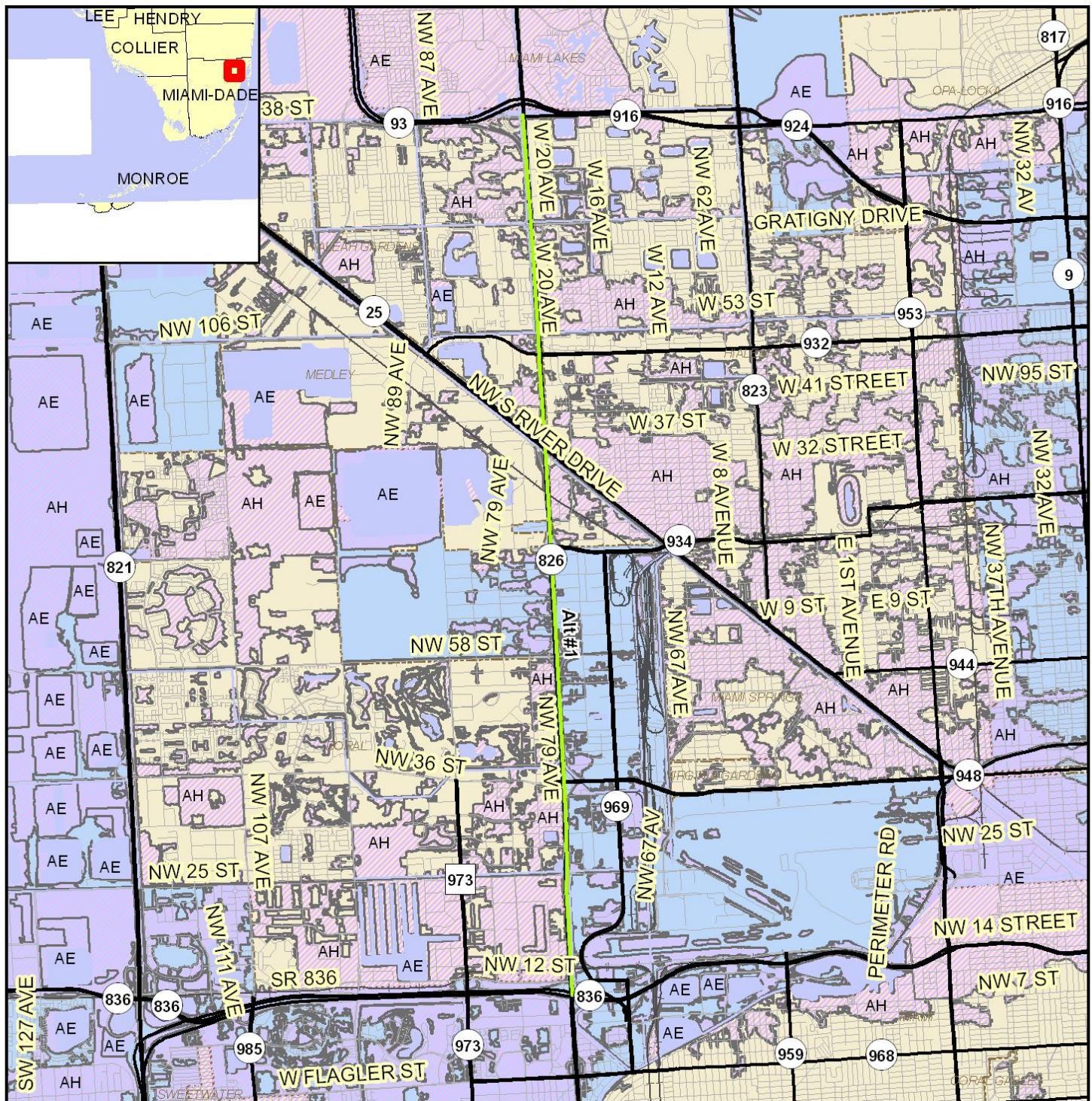
Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Floodplain Resource Map

0 1 Miles



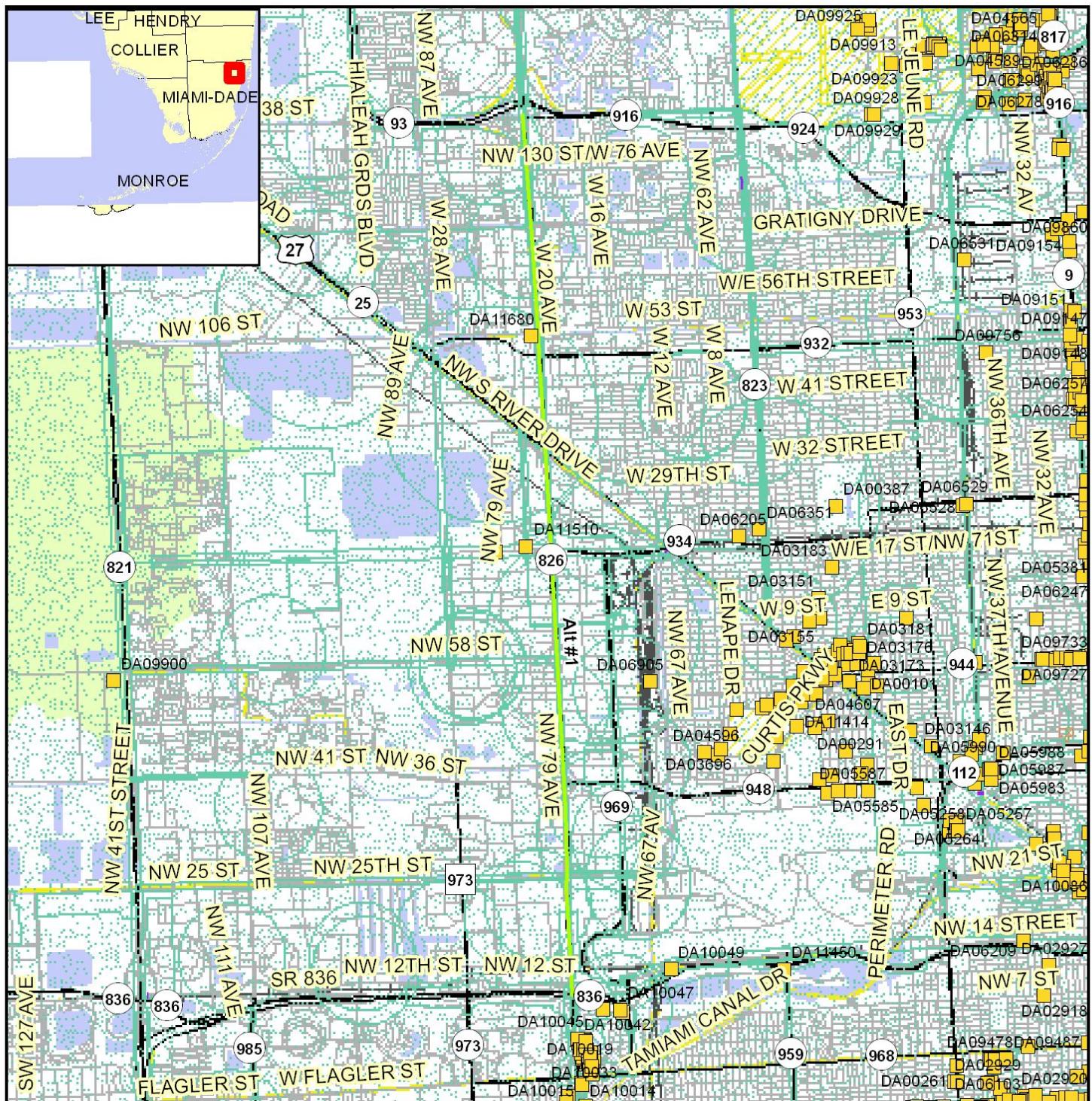
Data Sources:
NAVTEQ
US Geological Survey
Federal Emergency Management Agency

- ETDM Alternative Point → Railroad
- ETDM Alternative Terminus ⚡ River, Stream or Canal
- ETDM Alternative Segment ⚡ Water Body
- ETDM Alternative Polygon ⚡ City Limits
- ETDM Alternative Polygon ⚡ County Boundaries
- Major Road ⚡ Special Flood Hazard Area
- Local Road or Trail

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.



11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Hydrogeology Resource Map

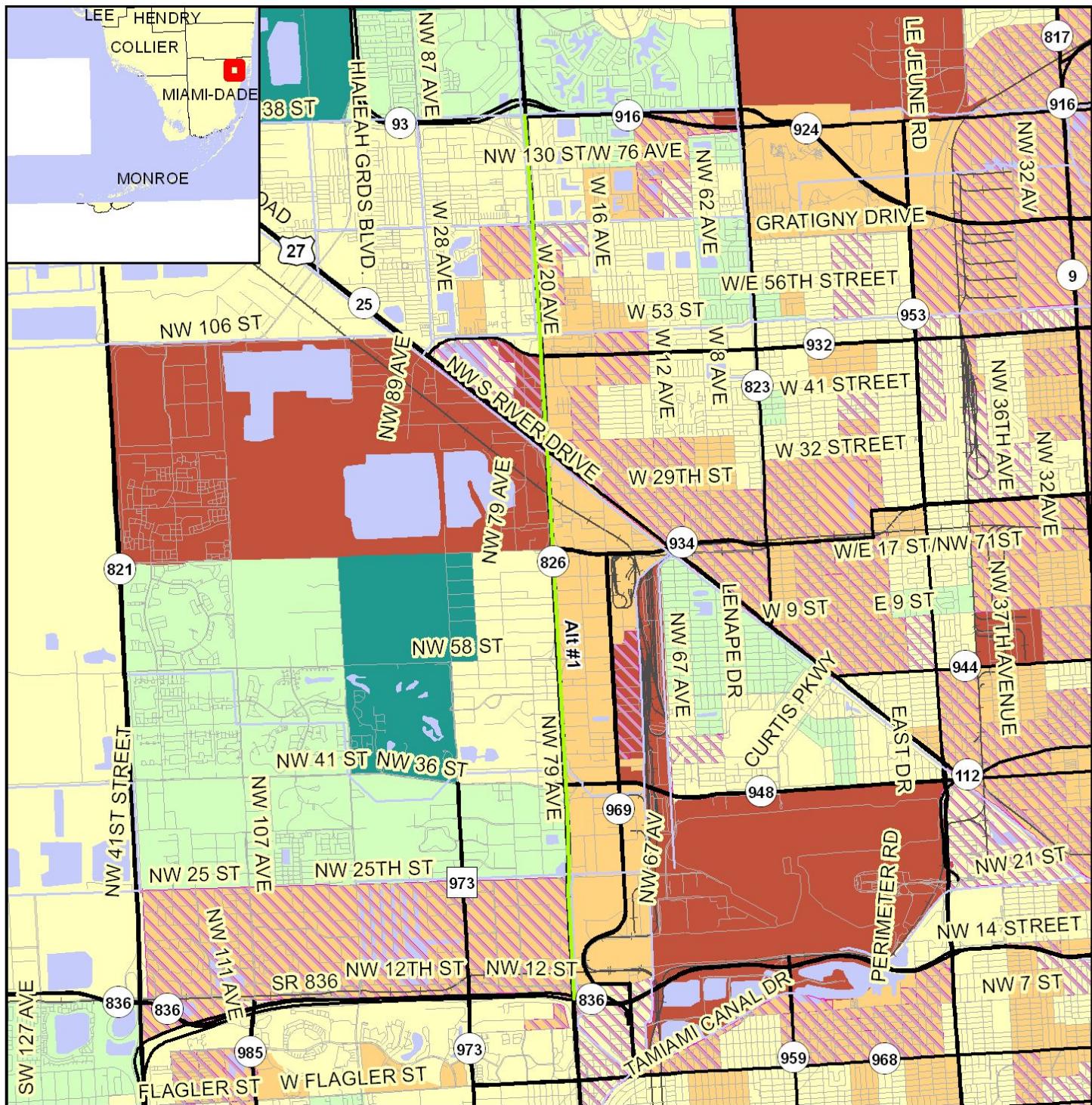


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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Income Distribution Map

- ETDM Alternative Point → Railroad
 - ETDM Alternative Terminus ← River, Stream or Canal
 - ETDM Alternative Segment ↗ > 20% Below Poverty
 - ETDM Alternative Polygon □ Water Body
 - Major Road
 - Local Road or Trail
- | | | |
|--|--|-------------------------|
| | | Median Household Income |
| | | 0 - 10000 |
| | | 10001 - 29999 |
| | | 30000 - 49999 |
| | | 50000 - 79999 |
| | | 80000 - 125000 |
| | | > 125000 |

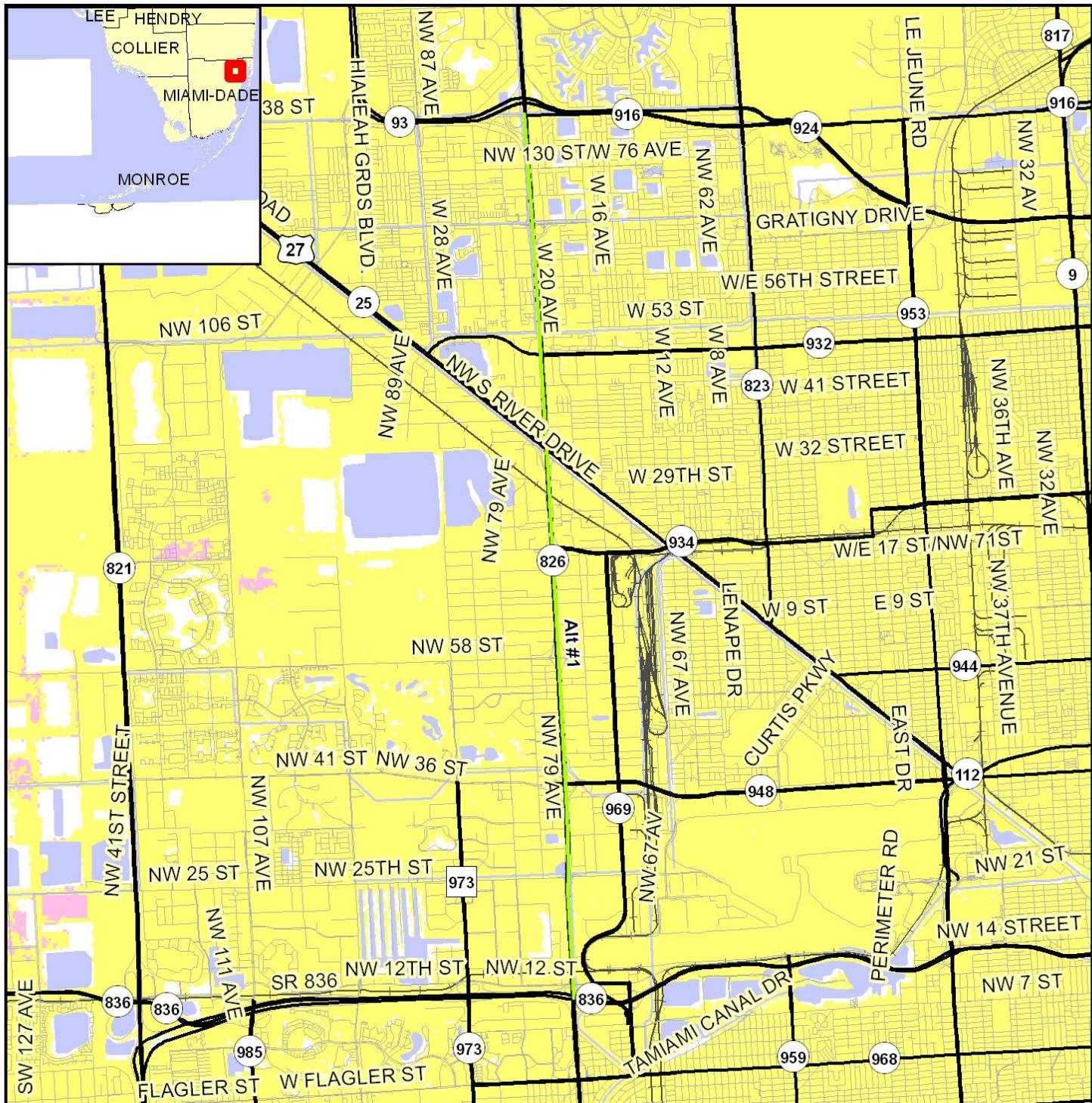
Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2000)

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Integrated Wildlife Habitat Ranking System Map

- ETDM Alternative Point → Railroad
 - ETDM Alternative Terminus — River, Stream or Canal
 - ETDM Alternative Segment
 - ETDM Alternative Polygon
 - Major Road
 - Local Road or Trail
 - Low Habitat Quality
 - Medium Habitat Quality
 - High Habitat Quality

Data Sources:

NAVTFQ

US Geological Survey

Florida Department of Transportation

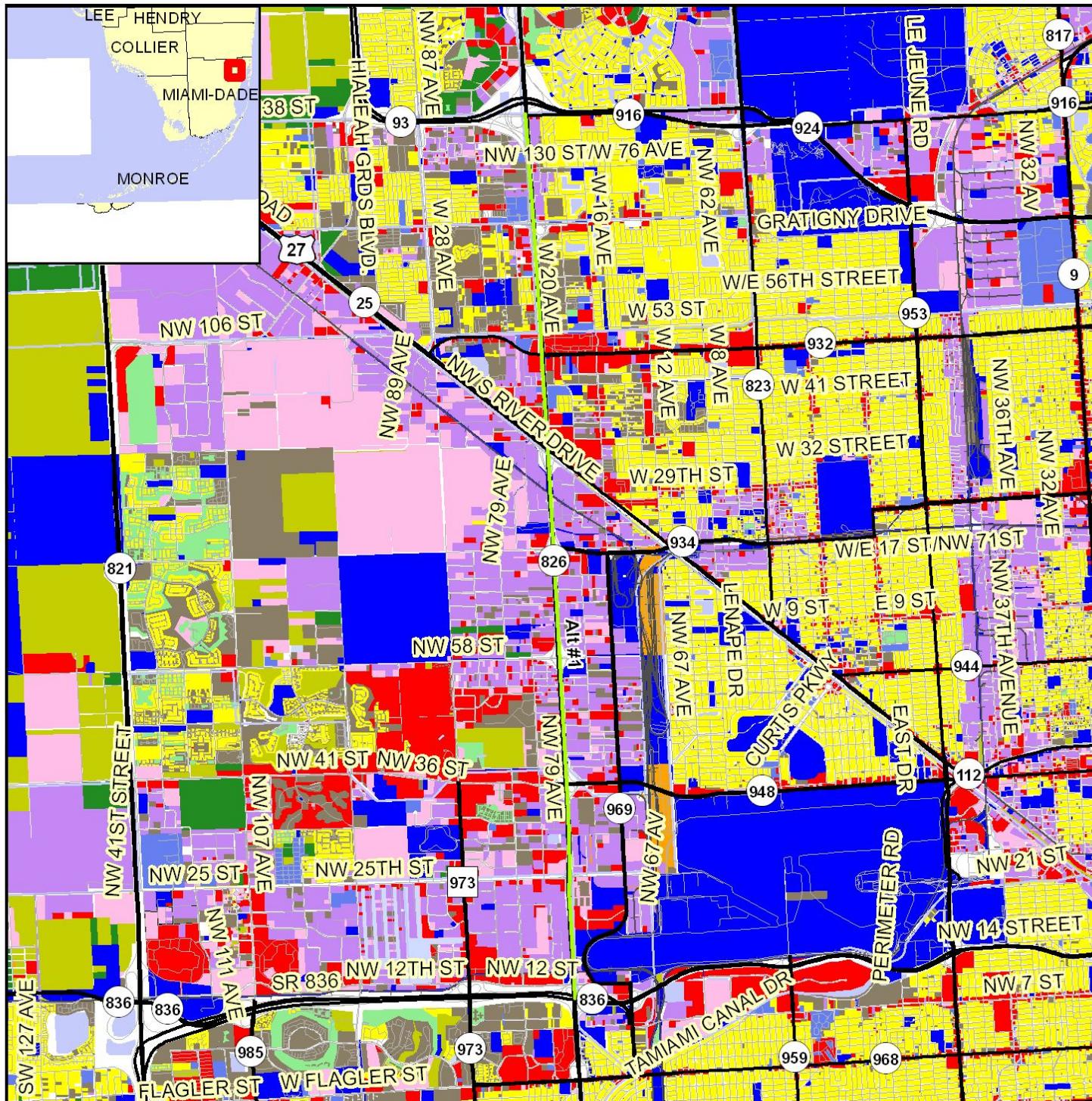
Florida Department of Transportation

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Land Use Map

● ETDM Alternative Point	→ Railroad	● Open (Not Agricultural)	● Retail/Office
● ETDM Alternative Terminus	— River, Stream or Canal	● Vacant (Residential)	● Vacant (Nonresidential)
— ETDM Alternative Segment	■ Agricultural	● Other	● Water
■ ETDM Alternative Polygon	■ Industrial	■ Public	□ No Data
— Major Road	■ Institutional	■ Right-of-Way	
— Local Road or Trail	■ Mining	■ Recreational	
		■ Residential	

Data Sources:

NAVTEQ

US Geological Survey

Florida Department of Revenue

Florida Department of Transportation

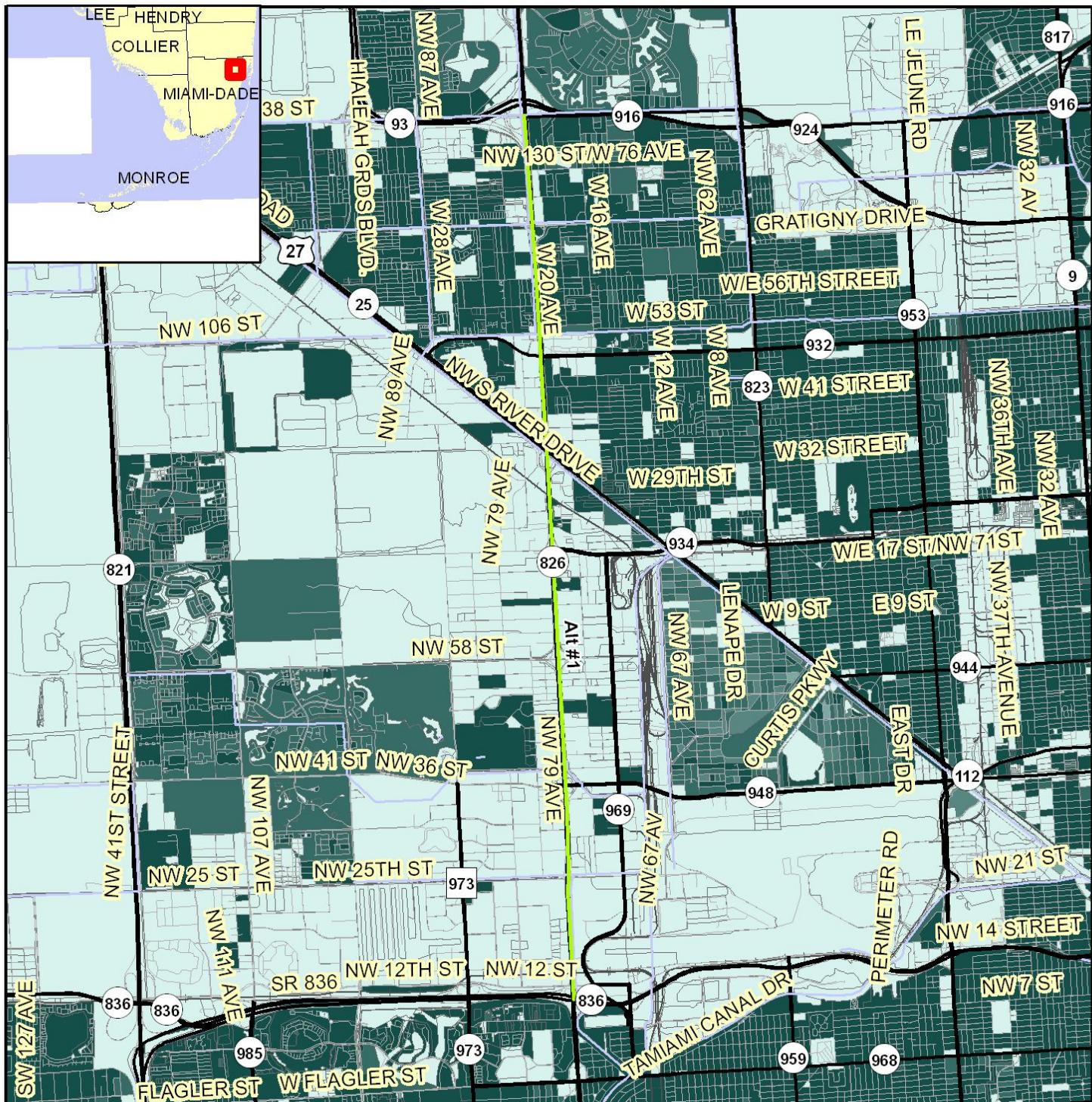
Florida County Property Appraiser Offices

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



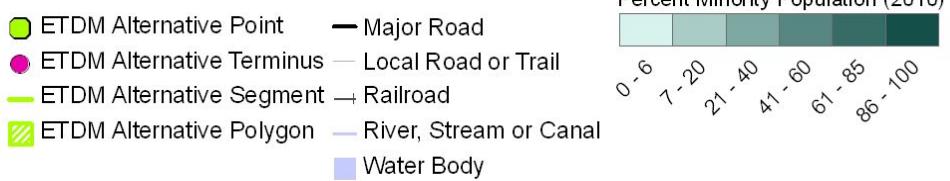
Minority Population Distribution Map

0 0.3 Miles



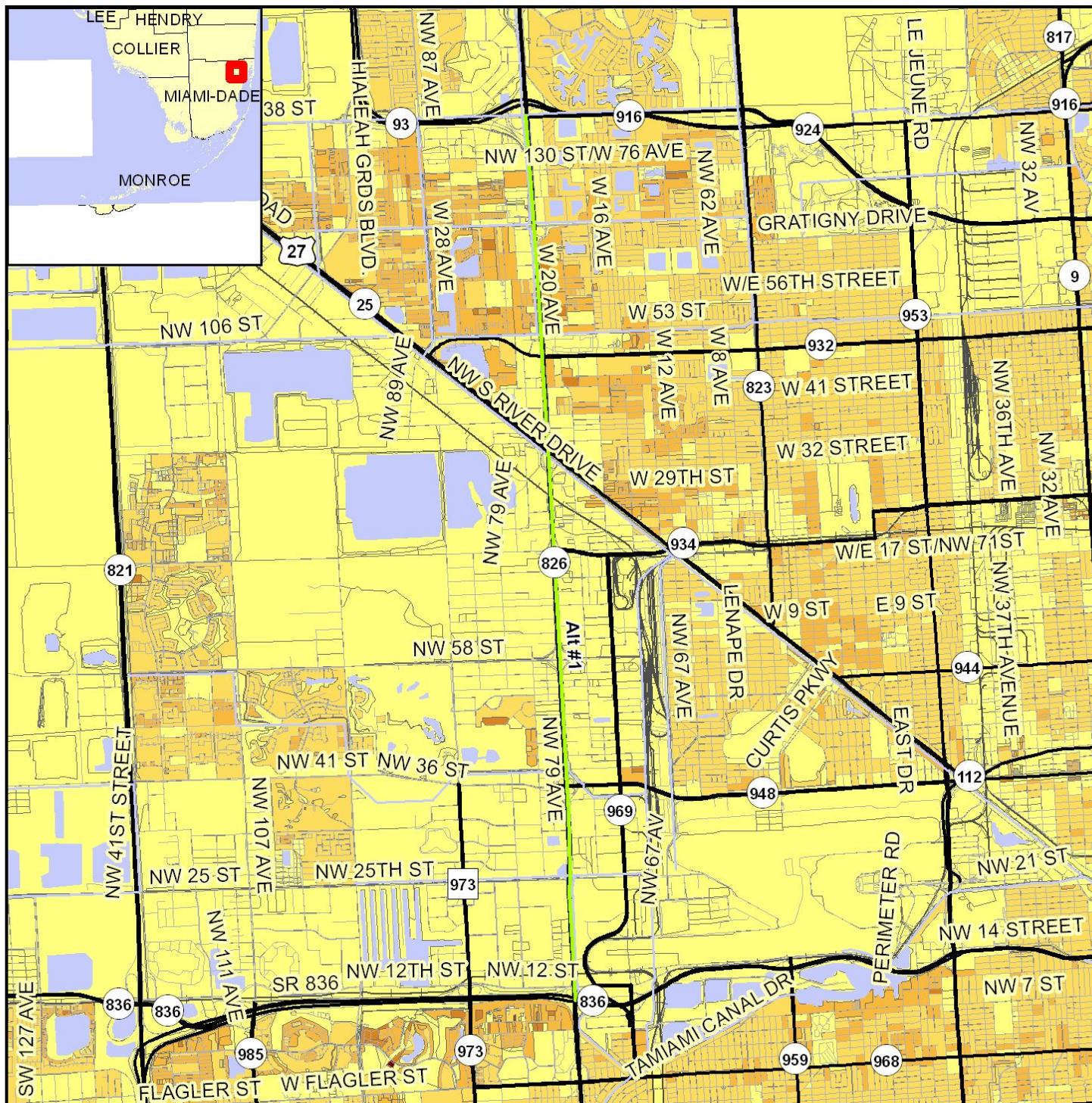
Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



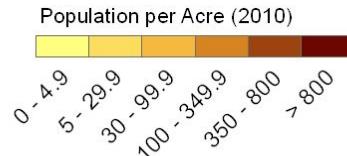
0.1 Miles



Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

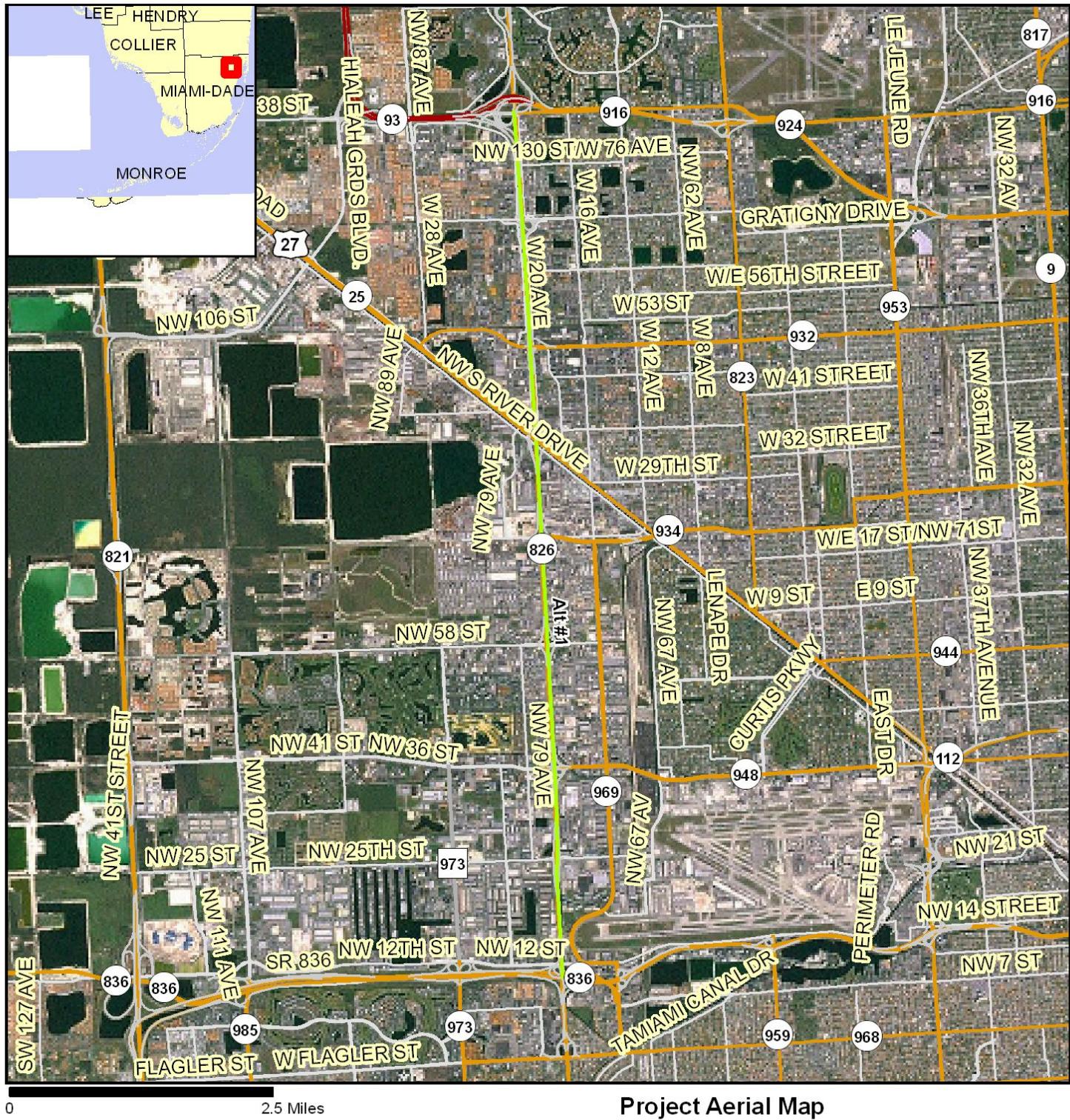
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- ETDM Alternative Point → Railroad
- ETDM Alternative Terminus — River, Stream or Canal
- ETDM Alternative Segment ■ Water Body
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail



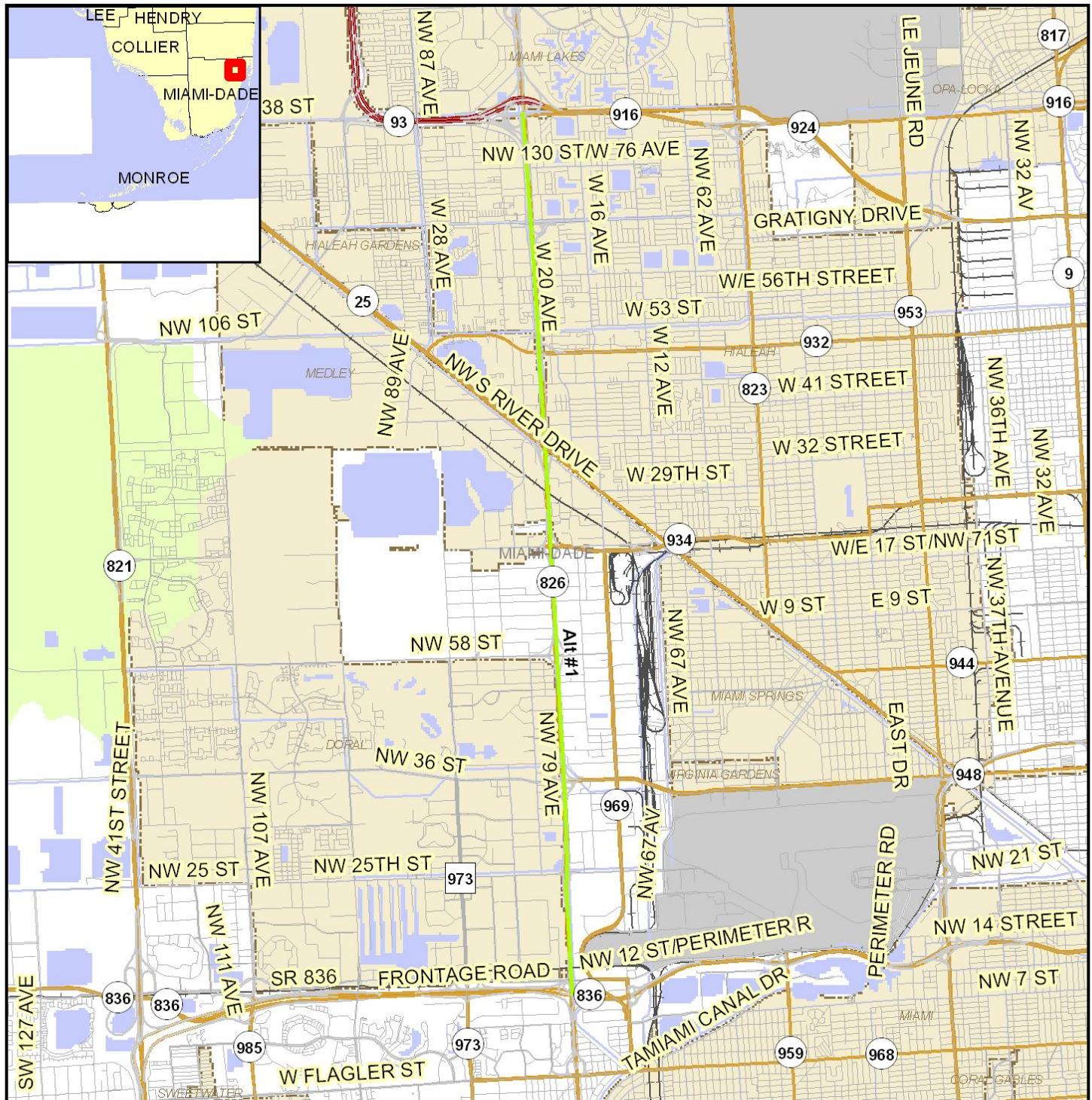
11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Project Location Map



Data Sources:

NAVTEQ

US Geolo

US Census Bureau

County Property Appraisers
Florida Natural Resources

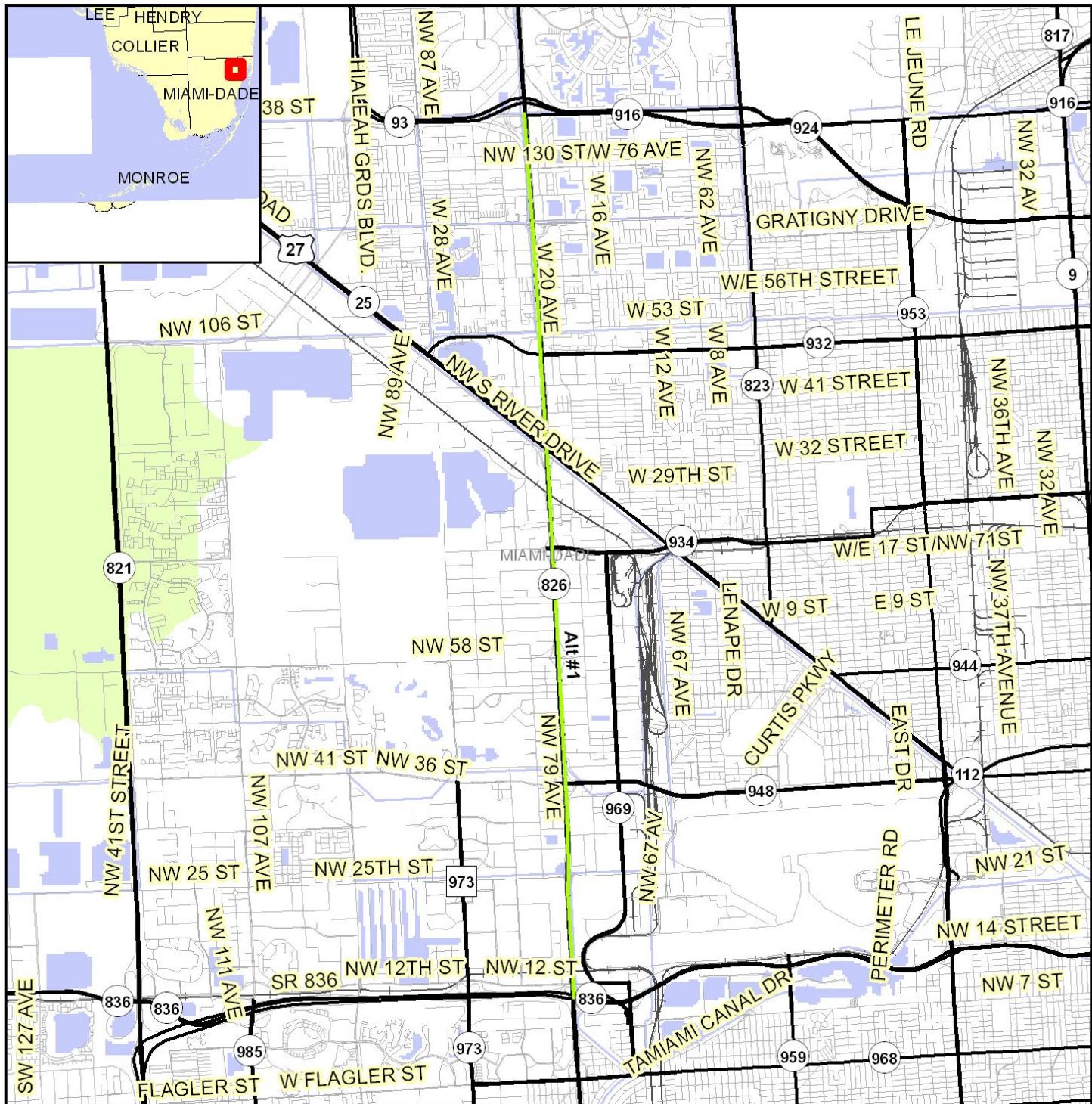
- ETDM Alternative Point
 - ETDM Alternative Terminus
 - ETDM Alternative Segment
 - ETDM Alternative Polygon
 - River, Stream or Canal
 - Water Body
 - Swamp/Marsh
 - Managed Conservation Lands
 - Railroad
 - Airport
 - City Limits
 - County Boundaries

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Conservation and Recreation Area Map

- ETDM Alternative Point
 - River, Stream or Canal
 - Conservation or Recreation Area
 - ETDM Alternative Segment
 - Water Body
 - Railroad
 - ETDM Alternative Polygon
 - Swamp/Marsh
 - County Boundary
 - ETDM Alternative Terminus
 - Major Road
 - Local Road or Trail

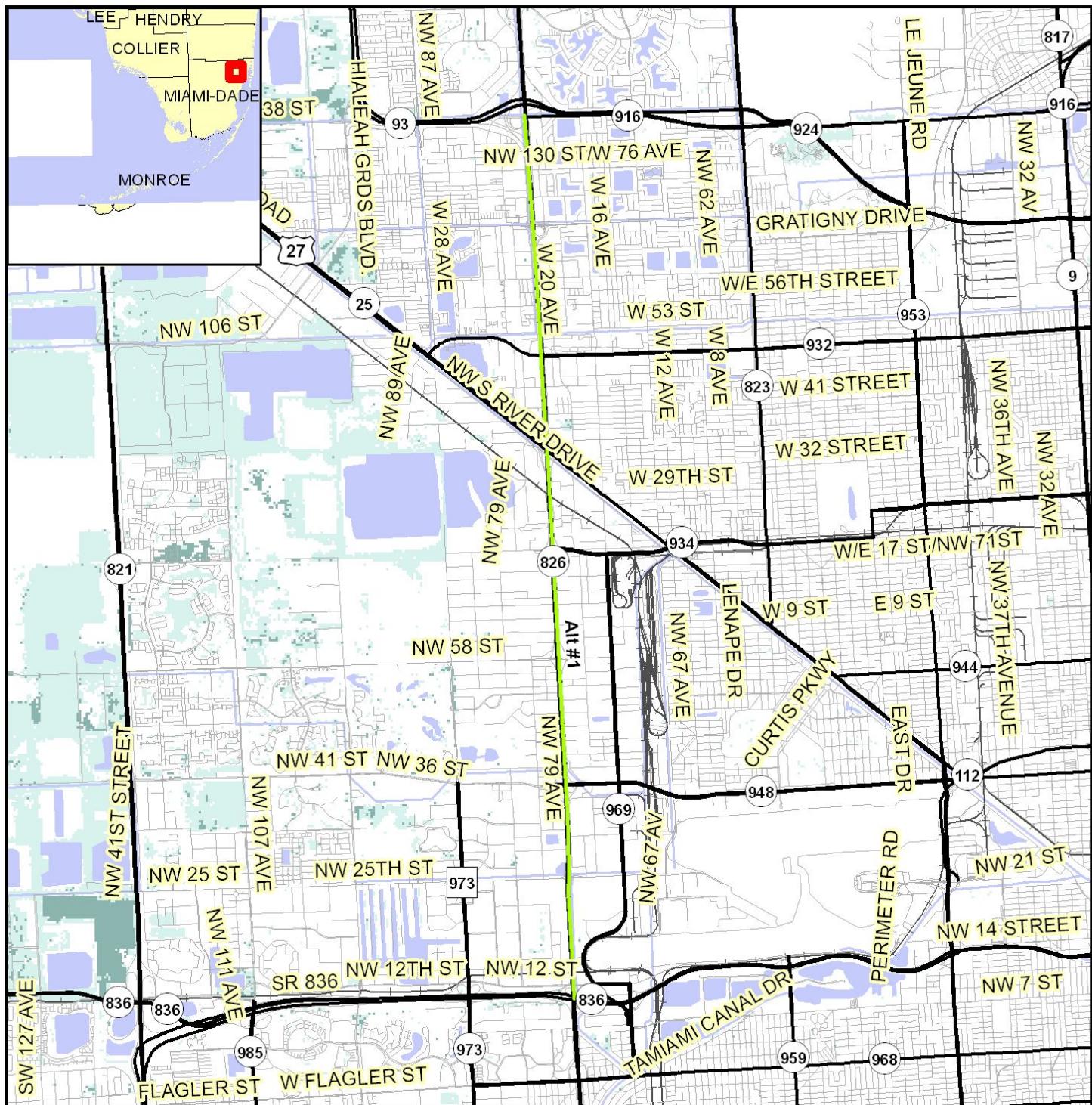
Data Sources:
NAVTEQ
US Geological Survey
Florida Natural Areas Inventory

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Species Potential Habitat Model Map

Potential Habitat Richness

- | | | |
|-----------------------------|--------------------------|-------------------|
| ● ETDM Alternative Point | → Railroad | ■ 1 - 2 Species |
| ● ETDM Alternative Terminus | — River, Stream or Canal | ■ 3 - 5 Species |
| — ETDM Alternative Segment | ■ Water Body | ■ 6 - 8 Species |
| ■ ETDM Alternative Polygon | — Local Road or Trail | ■ 9 - 10 Species |
| — Major Road | | ■ 11 - 13 Species |

Data Sources:

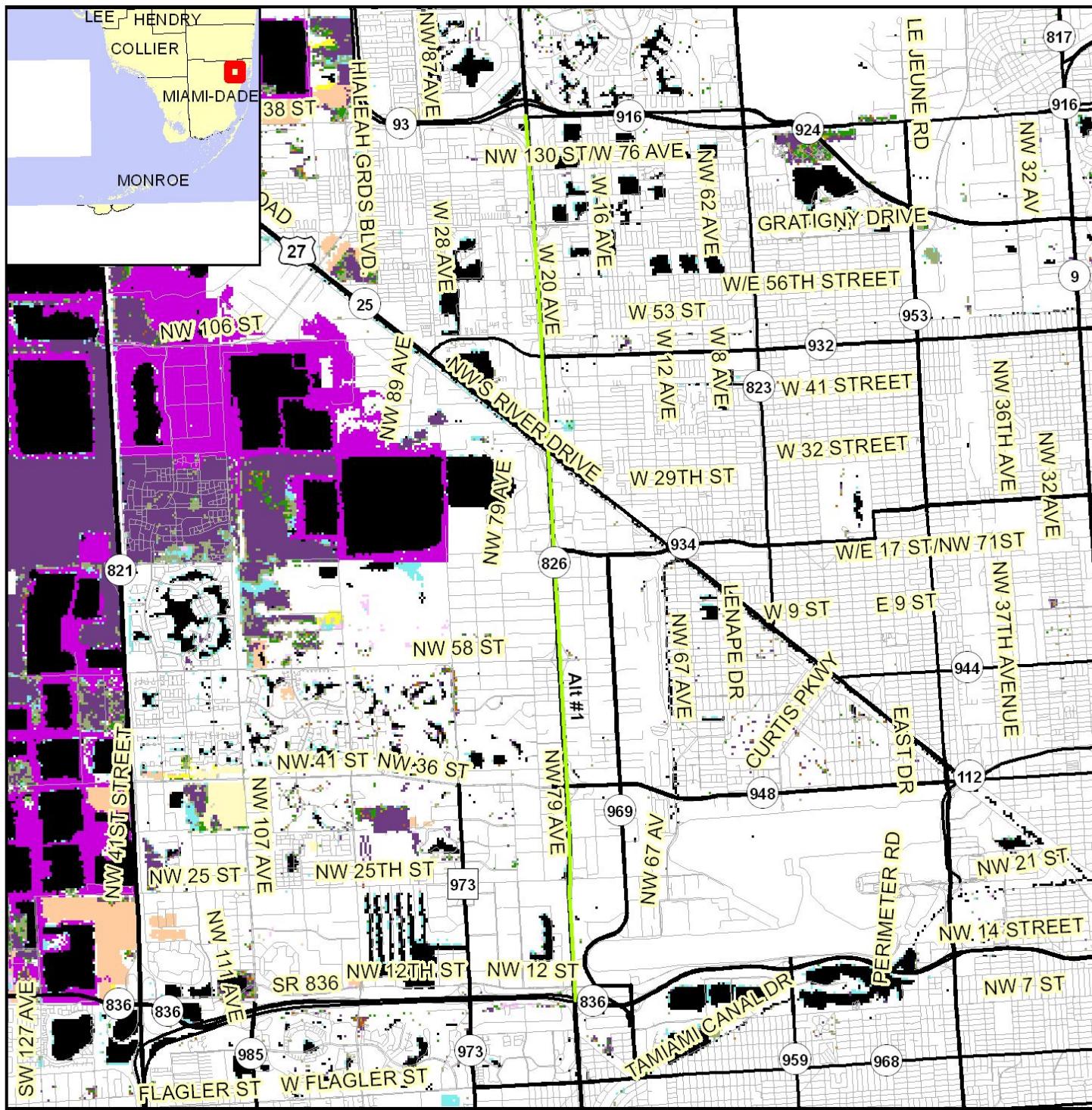
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



0 2 Miles

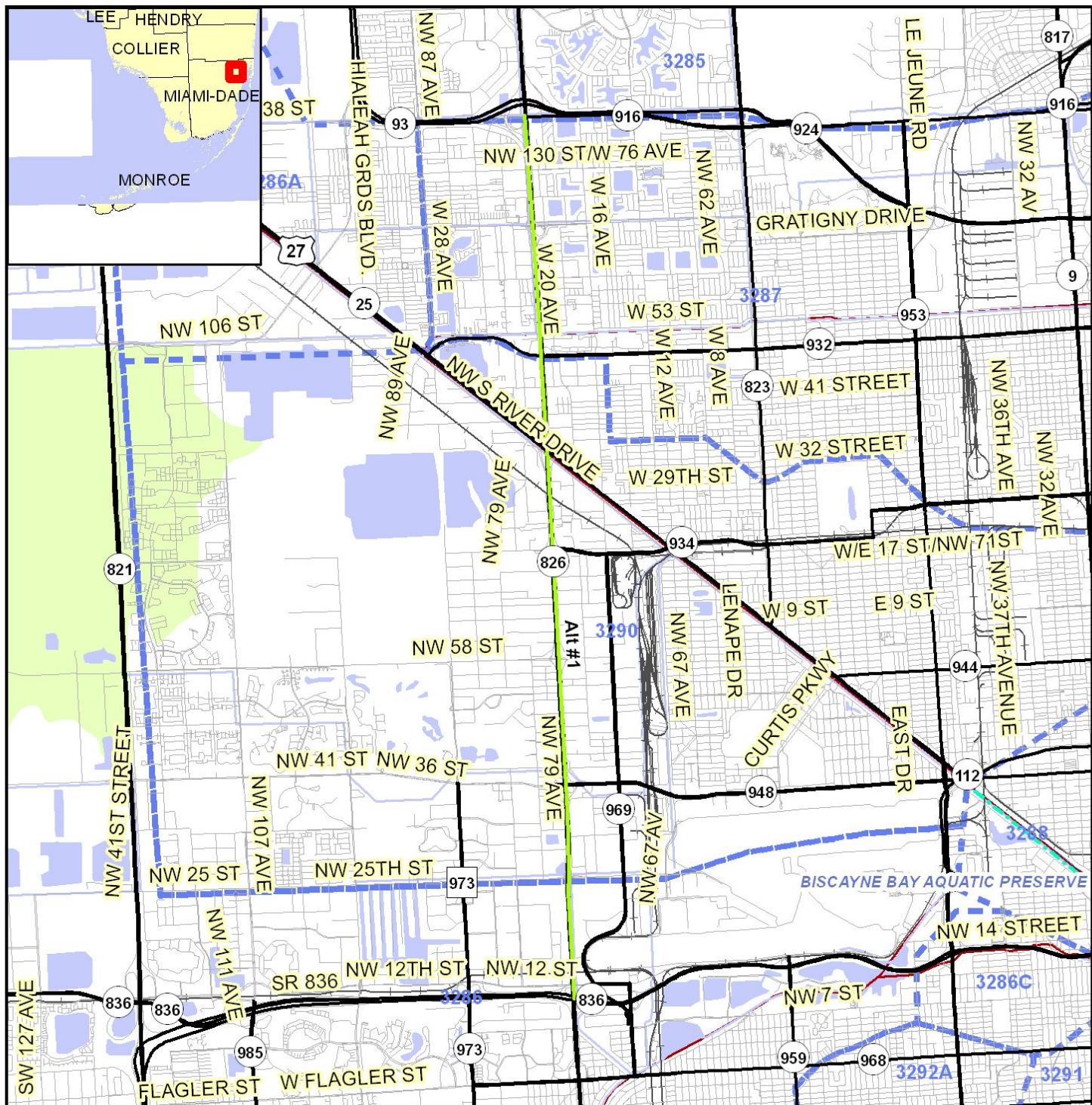
ETDM Alternative Polygon	Not Classified	Hardwood Hammocks and Forests	Bay Swamp	Mangrove Swamp	Unimproved Pasture	Brazilian Pepper
ETDM Alternative Segment	Coastal Strand	Pinelands	Cypress Swamp	Scrub Mangrove	Sugarcane	High Impact Urban
ETDM Alternative Terminus	Sand/Beach	Cabbage Palm-live Oak Hammock	Cypress/Pine/Cabbage Palm	Tidal Flats	Citrus	Low Impact Urban
ETDM Alternative Point	Xeric Oak Scrub	Tropical Hardwood Hammock	Mixed Wetland Forest	Open Water	Row and Field Crops	Extractive
Major Road	Sand Pine Scrub	Freshwater Marsh and Wet Prairie	Hardwood Swamp	Shrub and Brushland	Other Agriculture	
Local Road or Trail	Sandhill	Sawgrass Marsh	Hydric Hammock	Grassland	Exotic Plants	
Data Sources:	Dry Prairie	Cattail Marsh	Bottomland Hardwood Forest	Bare Soil/Clearcut	Australian Pine	
NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission	Mixed Hardwood-pine Forest	Shrub Swamp	Salt Marsh	Improved Pasture	Melaleuca	

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Water Resources Map

- | | | | |
|-----------------------------|------------------------|-----------------------------|--------------------------|
| ● ETDM Alternative Point | → Railroad | — SFWMD Canals | ■ Surface Water Class I |
| ● ETDM Alternative Terminus | ▲ 1st Magnitude Spring | — River, Stream or Canal | ■ Surface Water Class II |
| ■ ETDM Alternative Segment | — Drainage Basin | □ Outstanding Florida Water | ■ Water Body |
| ■ ETDM Alternative Polygon | — Navigable Water Way | | ■ Swamp/Marsh |

Data Sources: — Major Road

NAVTEQ

— Local Road or Trail

US Geological Survey

Florida Department of Transportation

Florida Department of Environmental Protection

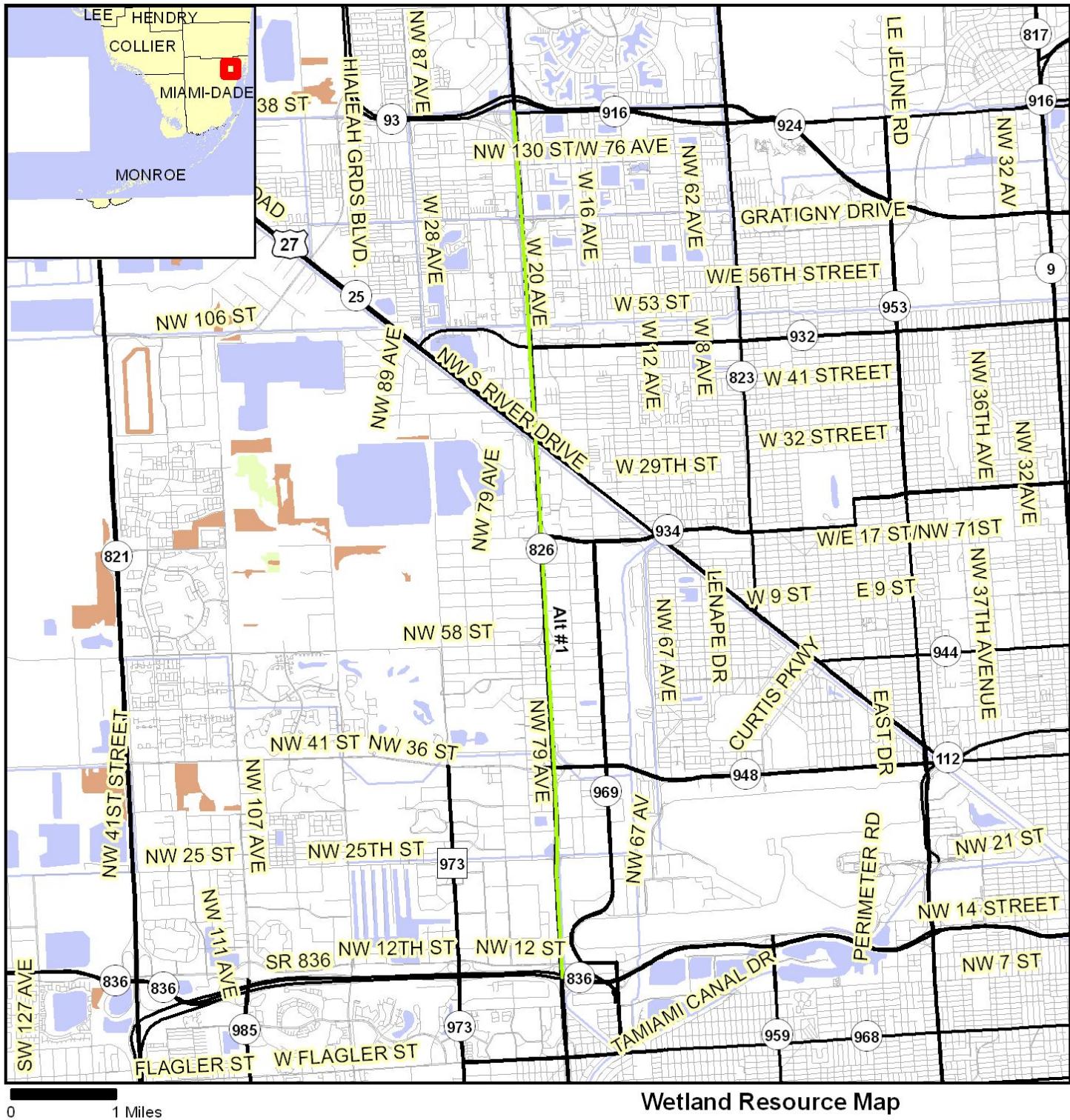
Florida Geological Survey

US Bureau of Transportation Statistics

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11560 SR 826/Palmetto Expressway Managed Lanes (FDOT62)

SR 836/Dolphin Expressway to I-75



Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

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APPENDIX B
Water Quality Impact Evaluation Checklist

Exhibit A

WQIE CHECK LIST

Project Name: State Road (SR) 826 / Palmetto Expressway PD&E Study

County: Miami-Dade County

FIN (Financial Number):

Federal Aid Project No:

Short project description: FDOT PD&E Study for roadway improvements along SR 826/
Palmetto Expressway from NW 12th Street to NW 103rd Street.

PART 1: DETERMINATION OF WQIE SCOPE

- Does project increase impervious surface area? Yes No
 Does project alter the drainage system? Yes No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

- Do environmental regulatory requirements apply? Yes No

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 294,400 (Max volume) Expected speed limit: 55 - 70 mi/hr

Drainage area: _____ acres 46.43 % Impervious 53.57 % Pervious

Land Use: 25 % Residential 15 % Commercial 10 % Industrial
0 % Agricultural 15 % Wetlands 40 % Other Natural

Potential large sources of pollution (identify): No large sources of pollution were identified
within the project footprint, please see the CSER for details.

Groundwater receptor (name of aquifer or N/A): Biscayne Aquifer

- Designated well head protection area? Yes No Name: _____
 Sole source aquifer Yes No Name: Biscayne Aquifer

Groundwater recharge mechanism:

The proposed groundwater recharge mechanism consists of isolated
self-contained French drain systems, or french drains located within
the proposed dry retention areas in order to aid in the pond recovery
following a storm event.

(Notify District Drainage Engineer if karst conditions expected)

WQIE CHECK LIST (Contd.)

Surface water receptor (name or N/A): N/A
 Classification I II **III** IV V

Special designation (check all that apply):

ONRW OFW Aquatic Preserve
 Special Water SWIM Area Local Comp Plan Wild & Scenic River
 Other (specify): _____ MS4 Area

Conceptual storm water conveyances & system (check all that apply):

Swales **Curb and Gutter** Scuppers **Pipe** **French Drains**
 Retention/Detention Ponds Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (Check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (Check all that apply)
USEPA <input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
FDEP <input checked="" type="checkbox"/>	Section 402 of the Clean Water Act (NPDES Program)	<input checked="" type="checkbox"/>
WMD <input checked="" type="checkbox"/> (Specify) SFWMD	Chapter 40E-40, F.A.C. and ERP Basis of Review	<input checked="" type="checkbox"/>
OTHER <input checked="" type="checkbox"/> U.S. Army Corps of Engineers (Specify)	Section 404 of the Clean Water Act	<input checked="" type="checkbox"/>

Proceed to Part 4 and check Box C.

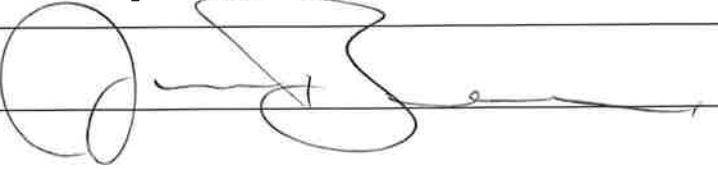
WQIE CHECK LIST (Contd.)

PART 4: WQIE DOCUMENTATION

- Water quality is not an issue.
- No regulatory requirements apply to water quality issues
(Document by checking the "none" box for water quality in Section 6.C.3 of the ***Environmental Determination Form*** or Section 5.C.3 of the SEIR.)
- Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by South Florida Water Management District, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)

Evaluator Name (print): Julio Bouclé, P.E.

Office: URS Corporation - Miami, Florida

Signature:  Date: 10/10/12



APPENDIX C

*U.S. Environmental Protection Agency
Sole Source Aquifer Letter*



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

July 26, 2012

Steven James
FDOT, District 6
Planning and Env. Management Office, Room 6111A
1000 NW 111th Avenue
Miami, Florida 33172

Subject: Sole Source Aquifer Review for Miami, FL; Palmetto Expressway SR 826

Dear Mr. James:

The U.S. Environmental Protection Agency (EPA), Region 4, received your June 11, 2012 request to assess the above referenced project and we reviewed it pursuant to Section 1424(e) of the Safe Drinking Water Act. The assessment is to determine if the project lies within the boundaries (recharge and streamflow source zones) of an EPA designated Sole Source Aquifer (SSA); and to determine if the project poses potential, adverse health or environmental impacts. A sole source aquifer is the sole or principal water source for a designated area. If the aquifer is contaminated, there would be a significant hazard to public health and an economic burden for those using the aquifer to tap into and deliver drinking water from another water source.

The project has been determined to lie **inside** the designated boundaries of the Biscayne Aquifer. Regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments

Based on the information provided, the project is not expected to cause a significant impact to the aquifer system. However, it is requested that all debris from any demolition of the existing structures are properly contained and removed from the site prior to construction of the new structure. If applicable, contractors should follow all county flood plain management's plans and public notification processes. During construction, it is EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State and local government permits, ordinances, planning designs, construction codes, operation & maintenance requirements, and engineering. All best management practices for erosion and sedimentation control should be followed. State and County environmental offices should be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. <http://www.dep.state.fl.us/swapp/Default.htm>

If proper protection measures are followed, this project is not expected to cause significant adverse impacts to the aquifer. All findings of "no significant impact" are based on EPA's understanding and expectation that those responsible for the project will strictly adhere to all federal, state and local government permits, ordinances, best management practices, planning designs, construction and maintenance requirements, monitoring requirements and engineering recommendations to protect the integrity of the surrounding ground water recharge zones. It is requested that you contact the EPA Region 4 office should there be any major project changes.

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact me at 404-562-9423.

Sincerely,



Robert S. Olive
Environmental Scientist
Ground Water and SDWA Enforcement Sec.



APPENDIX D
*U.S. Fish and Wildlife Service
Concurrence Letter*



United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960



August 14, 2012

Aileen Boucle
Florida Department of Transportation
801 North Broadway Avenue
Bartow, Florida 33830-3809

Service Federal Activity Code: 2009-CPA-0448
Service Consultation Code: 2012-I-0323
Date Received: July 25, 2012
Project: State Road 826 from State Road 836
Interchange to State Road 932
County: Miami-Dade

Dear Ms. Boucle:

The U.S. Fish and Wildlife Service (Service) has reviewed your letter dated July 24, 2012, and other information submitted by the Florida Department of Transportation (FDOT), on behalf of the Federal Highway Administration, for the project referenced above. This letter is submitted in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 *et seq.*)

PROJECT DESCRIPTION

The FDOT is proposing improvements to a 5.9-mile segment of State Road (SR) 826 / Palmetto Expressway, from SR 836 to SR 932/Northwest 103rd Street. The existing roadway consists of 8 lanes from SR 836 to Northwest 25th Street and 10 lanes from Northwest 25th Street to SR 932. The improvements include construction of two new northbound lanes and two new southbound lanes (Alternative A) or three new northbound lanes and three new southbound lanes (Alternative B). Alternative A would impact 0.569 acre of wetland retention areas/wetlands and 0.085 acre of surface waters and Alternative B would impact 2.142 acres of wetland retention areas/wetlands and 0.193 acre of surface waters. A permit from the U.S Army Corps of Engineers (Corps) is required to discharge material into wetlands per section 404 of the Clean Water Act, and, as a condition of the permit, the FDOT must compensate for impacts to wetlands resulting from the project. The FDOT has indicated compensation will be provided through the acquisition of credits from a wetland mitigation bank approved by the Corps and the Service. The purpose of the project is to provide additional motor-vehicle capacity. The project site is located in Miami-Dade County, Florida.



THREATENED AND ENDANGERED SPECIES

Wood stork

The project site is located within the core foraging area (CFA; 18.6 miles) of four active breeding colonies of the endangered wood stork (*Mycteria americana*). The Service believes the loss of wetlands within a CFA may reduce foraging opportunities for wood storks. To minimize potential adverse effects to the wood stork, the Service's *Draft Supplemental Habitat Management Guidelines for the Wood Stork in the South Florida Ecological Services Consultation Area* (Service 2004) (Guidelines) recommends the applicant replace wetlands lost due to the action.

The compensation plan should include a temporal lag factor, if necessary, to ensure wetlands provided as compensation adequately replace the wetland functions lost due to the project. Moreover, wetlands offered as compensation should be of the same hydroperiod, and located within the CFA of the affected wood stork colony. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan that includes the preservation of wetlands should include a restoration, enhancement, or creation component.

In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside the CFA would be acceptable to the Service, provided the impacted wetlands occur within the permitted service area of the bank.

The FDOT has determined the project "may affect, but is not likely to adversely affect" the wood stork. The project, based on the alternatives proposed, will impact up to 2.335 acres of wetlands and surface waters that may provide foraging habitat for the wood stork. To compensate for impacts to wetlands, the FDOT proposes to acquire credits from a Service-approved mitigation bank. Based on the above, the Service concurs with the FDOT's determination for the wood stork.

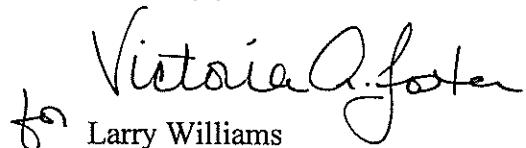
West Indian manatee

The project occurs within the geographic range and designated critical habitat of the endangered West Indian manatee (*Trichechus manatus*). The project will not affect sea grasses. To provide protection for manatees during construction of the project, the FDOT has agreed to follow the *Standard Manatee Protection Construction Conditions for In-Water Work* (FWC 2011). The FDOT has determined the project "may affect, but is not likely to adversely affect" the manatee, and will not result in an adverse modification to critical habitat. Based on the information provided, the Service concurs with the FDOT's determination for the manatee.

This letter 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.

Thank you for your cooperation in the effort to protect federally listed species. If you have any questions, please contact John Wrublik at 772-469-4282.

Sincerely yours,



for
Larry Williams
Field Supervisor
South Florida Ecological Services Office

cc: electronic only

FWC, Tallahassee, Florida (FWC-CPS)

NOAA Fisheries, West Palm Beach, Florida (Brandon Howard)

Corps, Palm Beach Gardens, Florida (Garett Lips)

LITERATURE CITED

Florida Fish and Wildlife Conservation Commission (FWC). 2011. Standard Manatee Conditions for In-water Work. Tallahassee, Florida. http://myfwc.com/docs/Wildlife_Habitats/Manatee_StdCondIn_waterWork.pdf

U.S. Fish and Wildlife Service. 2004. Draft Supplemental Habitat Management Guidelines for the Wood Stork in the South Florida Ecological Services Consultation Area. Fish and Wildlife Service, South Florida Ecological Services Office; Vero Beach, Florida.



APPENDIX E

*Section 106 / State Historic Preservation Officer
Concurrence Letters*



2012 JUL 30 PM 11:49

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1000 NW 111 Avenue
Miami, Florida 33172-5800

ANANTH PRASAD, P.E.
SECRETARY

July 5, 2012

Mr. Martin Knopp, P.E.
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attention: Mr. Buddy Cunill, Environmental Coordinator

Mr. Robert Bendus
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

Attention: Ms. Laura Kammerer, Historic Preservationist Supervisor

Subject: Cultural Resource Assessment Survey (CRAS) for
SR 826 / Palmetto Expressway Managed Lanes
Project Development and Environment (PD&E) Study
Financial Management #: 418423-3-22-01
ETDM #: 11560



Dear Mr. Bendus:

In 2012, the Florida Department of Transportation (FDOT), District 6 engaged Janus Research to conduct a Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 826/Palmetto Expressway Managed Lanes from SR 836/Dolphin Expressway to SR 932/NW 103rd Street in Miami-Dade County, Florida. The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the area of potential effect (APE) and to assess eligibility for inclusion in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

A search of the Florida Master Site File (FMSF) identified one previously recorded archaeological site, 8DA40, within the archeological APE. This site was determined by SHPO in 1984 to be eligible for the National Register; however, it is described as possibly destroyed in a 1988 survey. As remnants of this site may exist beneath the pavement, archaeological monitoring

July 3, 2012
Mr. Robert Bendus
Page 2

is recommended for any subsurface activities taking place within the recorded location of 8DA40.

The CRAS for the SR 826/Palmetto Expressway Managed Lanes resulted in the identification of a total of 24 historic resources, seven of which were previously recorded (8DA6352, 8DA6525, 8DA10050, 8DA10107, 8DA11507, 8DA11528, and 8DA11529), and 17 of which are newly recorded as part of this study (8DA12374-8DA12390). The identified historic resources include 12 buildings, four bridges, six canals, and two railways. Of the identified resources, one has been determined eligible for listing in the National Register by the State Historic Preservation Officer (SHPO): the Miami Canal (8DA6525). While the SHPO evaluation of the Florida East Coast (FEC) Railway (8DA10107) and the Spur of the Seaboard Air Line (CSX) Railroad (8DA11507) notes insufficient information to determine their National Register eligibility, portions of the railways outside of the historic APE have been determined eligible for listing in the National Register, and the portions within the historic APE are also considered National Register-eligible. One additional resource, the Pepsi Beverages Company Building (8DA12375) is considered eligible for listing in the National Register. The remaining 20 historic resources are considered ineligible for listing in the National Register, either individually or as part of a historic district.

Within this package please find one unbound final report, unbound Florida Master Site File forms, a CD with photos, and an unbound Survey Log Sheet. 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 amended, as well as the provisions contained in the revised F.S. Chapter 267.

We respectfully request your concurrence with these findings. At the bottom of this cover letter, a signature box has been included for convenience following review and concurrence with the findings of this document. If you have questions or need additional information regarding subject documentation please contact me at 305-470-5223.

Sincerely,



Barbara Culhane

District Cultural Resources Coordinator

Attachments

cc: Dat Hyunh, FDOT
Amy Streelman, Janus Research

July 3, 2012
Mr. Robert Bendus
Page 3

The FHWA finds the attached Addendum to the Cultural Resources Assessment Report complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

[Signature]
/s/
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

7/27/12
Date

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur entirely with the findings and recommendations contained in this cover letter.

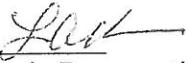
does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.

/s/ *See attached Memo 8/3/2012*
Robert F. Bendus
Florida State Historic Preservation Officer

Ramie A. Kammerer,
Deputy SHPO
2012-3490
DHR Project No.

MEMORANDUM**Florida Department of State**

TO: Cathy Kendall
US Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

FROM: Laura Kammerer 
Deputy State Historic Preservation Officer
For Review and Compliance

DATE: August 3, 2012

RE: DHR Project File #: 2012-3490
Received by DHR: July 30, 2012
Financial Project ID #: 418423-3-22-01/ETDM No. 11560
Project: *Cultural Resource Assessment Survey of State Road (SR) 826/Palmetto Expressway Managed Lanes*

The proposed project involves construction of new managed lanes on SR 826/Palmetto Expressway from SR 836/Dolphin Expressway to SR 932/NW 103rd Street. The SHPO concurs with the determinations on the attached signature page with the following two exceptions:

- This office determines there is insufficient information to determine the eligibility of the structure located at 9660 NW 77th Avenue (8DA12383) due to a lack of visibility. However, based on the nature of the project this structure will not be affected by the proposed project.
- This office finds that the structure located at 1303 NW 78th Avenue (8DA12386) is not eligible due to its age (less than 50 years old), but notes that it should be reassessed for architectural significance when it reaches 50 years of age.

If you have any questions, please contact Ginny Jones, Architectural Historian, Transportation Compliance Review Program, via email ginny.jones@dos.myflorida.com, or at 850.245.6333.



00000000
00000000
00000000
00000000

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1000 NW 111 Avenue
Miami, Florida 33172-5800

ANANTH PRASAD, P.E.
SECRETARY

September 24, 2012

Mr. Martin Knopp, P.E.
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attention: Mr. Buddy Cunill, Environmental Coordinator

Mr. Robert Bendus
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

Attention: Ms. Alyssa Slade, Acting Compliance Review Architectural Historian

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2012 OCT 11 PM 1:45

Subject: **Section 106 Evaluation and Determination of Effects for**
SR 826 / Palmetto Expressway Express Lanes
Project Development and Environment (PD&E) Study
Financial Management #: 418423-3-22-01
ETDM #: 11560

Dear Mr. Bendus:

In 2012, the Florida Department of Transportation (FDOT), District 6 engaged Janus Research to conduct a Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 826/Palmetto Expressway Express Lanes from SR 836/Dolphin Expressway to SR 932/NW 103rd Street in Miami-Dade County, Florida. The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the area of potential effect (APE) and to assess eligibility for inclusion in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

Within the APE, four historic resources were determined eligible for listing in the National Register: the Miami Canal (8DA6525), Florida East Coast (FEC) Railway (8DA10107), Spur of the Seaboard Air Line (CSX) Railroad (8DA11507), and the Pepsi

September 25, 2012
Mr. Robert Bendus
Page 2

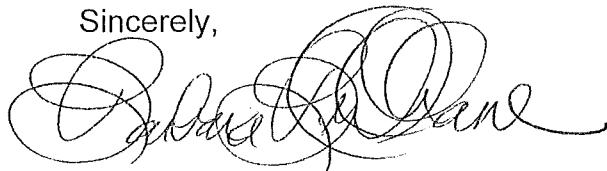
Beverages Company Building (8DA12375). In addition, the structure located at 1303 NW 78th Avenue (8DA12386) was determined ineligible because of its age, but was noted for reassessment of significance when it reaches 50 years of age. The remaining identified historic resources were determined ineligible for listing in the National Register, individually or as part of a historic district. On August 3, 2012, the State Historic Preservation Officer (SHPO) concurred with the findings in the CRAS report.

Based upon the Section 106 process, potential effects that the improvements may have on the identified National Register-eligible historic resources were evaluated. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources and the subsequent analysis of effects is also discussed in this report. Based on the project information available, the recommended alternative, Alternative 1A, will have no adverse effect on the National Register-eligible historic resources.

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 amended, as well as the provisions contained in the revised F.S. Chapter 267.

We respectfully request your concurrence with these findings. At the bottom of this cover letter, a signature box has been included for convenience following review and concurrence with the findings of this document. If you have questions or need additional information regarding subject documentation please contact me at 305-470-5231.

Sincerely,



Barbara B. Culhane, A.I.C.P
District Cultural Resources Coordinator

Attachments
cc: Dat Hyunh, FDOT
Amy Streelman, Janus Research

September 25, 2012

Mr. Robert Bendus

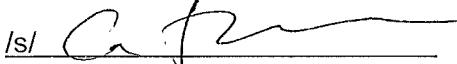
Page 3

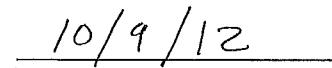
The FHWA finds the attached Addendum to the Cultural Resources Assessment Report complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:



for /s/ 
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration



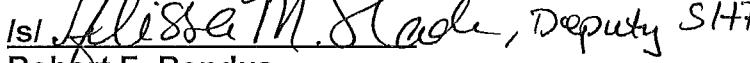
Date 10/9/12

The Florida State Historic Preservation Officer:

finds the attached report complete and sufficient and concurs/ does not concur with the findings and recommendations contained in this cover letter.

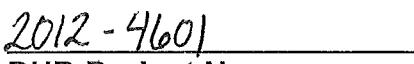
does not find the attached report complete and sufficient and requires additional information in order to provide an opinion on the potential effects of the proposed project on historic resources.



for /s/ 
Robert F. Bendus

Florida State Historic Preservation Officer

Date 10.23.12



DHR Project No. 2012-4601



APPENDIX F
Public Hearing Transcript

STATE ROAD 826 EXPRESS LANES PROJECT
DEVELOPMENT AND ENVIRONMENT STUDY

PUBLIC HEARING

ORIGINAL

INTERCONTINENTAL HOTEL
ACACIA BALLROOM I
2505 Northwest 87th Avenue
Miami, Florida

Wednesday, September 12, 2012

6:30 p.m.-7:50 p.m.

1

2 PRESENT:

3

4 DAT HUYNH, District Project Development Engineer

5 6th District of the Florida Dept. of Transportation

6

7 JUDY SOLAUN-GONZALEZ, Design Project Manager

8 Florida Department of Transportation

9

10 MIKE CISCAR, Consultant Project Manager

11 The Corradino Group

12

13 JULIO BOUCLE, Consultant Project Manager

14 URS Corporation Southern

15

16 PETE CABRERA, City of Doral

17

18 AUDIENCE MEMBERS

19

20

21

22

23

24

25

1 (Thereupon, the following proceedings were had)

2 MR. HUYNH: Good evening, everyone. May I please
3 have your attention.

4 We are about to begin our presentation. If everyone
5 would please take a seat.

6 Good evening, ladies and gentlemen. My name is Dat
7 Huynh, and I'm the District Project Engineer for the 6th
8 District of the Florida Department of Transportation.

9 This hearing is relative to the express lanes along
10 State Road 826/Palmetto Expressway, Project Development and
11 Environment study, from south of State Road 836/Dolphin
12 Expressway, to State Road 932/Northwest 103rd Street, in Miami-
13 Dade County.

14 Here with me tonight is Mrs. Judy Solaun-Gonzalez,
15 design project manager from the Florida Department of
16 Transportation; Mr. Mike Ciscar, consultant project manager
17 with Corradino; Mr. Julio Boucle, consultant project manager
18 from with URS Corporation Southern, and other representatives
19 from the Florida Department of Transportation, as well as the
20 consultant project team.

21 At this time, I would like to recognize any federal,
22 state, county or city officials who may be present tonight.

23 And, tonight, we have Mr. Pete Cabrera from the City
24 of Doral. Mr. Cabrera, thank you.

25 Okay. Are there any other officials who would like

1 to be recognized at this time?

2 Okay. We also do have members, a member from the
3 Miami-Dade Metropolitan Transportation Organization, as well as
4 Miami-Dade Transit, and Citizens Independent Transportation,
5 Trust, the CIT.

6 Okay.

7 MR. BOUCLE: (Spanish) Is there anyone present who
8 needs a translation in Spanish. Thank you.

9 MR. HUYNH: And, now we have the power point
10 presentation.

11 MR. CISCAR: Good evening.

12 Okay. This public hearing was advertised consistent
13 with federal and state laws.

14 The Federal-aid Highway Act of 1968, as amended,
15 section 339.155, Florida Statutes, Executive Order 11988,
16 floodplain management, and 11990, protection of wetlands,
17 under the Constitution of the United States.

18 The purpose of this hearing is to share information
19 about the proposed improvements, and I'm sure that you had the
20 opportunity to reserve the flier that we passed out, and if you
21 need anymore information, you will be allowed to ask questions.

22 Also, to provide an opportunity for public input, and
23 all comments will become part of the Project's public record.

24 Public participation at this hearing is solicited,
25 and it's without regard to race, color, creed, religion, sex,

1 age, natural origin, disability, or family status.

2 This is the project development and environment study
3 objectives.

4 Basically, it's to identify alternative improvements
5 that address the needs of the area, and to evaluate potential
6 social, natural, and physical impacts of these alternatives.

7 Also, to make sure the process complies with the
8 National Environmental Policy Act.

9 The project location is State Road 826/Palmetto
10 expressway, from just south of State Road 836, to State Road
11 932, Northwest 103rd Street, and it's approximately 5.9 miles.

12 This project is similar to the project that the
13 department recently completed, from the I 75 corridor, from I
14 595, in Broward County, and down to the Palmetto Expressway, in
15 Hialeah, and a portion of the Palmetto, from 103rd Street, to
16 154 Street.

17 And the department is conducting studies of that
18 project, and at this hearing, we are going to show you how
19 there's federal approval for it.

20 And the PD&E components. Okay. Express lanes in the
21 median, and that's as you have seen on I 95, sections of I 95.

22 So, we have auxiliary lanes, and also, the department
23 is considering the implementation of ramp metering, in
24 connection with the express lanes, and the express lanes are
25 used for multi-modal improvements, such as you have seen on

1 other expressways.

2 The need for the project. As you know, from the
3 Palmetto expressway, there's always been congestion, and it
4 continues to be congested. The express purpose of this project
5 is to expedite implementation of express lanes, and, initially,
6 that's the main focus of the project.

7 Also, to provide relief from the existing and as well
8 as projected traffic in the future.

9 Also, increase regional connectivity, in both Miami-
10 Dade and Broward County.

11 Also, to serve for emergency evacuation, and to
12 provide the infrastructure for multi-modal transportation
13 needs.

14 The need for the project, the existing amount of
15 traffic on the Palmetto expressway, as you can see, in 2011,
16 it's 216,600 vehicles per day.

17 And, we are projecting, by the year 2040, there will
18 be about 315,000 vehicles per day, and, actually, eventually,
19 over four hundred thousand vehicles per day, by 2060.

20 And the existing conditions on the corridor, and you
21 see, from south of 836, to Northwest 25th Street, that's the
22 section that's under construction, the 826-836 interchange.

23 When that project is completed, there will be six
24 lanes on each section. Right now, we have five lanes.

25 Also, we carry over the No-Build Alternative for

1 comparison purposes.

2 You always propose to keep the existing
3 configuration, and see how you can use what is existing.

4 So, we are using that as a baseline for comparison,
5 son, when we build the new project, to provide improvements.

6 Also, to make sure that it does meet the purpose and
7 need of the project, and that's to relieve increased traffic
8 congestion.

9 So, as a result of the study, and this is the PD&E
10 study, the Department is recommending the implementation of
11 express lanes, on the Palmetto expressway, from south of 836,
12 to Northwest 103rd Street.

13 And that's going to be, like on I 95, from Flagler
14 Street to Northwest 25th Street; from Northwest 25th street, to
15 Northwest 103rd Street; a second section will be constructed,
16 going up to 103rd Street.

17 Now, this is to improve long-distance travel.

18 And, by doing that, we are helping to move the
19 long-distance regional traffic, and also the local traffic,
20 helping it move forward.

21 So, there will be limited access points during
22 construction.

23 If you look at this, this is what I was talking about
24 earlier, it's going to go-- it's being completed from 595, to
25 the Palmetto, down to 103rd Street.

1 And, then from 836, down to 103rd Street.

2 So, at this public hearing, we will be talking about
3 the access points of the project, from 8th Street south, and
4 the 836 entrance, the Palmetto entrance northbound, on 36th
5 Street, and then, we are going to have another entrance, on
6 Okeechobee Road, and then on Northwest 36th Street, and 58th
7 Street.

8 That's an important location, because that's the home
9 of a Palmetto Metrorail station.

10 So, the express lanes, it's to widen th
11 infrastructure, and the transit system, the way it operates on
12 the express lanes on I 95.

13 So, this is going to give everybody access to the
14 Metrorail station off the Palmetto.

15 Then, as you see, it continues on I 95, for the
16 northbound direction. In the southbound direction, you will be
17 able to enter on 154th Street, do go down I 75, and exit on
18 Okeechobee, and then, you will continue down, and then, it
19 releases at that point, on the Palmetto, to points south.

20 This is how the project is complying with South
21 Florida Managed Lanes Network, and, it's a project that the
22 Department of Transportation has been developing over the last
23 five years or so, in connection with RCTO, and the
24 environmental organizations.

25 So, we have construction in Miami-Dade County, from

1 State Road 836, to Okeechobee Road, that's going to be in
2 operation pretty soon.

3 And then, if you look at where it's going to 595, and
4 595, under construction, to I 75, and it's going to allow for
5 modifications on that.

6 Then, I 75, going on south to the Palmetto, and then
7 the Palmetto, going on north, and then going to the connection
8 with the 836, and Palmetto expressway.

9 When all that construction is done, and this is the
10 concept under the Project, it's going to yield many highway
11 improvements, and it's all going to be under construction, and
12 we hope to have the expressways open, the entire system, from
13 836, to I 75, and 595, open by 2017.

14 So, there's a lot of environmental considerations
15 that we have to take into account. You evaluate them, take
16 them all into consideration.

17 And, you've got to consider air quality, and there's
18 a whol list there.

19 These are all considerations we have to take into
20 account.

21 Number one, air quality. In South Florida, there's
22 no significant impact to air quality, and this project area is
23 designated as attainment.

24 Contaminated sites, and there were 37 sites of
25 potential environmental concern, that were identified or

1 adjacent to the corridor, and we are talking about
2 contamination, and then, the existing brownfields, we have to
3 consider that, as we make the improvements on the expressway
4 through there, but we don't anticipate there will be any
5 problems.

6 And, we have to consider the existing bridges that
7 are there.

8 Floodplains, and this project is located within the
9 100-year flood zone. But we don't anticipate any significant
10 effects to water quality that will occur as a result of this
11 project.

12 And, as in all projects, a storm water pollution
13 prevention plan will be incorporated into the project.

14 Wetlands. Wetlands were evaluated in accordance with
15 Federal Executive Order 11990, for the protection of wetlands,
16 we have to make sure all wetland and surface water impacts will
17 be mitigated for accordingly. Excuse me.

18 But, we will be mitigating that during the entire
19 project.

20 Also, threatened and endangered species. There are
21 endangered species in the project area.

22 And, we've worked with the U.S. Fish and Wildlife
23 Service, we always work with them, to make sure there's no
24 impact.

25 Historic and Archeological Resources.

1 We have 24 historic resources that were identified,
2 and, again, the Department strives to make sure that we are
3 aware of historic resources, so that there won't be any impact
4 on those. That's one of our obligations.

5 Noise. Now, that's probably one of the biggest
6 factors to take into consideration, when you do a project like
7 this.

8 We have conducted a traffic noise study, and there's
9 a section of the Palmetto that was considered for four noise
10 barriers. However, none were found to be reasonable and
11 feasible, due to poor abatement performance.

12 So, we really didn't feel that it abated the noise
13 enough.

14 And, so, we decided, there may be one, but we have to
15 meet the federal requirements with regards to noise abatement,
16 and that's part of the project.

17 Social resources. And, the department is always
18 aware of how it impacts recreational and historic lands. We
19 don't anticipate any impact in those areas.

20 No effects to community cohesion are anticipated.

21 Community impacts. Economics are anticipated to be
22 enhanced, due to the improved movement of people and goods.

23 Mobility will be enhanced, and we don't anticipate
24 any land use changes. No relocations are proposed.

25 Projects costs. The anticipated construction costs

1 and this is from 836, to 103rd Street, is approximately \$83
2 million dollars.

3 And, as you can envision, there's probably going to
4 be more.

5 Right of way. There's no private right of way
6 acquisition that's anticipated for this project.

7 And if any right of way acquisition occurs, and if
8 there's any opposition, we do not anticipate it, but, the
9 Department will then carry out a right of way relocation
10 program in accordance with the Uniform Relocation Assistance
11 and Real Property Acquisition Act of 1970.

12 Okay. The project schedule. After the public
13 hearing tonight, we will incorporate all of your comments, and
14 then, they will be brought up the next time. We will
15 incorporate all of your comments, into our analysis, and
16 finalize our project schedule, and submit it to seek project
17 approval from FHWA.

18 And we anticipate that project approval will take
19 several months.

20 After that, we will begin the initial design stage of
21 the project, if you will.

22 And, we anticipate that the beginning construction
23 date is sometime in the fall of next year, and we anticipate
24 about three and a half years of construction, to have
25 everything operational, by summer of 2017, to the Palmetto,

1 836, I 95, and 595.

2 Again, the comment options.

3 As you know, you can provide comment several ways.

4 You can complete a speaker card, and then it will be saved for
5 the record.

6 You can also get up and speak in public.

7 You can speak directly to our Court Reporter here.

8 You can fill out a comment form, and drop it off, as
9 you leave in the back, in the comment box.

10 You can email your comment, and it goes directly to
11 the department project's website or directly to the project
12 manager.

13 You can also mail written comments to the project
14 manager, at the department of transportation.

15 But, again, the comments section is open until
16 September 22nd, that's ten days.

17 Dat Huynh, our district project development engineer,
18 you can direct the comments to him.

19 And then, prior to the presentation, there were plans
20 and drawings for you to view, and they will be around, if you
21 want to discuss the project on a one on one basis.

22 The project website. There's a project website,
23 fdotmiamidade.com/sr-826palmetto-expwy-from-sr-dolphin-expwy-t
24 o-sr-932nw-103-st.html.

25 Okay. And that's provided to you under section 932.

1 And, thank you for coming out today, and providing us
2 with your input.

3 MR. HUYNH: Thank you, Mike. At this time, anyone
4 desiring to make a statement, or present written views and/or
5 exhibits relative to the location, concept, design, socio-
6 economic effects, or impacts on the environment, as a result of
7 this project, would now have an opportunity to do so.

8 This is an opportunity for you to formally present
9 your comments, opinions, and ideas about the project, for the
10 permanent record.

11 We ask that you limit your comments to three minutes,
12 and if you have additional comments, you may continue after
13 other people have had the opportunity to comment.

14 And we will have staff available, as I mentioned,
15 after the comment period, to address any questions, on a one on
16 one basis.

17 If you would like to speak right now, and do not have
18 a speaker card, please raise your hand, and we will provide you
19 with a speaker card.

20 Okay. If you are holding a comment card, and do not
21 wish to speak, please raise your hand, and our staff will come
22 and collect the comment card.

23 Okay. Again, written comment forms can be deposited
24 in the comment box available at the hearing tonight, or can be
25 mailed in, and then, hopefully, they will be postmarked within

1 no more than ten days of the date of this hearing.

2 They will become part of the public record. All
3 written comments should be addressed to me, Dat Huynh, 1000
4 Northwest 111 Avenue, room 6251, Miami, Florida, 33172.

5 Comments may also be emailed to me at dat.huynh.
6 D-a-t, H-u-y-n-h, dot, d-o-t, dot state, dot f-l, dot u-s.

7 Okay. Then, I would like to remind you that this is
8 not a question and answer session, or a debate, but an
9 opportunity for you to provide your input for consideration by
10 our project team, we move forward, with selecting a final
11 alternative.

12 Staff will remain after the public comment period to
13 address specific questions and concerns.

14 At this time, I would like to provide an opportunity
15 for any elected public officials who would like to make a
16 comment for the record.

17 Okay. Are there any public officials representing
18 federal, state, or local government agencies who would like to
19 make a comment.

20 Okay. We will now call on those who have a speaker
21 card, please raise your hand, and we will collect the speaker
22 cards, and you can then speak.

23 No one. Okay. Hearing no one, again, but, if you
24 have--well, if you would like an opportunity, if you like, to
25 come up to make a speech, to speak, please state your name,

1 your address, and complete a speaker card, after you've given
2 your statement, and use the microphone.

3 Okay. Again, and like I stated, you can also make a
4 comment directly to the Court Reporter.

5 You can deposit your comment in the box behind you,
6 or mail it in.

7 Okay. This is a remainder, again, written comments
8 are to be postmarked no more than ten days following the date
9 of this public hearing. That would be by September 22nd, 2012,
10 to be included as part of the public record.

11 The verbatim transcript of this hearing, together
12 with all the written material received, as part of the hearing
13 record, and all studies, displays, and informational material
14 provided at the hearing, will be made a part of the project
15 decision-making process, and will be available at the District
16 Office for public review, upon request.

17 Again, thank you for attending this public hearing,
18 and for providing your input into this project, and that we've
19 received from the one on one.

20 It's now 6:54. I hereby officially close the public
21 hearing for State Road 826/Palmetto Expressway Project
22 Development and Environment Study. Thank you again, and have a
23 good evening.

24 (Thereupon, the public hearing was concluded).

25

1
2
3 CERTIFICATE

4 STATE OF FLORIDA:

5 COUNTY OF DADE:

6 I, NEYSA SOSA, Registered Professional Reporter, certify
7 that I was authorized to and did stenographically report the
8 foregoing hearing; and that the transcript is a true record
9 of the proceedings.

10 I further certify that I am not a relative, employee,
11 attorney, or counsel of any of the parties, nor am I a
12 relative or employee of any of the parties' attorney or
13 counsel connected with the project, nor am I financially
14 interested in the project.

15 DATED this day of October, 2012.



16 _____
17 _____
18 NEYSA SOSA, RPR, FPR

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