Sociocultural Effects Evaluation Report

SR 826/Palmetto Expressway South Express Lanes
Project Development & Environment Study
Miami-Dade County, Florida

Financial Management Number: 432639-1-22-01 ETDM Number: 14308

Prepared For: Florida Department of Transportation, District VI



October 2019

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





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1.0 INTRODUCTION

In 2016, the SR 826 (Palmetto Expressway) from US 1/SR 5 to SR 836 (Dolphin Expressway) was evaluated by the Florida Department of Transportation (FDOT) District Six to determine the feasibility of adding express lanes along the corridor as part of the regional express lanes system. This regional network is currently under development by the FDOT, the Miami-Dade Expressway Authority (MDX) and the Florida's Turnpike Enterprise (FTE).

The results of the feasibility study recommended that several design concepts move forward into the Project Development and Environment (PD&E) phase. The PD&E phase of this project is fully funded by the Florida Department of Transportation (FDOT) (432639-1-22-01). Additionally, the project is included in the Miami-Dade TPO's Fiscal Year 2019-2023 Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Plan.

1.1 Project Description

The Florida Department of Transportation (FDOT) District Six recently started a Project Development and Environment (PD&E) Study for a section of SR 826 (Palmetto Expressway) approximately seven miles in length from US 1 (SR 5) to SR 836 (Dolphin Expressway) (see *Figure 1-1*). The PD&E Study is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project is located in Miami-Dade County, Florida and is contained within unincorporated Miami-Dade.

The PD&E Study will evaluate the following potential types of improvements:

- Implementation of dynamically priced express lanes.
- Access and ramp connections to and from the express lanes (ingress and egress access points).
- Interchange improvements Modification of existing entrance and exit ramps serving the interchanges within the project limits.
- Intersection improvements Widening and turn lane modifications along the cross streets to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

SR 826, between US 1 and SR 874 (Don Shula Expressway), consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is functionally classified as an Urban Other Freeway/Expressway and has a posted speed limit of 55 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are ten existing interchanges within the project limits. Eight of the ten interchanges provide connection to arterial/collector facilities. The other two are major system-to-system interchanges (SR 826 with SR 874 and SR 826 with SR 836). These system-to-system interchanges provide a connection between major expressways, which services and distributes traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County.





Figure 1 - 1: Project Study Area



826

1.2 Purpose and Need

The overall goals and objectives of this PD&E Study are described below:

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility, and emergency evacuation.
- Identify the appropriate express lanes typical section that, combined with strategic ingress and egress locations, will service the users of the area and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current SR 826 Express Lanes Project, from SR 836 to I-75, and local projects.
- Once a conceptual alternative is selected, the improvements will be prioritized based on the area needs (short-term vs. long-term), logical segmentation and funding.

The need for this project is to add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. Other considerations for the Purpose and Need of this project include safety, system linkage, freight movement, and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below.

Capacity – The project traverses four of the six transportation planning areas (Central, Northwest, South, and West) as identified within the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan. The greatest population and employment growth between the years 2010 and 2040 within Miami-Dade County is expected to occur within the South transportation planning area. Population within this area is projected to increase by 49.6 percent while employment is projected to increase by 64.5 percent. The other three transportation planning areas are also anticipated to grow modestly between this same period. Population within Central is projected to increase by 27.9 percent and employment by 32.5 percent. Population within Northwest is projected to increase by 20 percent and employment by 41.9 percent.



Population within West is projected to increase by 12.5 percent and employment by 42.5 percent. The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826 corridor.

Safety – According to the FDOT Crash Analysis Reporting System there were a total of 2,531 crashes along the corridor within the project limits between the years 2011 and 2013, of which 1,522 (60.1 percent) were rear-end crashes and 259 (10.2 percent) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and operational weaving conditions within the project area. The majority of the total crashes occurred between milepost 5.7 and 6.8 (between SW 24th Street and north of Flagler Street), resulting in 811 injuries and one fatality.

Safety along the corridor will be enhanced with the construction of the express lanes. Implementing express lanes will improve mobility, reduce congestion and provide additional travel options along the corridor. Diverting some of the future traffic volumes from the general use lanes to the express lanes, will help increase gaps along the general use lanes providing more space for vehicles entering SR 826. The express lanes will also help reduce tailgating and improve traffic flow while separating long distance trips from local trips. Separating these trips will reduce weaving and sideswipe crashes. The express lanes will also create added capacity helping the corridor to operate more efficiently during emergency evacuation events.

System Linkage – SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the county's busiest eastwest transportation corridor, SR 836. The SR 826 corridor provides system-level connections to I-75, Florida's Turnpike, SR 874, and I-95. In addition, SR 826 is designated as a Strategic Intermodal System (SIS) facility. The section of SR 826 from US 1 to SR 836 serves the major western Miami-Dade County growth areas along SW 8th Street, SW 40th Street and the Dadeland South area. The corridor also provides access to Miami International Airport north and east of SR 836 and to the Dadeland Mall at SW 88th Street. This SR 826 southern segment (from US 1 to SR 836) is the final segment of a larger express lanes project for the SR 826 corridor. The northern segment, which extends from SR 836 to I-75, is already under construction. When complete, this regional system will greatly improve capacity, safety, connectivity, and peak-hour travel times.



Freight – SR 826 is an integral component of the regional freight network carrying over 10,000 trucks a day according to the 2014 Miami-Dade County Freight Plan Update. The addition of express lanes along SR 826 would create a more efficient roadway network, improving traffic flow in the general use lanes. While trucks are not allowed in express lanes, the enhanced traffic conditions along SR 826 would aid in the movement and delivery of freight.

Emergency Evacuation – In accordance with Miami-Dade's Comprehensive Development Master Plan, SR 826 is listed as a local evacuation route in Miami-Dade County. This corridor is critical in facilitating traffic movement during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network. Increasing the capacity of the SR 826 corridor will reduce evacuation times needed for residents of Miami-Dade County during emergency and hurricane evacuations.



2.0 PROJECT STUDY AREA

The project study area consists of the existing and proposed right-of-way (ROW) limits for the viable Build Alternatives. The study area is of sufficient size to identify potential direct and indirect effects of the viable Build Alternatives on the sociocultural effects that may occur within or adjacent to the project corridor.

SR 826, between US 1 and SR 874, consists of five to six 12-foot wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at selected locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot general use lanes (six lanes in each direction), 8-foot to 10.5-foot wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in *Figure 2-1* and *Figure 2-2*.



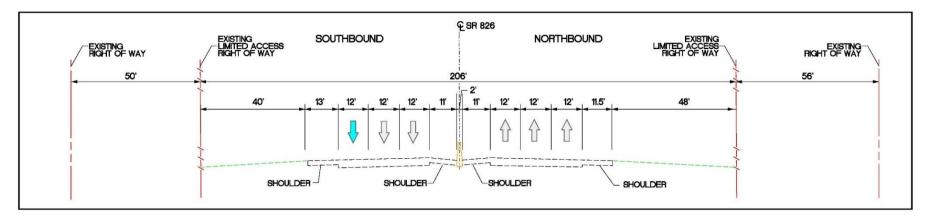


Figure 2 - 1: Existing Roadway Typical Section between US 1 and SR 874



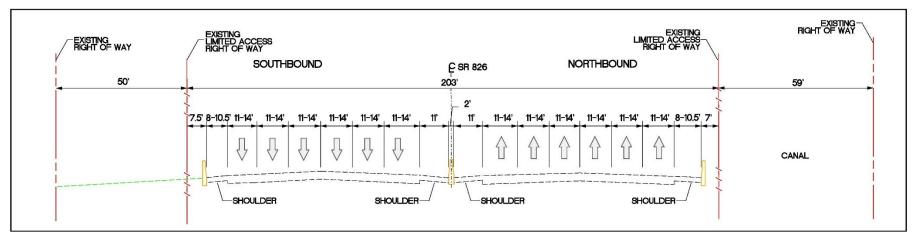


Figure 2 - 2: Existing Roadway Typical Section between SR 874 and SR 836





The existing limited access right of way varies within the study limits. The right of way is generally consistent throughout the corridor except at the interchanges, where it varies to accommodate entrance and exit ramps. *Table 2-1* summarizes the available right of way along the corridor.

Table 2 - 1: Summary of Existing Right of Way

	Roadway Section	Right of Way Width (feet)
US 1	SW 104 th Street – SR 826	118
	SW 98th Street – SW 88th Street (Northbound Ramp)	154
	SW 98 th Street – SW 88 th Street (Southbound Ramp)	147
	SW 88th Street – Sunset Drive	210
	Sunset Drive – Miller Drive	205
SR 826	Miller Drive – SR 874	350
3K 020	SR 874 – Bird Road	360
	Bird Road – Coral Way	317
	Coral Way – SW 8 th Street	200
	SW 8 th Street – Flagler Street	250
	Flagler Street – SR 836	460
SR 874	Miller Drive – SR 826	248

Source: FDOT ROW Survey





3.0 PROJECT ALTERNATIVES

Alternatives evaluated during the PD&E Study include the No-Build Alternative and the Build Alternatives as described below. Alternatives were developed and evaluated based on the ability to meet the project purpose and needs.

- No-Build Alternative The No-Build (no construction) Alternative will include currently planned and programmed improvements.
- Build Alternatives The three recommended alternatives from the SR 826
 Planning Feasibility Study will be evaluated during the PD&E Study.
 - Alternative 1 proposes one express lane in each direction between SW 56th Street and SR 874 and two express lanes in each direction between SR 874 and SR 836.
 - Alternative 2 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836.
 - Alternative 3 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836, one at-grade and one elevated.

The PD&E Study will identify other types of reasonable corridor and interchange improvements to support the optimal operations of the express lanes system.

3.1 No-Build Alternative

The No-Build alternative proposes keeping the existing corridor into the future without corridor 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 and truck traffic will increase significantly over the next 20 years, given the continued growth expected in this area of Miami-Dade County. This alternative is considered to be a viable alternative to serve as a comparison to the study's proposed corridor alternatives.

The No-Build alternative has a number of positive aspects, since it would not require expenditure of public funds for design, construction, right of way and/or utility relocation. Traffic would not be temporarily disrupted due to construction, 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. The No-Build alternative includes the existing transportation network and any funded, planned, or programmed improvements open to traffic by the design year 2045. The No-Build alternative includes improvements that are elements of the MPO's Transportation Improvement Program, the 2040 Miami-Dade Cost Feasible Long Range Transportation Plan (LRTP), the FDOT's Adopted Five-Year Work Program, any local government comprehensive plans and/or any development mitigation improvement projects that are elements of approved development orders.

The SR 826 corridor, north of SR 874, has a 14-foot wide inside travel lane. This lane is intended to be a High Occupancy Vehicle (HOV) lane once the final improvements are completed at the SR 826/SR 836 Interchange. However, these lanes were never officially designated. This lane was designated as an HOV lane as part of the previous SR 826 Corridor Master Plan and PD&E Study.

The No-Build roadway typical sections, within the study limits, are the same as the existing sections plus any future planned improvements. SR 826, between US 1 and SR 874, consists of five to six 12-foot wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at selected locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot general use lanes (six lanes in each direction), 8-foot to 10.5-foot wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide center barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in Figure 3-1 and Figure 3-2.

FDOT is currently constructing a SR 826 project adding express lanes between SW 8th Street and I-75 (FPID# 432687-1-52-01), which partially overlaps with the PD&E Study limits. These improvements are expected to be open to traffic before the implementation of this project. Therefore, these improvements will be considered as part of the No-Build Alternative (see *Figure 3-3* and *Figure 3-4*).



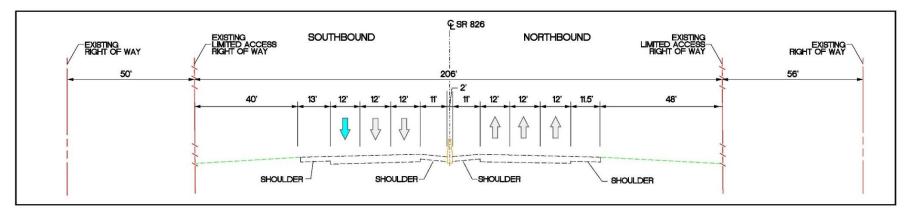
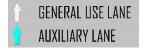


Figure 3 - 1: No-Build Roadway Typical Section between US 1 and SR 874



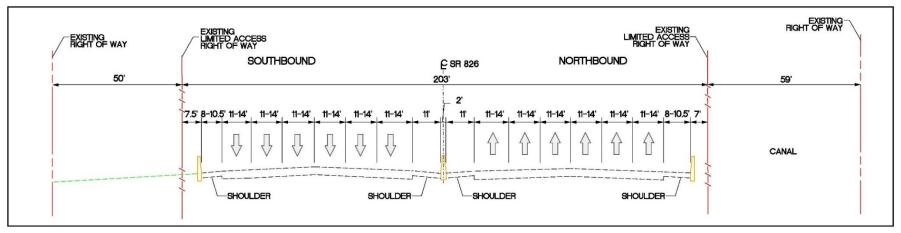


Figure 3 - 2: No-Build Roadway Typical Section between SR 874 and SR 836

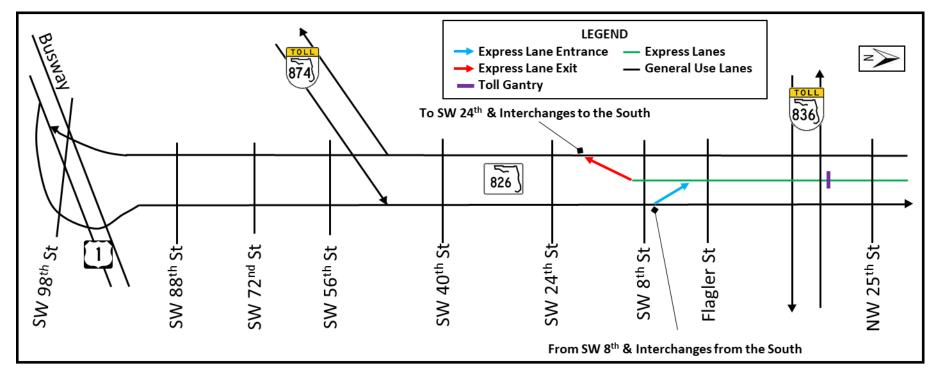


Figure 3 - 3: No-Build Schematic Line Diagram



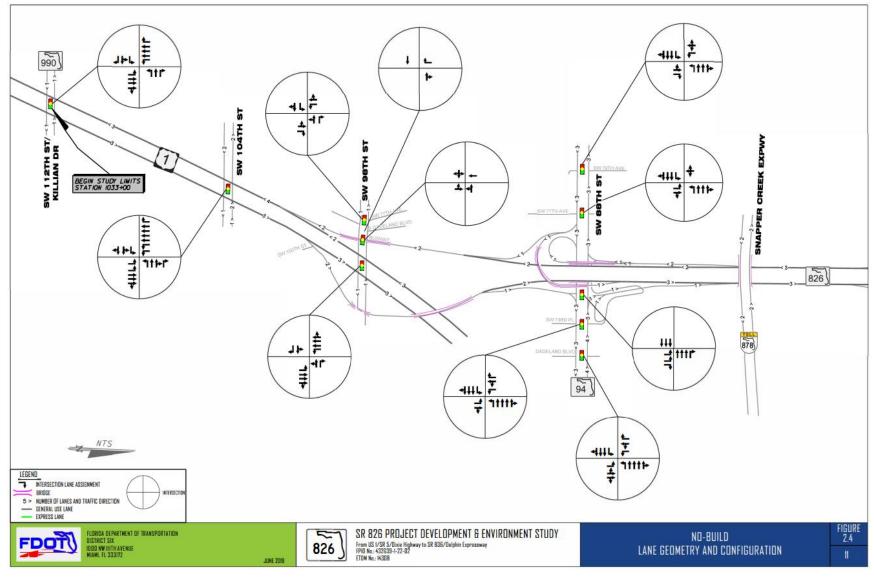


Figure 3 - 4: No-Build Alternative Lane Geometry and Configuration (1 of 4)





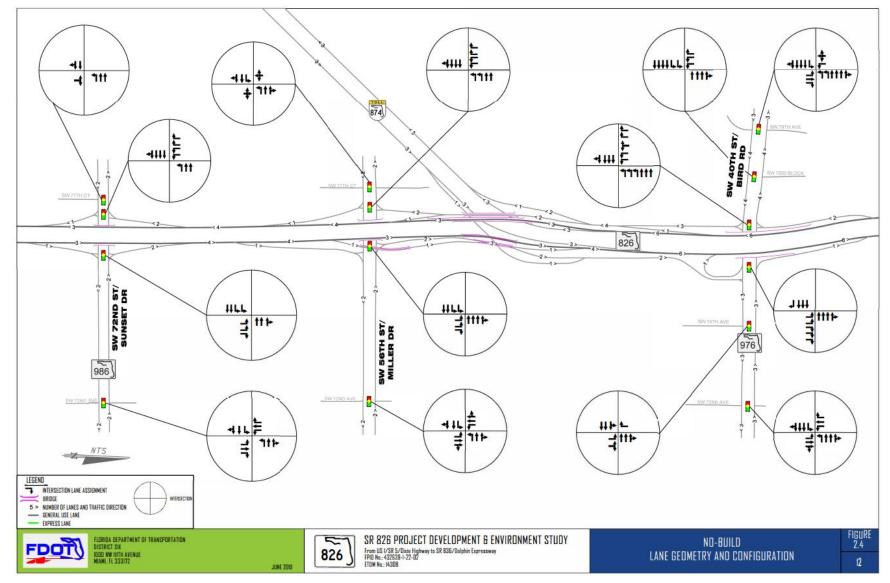


Figure 3 - 4: No-Build Alternative Lane Geometry and Configuration (2 of 4)





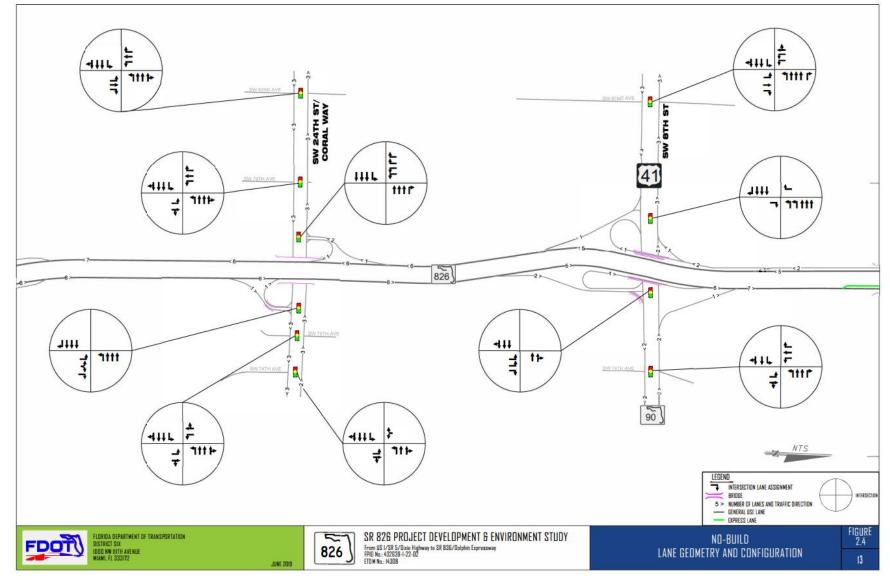


Figure 3 - 4: No-Build Alternative Lane Geometry and Configuration (3 of 4)





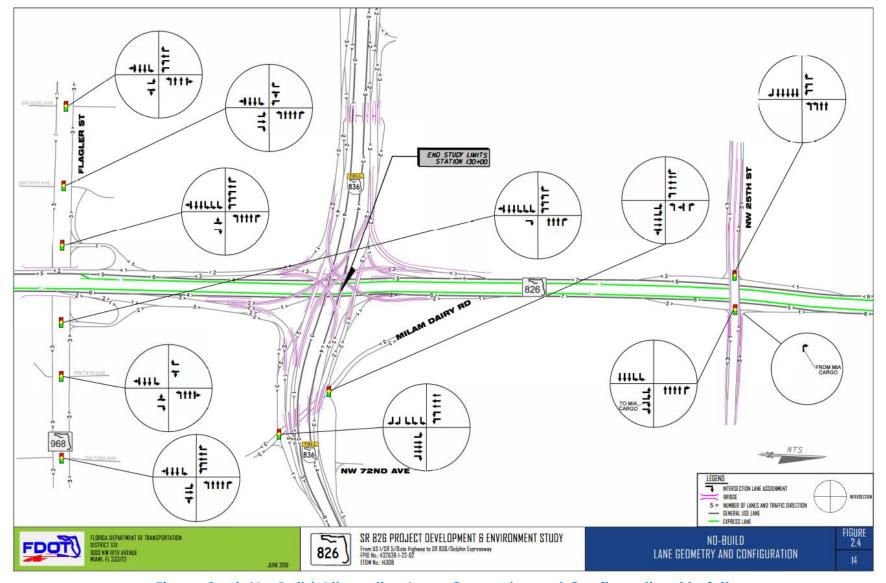


Figure 3 - 4: No-Build Alternative Lane Geometry and Configuration (4 of 4)





3.2 Build Alternatives

The objective of this PD&E Study is to evaluate alternatives that will address existing and projected traffic operating deficiencies along this section of SR 826. In order to keep up with the growing traffic demand within the study area, three Build Alternatives have been considered in this PD&E Study. All three alternatives propose to add express lanes (extend to the south) along this segment of SR 826 with access points at selected locations to enter and exit the express lanes system. The express lanes will be buffer-separated from the general use lanes with express lane markers.

Alternative 1 proposes one express lane in each direction between SW 56th Street and SR 874 and two express lanes in each direction between SR 874 and SR 836. The express lanes system will begin and end one lane on SR 874 and one lane south of SW 56th Street. This alternative recommends four express lane access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median.

Alternative 2 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. The express lanes system will begin and end one lane on SR 874 and one lane north of US 1. This alternative proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median. The express lanes in this alternative will have a direct connection with the Miami-Dade Transit (MDT) US 1 South Miami-Dade Busway Corridor.

Alternative 3 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836, one at-grade and one elevated. The elevated express lanes will be located along the median and the at-grade express lanes will be located between the median and the general use lanes separated by a buffer with express lane markers. This alternative proposes four express lanes access points. In this alternative the elevated express lanes will only service traffic between SR 874 and SR 836 to and from the east. The elevated express lanes will not have any access with the at-grade express lanes or the SR 826 general use lanes. The objective of the elevated express lanes concept is to completely bypass the SR 826 corridor between SR 874 and SR 836, which is the





main origin and destination pattern of the area. The SR 836 connection will be a ramp flyover system-to-system connecting SR 874 northbound to SR 836 eastbound and SR 836 westbound to SR 874 southbound median-to-median. The express lanes in this alternative will have a direct connection with the MDT US 1 South Miami-Dade Busway Corridor.





4.0 ALTERNATIVES EVALUATION MATRIX

The SR 826 South Express Lanes PD&E Study applied a multi-tiered alternative evaluation process to identify a preferred alternative. The initial screening consisted of developing and analyzing the roadway and its interchanges. Once the three Build alternatives were identified these were evaluated for purposes of identifying a Recommended Build Alternative that will be further refined in the project development and final design phases. Please see the Preliminary Engineering Report (PER) in the StateWide Environmental Project Tracker (SWEPT) file at the FDOT offices for the multi-tiered alternative evaluation and additional information on the alternatives evaluated.

Conceptual plans and typical sections were developed for each of the three build alternatives. For planning purposes and to facilitate the evaluation, these concept plans were used to assess project impacts based upon the footprint of each of the proposed alignments and station locations. These plans also informed the planning level cost estimates, and further assisted with the assessment of social, natural and physical environment impacts.

The proposed build alterative conceptual plans were completed in accordance with FDOT Design Criteria. The process for finalizing these plans included several technical reviews by the FDOT design, traffic operations, access management, environmental, right-of-way and District VI management. Concept plans were also submitted to FDOT Central Office for further technical review and comment. Each proposed build alternative underwent several iterations before the conceptual plans and typical sections became final for analysis.

Conceptual roll plots/exhibits have and will be shared at every opportunity during the public involvement process and while attending community meetings. This was done to further inform the public of the proposed alternatives, as well as to seek input from meeting attendees. The Alternatives Evaluation Matrix can be found at http://www.fdotmiamidade.com/826expresssouth.html by clicking on the Documents and Publications link.

A Public Hearing is tentatively scheduled for Fall 2019. At that time Alternative 2, the preferred alternative will be presented and FDOT will seek public input as it has done throughout the PD&E process. Conceptual Plans for the three alternatives considered are included in *Appendix A*.





5.0 EXISTING CONDITIONS COMMUNITY CHARACTERISTICS

5.1 Process Overview

A SCE evaluation is a process used to evaluate and address the effects of a transportation action on a community and its quality of life.

The SCE evaluation process assesses social, economic, land use changes, mobility, aesthetics effects, and relocations, including potential issues associated with Environmental Justice, Civil Rights, and other nondiscrimination laws. Project benefits and effects are assessed in the SCE evaluation with special consideration for minority, low-income, and other potentially underrepresented populations.

The SCE Evaluation process is supported by the development of a Community Characteristics Inventory (CCI). The CCI is a comprehensive summary of community attributes used to support a better understanding of the affected community by describing the sociocultural context of the project area including community facilities/services; presence of certain population groups; and indications of community values, concerns, and preferences.

The data used for the community characteristics inventory and sociocultural effects evaluation is downloaded from the Florida Geographic Data Library (FGDL) and other sources as listed in this document. This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, dated January 14, 2019.

5.2 SCE Evaluation Study Area

The project is located within unincorporated Miami-Dade County, and extends along SR 826 from US 1 to SR 836. The SCE evaluation study area incorporates an area that extends a quarter of a mile from the centerline of the aforementioned roadways and ramp network. The SCE study area is urbanized supporting a wide range of land uses. *Figure 5-1* illustrates the location and extent of the SCE study area.







Figure 5 - 1: Sociocultural Effects Evaluation Study Area Map 1







Figure 5 - 1: Sociocultural Effects Evaluation Study Area Map 2





5.3 Demographics

Demographic data describes a population based on a range of characteristics. It is primarily collected by local, state, or federal agencies such as the Census Bureau. It covers various topics about people in communities including: count, age, race and ethnicity, income, education, daily behavior, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the background of the community. Demographic data also aids in developing context sensitivity in the project and targeting potential effects including avoidance, minimization and mitigation activities.

The 2013-2017 American Community Survey Five-Year Estimate developed by the US Census Bureau serves as the basis for the demographic data reported below. **Tables 5-1** to **5-6** summarize characteristics of the population within the SCE study area including portions of 38 different US Census Block Groups. The tables also provide county and state population estimates to support a regional comparison. **Figures 5-2** to **5-5** provide additional context by showing the distribution of lowincome, minority, and elderly populations within the SCE study area.

While not as racially diverse as Miami-Dade as a whole, the SCE study area supports a similar minority population percentage (87.54 percent). Several differences between the study and county populations were noted. The single most predominant difference between local and county populations is the size of the African American community. African American residents make up 1.94 percent of the population within the SCE study area, while 17.97 percent of Miami-Dade County residents are African American. Additionally, the study area has a larger white population (81.75 percent) and higher median age (44) when compared to Miami-Dade County proportionately (75.60 percent and 40 years old respectively).



Table 5 - 1: Demographic Comparison, Total Population

Evaluation Criteria	SCE Study Area	Miami-Dade County	Florida
Total Population	28,773	2,702,602	20,278,447
Percent White	91.83%	75.60%	75.67%
Percent Black	1.94%	17.97%	16.13%
Percent Asian	3.43%	1.58%	2.68%
Percent Other*	2.79%	4.84%	5.52%
Percent Hispanic (regardless of race)	81.75%	67.45%	24.73%
Percent Minority **	87.54%	86.26%	45.14%
Percent Under the Age of 18	15.71%	20.47%	20.28%
Percent Age 65 or Older	18.14%	15.33%	19.36%
Median Age	44	40	42

^{*}Population includes persons identified as American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, Two or More Races. ** Combines Race and Ethnicity to identify the total population that is a member of either a racial or ethnic minority.

Table 5-2 highlights a concentration of poverty within the SCE study area where 13.87 percent of the population lives below the poverty line, which is less than both Miami Dade (19.0 percent) and the state of Florida (15.5 percent). This coincides with the study area having a higher median household income (\$51,256) than both Miami-Dade County and the State.

Table 5 - 2: Demographic Comparison, Income

Evaluation Criteria	SCE Słudy Area	Miami- Dade County	Florida
Median Household Income	\$51,256	\$46,338	50,883
Percent of the Population Below the Poverty Line	13.87%	19.0%	15.5%

Table 5-3 shows higher education attainment in the SCE study area compared to Miami-Dade County, with 86.88 percent of those having completed high school or received a GED.



Table 5 - 3: Demographic Comparison, Education

Evaluation Criteria	SCE Study Area	Miami- Dade County	Florida
Percent of the Population 25 Years or Older with			
Less Than a High School Diploma or Equivalent	13.12%	19.01%	12.42%
Percent of the Population 25 Years or Older with a			
High School Diploma or Higher	86.88%	81.0%	87.58%
Percent of the Population with a Bachelor's,			
Master's, Doctorate, or Professional Degree	36.83%	27.81%	28.45%

Table 5-4 shows that the study area supports a slightly higher portion of the population that is considered Limited English Proficient (37.04 percent LEP) when compared to the county (35.06 percent). The LEP population in the study area is more than triple that of the state (11.84 percent). Spanish is the predominant language spoken by LEP residents present within the study area. Additionally, US Census data identifies a smaller number of LEP residents (less than 1,000) that speak other languages including Chinese, French, Haitian, or Cajun, and Arabic.

Table 5 - 4: Demographic Comparison, Language

Evaluation Criteria	SCE Study Area	Miami- Dade County	Florida
Percent of the Population that Speaks Only English	*20.18%	26.17%	71.30%
Percent of the Population that Speaks a			
Language Other Than English, Also Speaks English			
"Very Well"	N/A	38.77%	16.86%
Percent of the Population that Is Considered to be			
Limited English Proficient	37.04%	35.06%	11.84%

^{*}Calculation is based on the census tracts within a quarter mile of the projects anticipated location.

Table 5-5 illustrates that the study area has similar housing occupancy rates when compared to the county, however the percentage of owner-occupied units is lower within the study area. The median owner-occupied home values within the study area (\$344,408) are more than \$100,000 greater than the county (\$242,800). Figures in **Table 5-6** show a greater rate of automobile access and use of automobiles for work trips when rates within the study area are compared to county-wide rates.



Table 5 - 5: Demographic Comparison, Households and Housing Units

Evaluation Criteria	SCE Study Area	Miami-Dade County	Florida
Total Number of Households	9,966	858,289	7,510,882
Average Household Size	3.08	3.09	2.64
Total Number of Housing Units	11,568	1,008,908	9,259,684
Number of Housing Units Occupied	9,966	858,289	7,510,882
Percent of Occupied Housing Units, Owner-Occupied	43.26%	52.20%	64.82%
Median Owner-Occupied Home Value	*\$344,408	\$242,800	\$178,700

^{*}Calculation is based on the census tracts within a quarter mile of the projects anticipated location.

Table 5 - 6: Demographic Comparison, Transportation

Evaluation Criteria	SCE Study Area	Miami- Dade County	Florida
Percent of the population that commute to/from work via a car, truck, or van	*87.79%	85.78%	88.70%
Percent of the population that walks to/from work	*0.93%	2.09%	1.45%
Percent of the Population that takes public transportation	*5.33%	5.24%	2.02%
Percent of the population that travels to work/from via "other" means	*0.45%	1.99%	2.20%
Percent of the population that Works from Home	*4.91%	4.91%	5.61%
Percent of Households with No Auto Access	6.17%	10.73%	6.68%

^{*}Calculation is based on the census tracts within a quarter mile of the projects anticipated location.





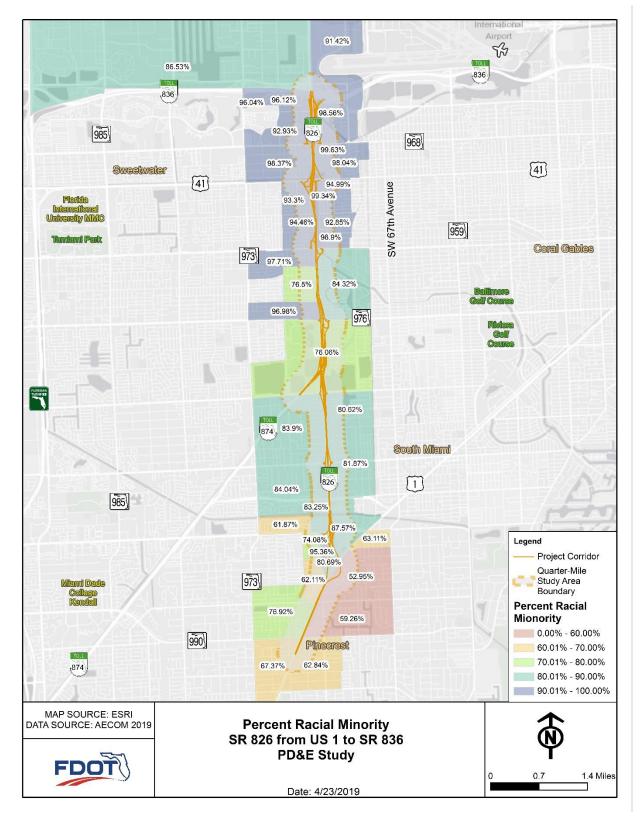


Figure 5 - 2: Percent Racial Minority





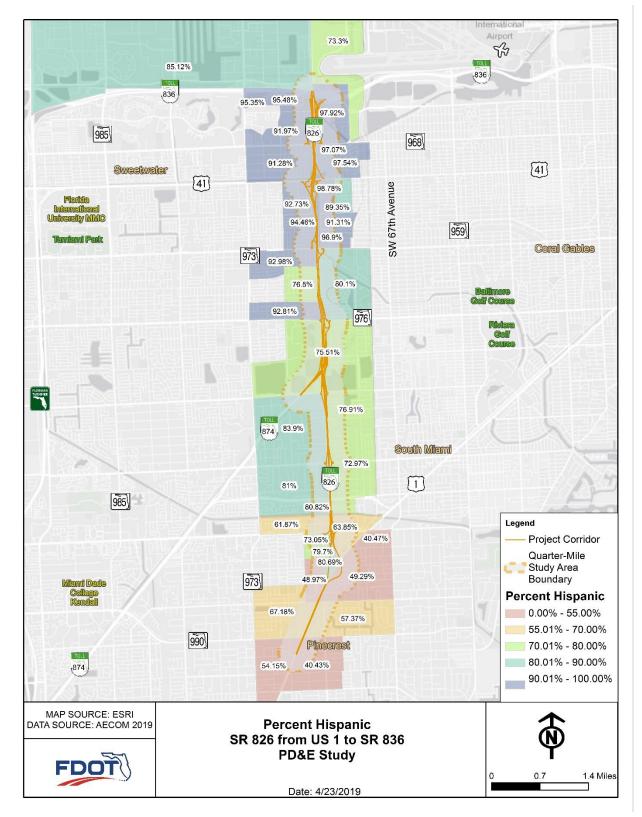


Figure 5 - 3: Percent Hispanic





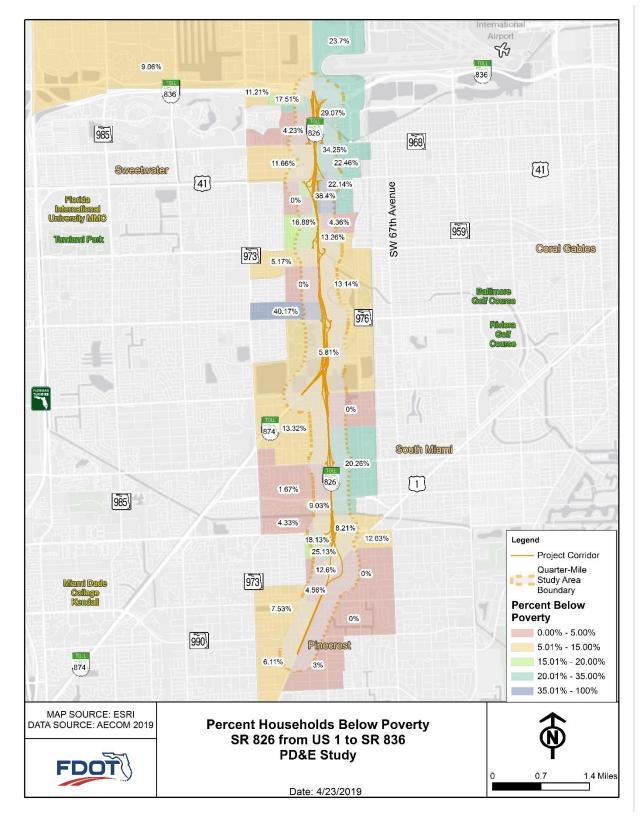


Figure 5 - 4: Percent Households Below Poverty





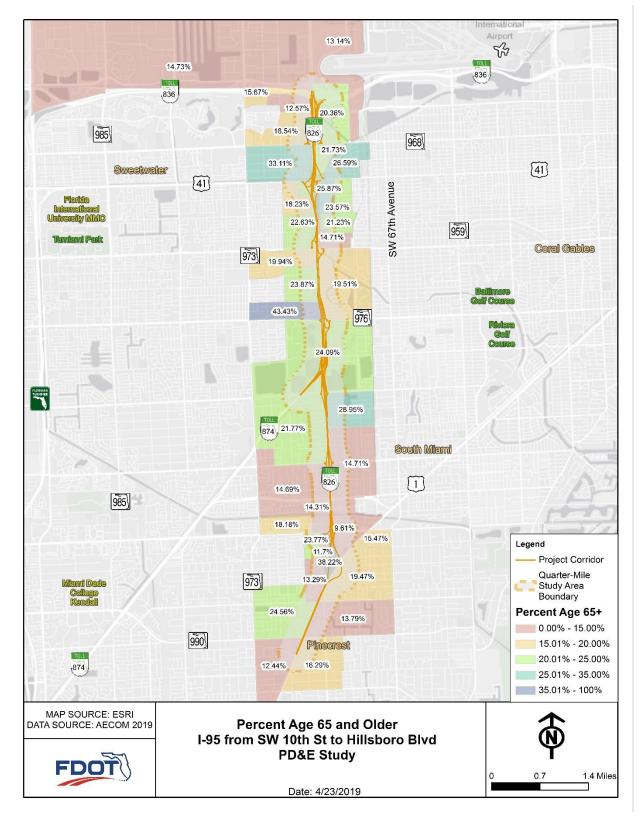


Figure 5 - 5: Percent Age 65 and Older





5.4 Community Focal Points

Community focal points are public or private facilities, organizations, or locations that hold special importance to local residents. These types of facilities include: **Table 5-7** to **5-19** describe the community focal points present within the quartermile SCE study area. **Appendix B** depicts the facility location and corresponds with the tables listed in the section.

- Schools
- Religious Centers
- Parks & Recreational Facilities
- Hospitals
- Group Care Facilities

- Government Buildings
- Fire Stations
- Cultural Centers
- Civic Centers
- Cemeteries

- Aviation Facilities
- HealthCare Facilities
- Existing Recreational Trails
- Planned Trails
- Bike Lanes

Table 5 - 7: Educational Facilities in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	5	KIDDIELAND KINDER AND NURSERY SCHOOL	481 GRAND CANAL DRIVE
2	5	WEST MIAMI MIDDLE SCHOOL	7525 SW 24TH ST
3	5	FLAGAMI ELEMENTARY SCHOOL	920 SW 76TH AVE
4	5	INTERNATIONAL TRAINING CAREERS	7360 SW 24TH STREET SUITE 31
5	5	ARROWHEAD NURSERY KINDERGARTEN	1210 SW 78 COURT
6	5	WESTCHESTER ACADEMY AND LEARNING CENTER	7490 SW 23RD ST. 100
7	3	ALPHA OMEGA CHRISTIAN LEARNING CENTER	7800 SW 56 ST
8	2	SMART STARTS AT DADELAND	7900 SW 86 STREET
9	3	GROW WITH US ACADEMY	7530 SUNSET DRIVE
10	6	FLORIDA VOCATIONAL INSTITUTE	6840 SOUTHWEST 40TH STREET
11	5	APPLE LEARNING CENTER	860 SW 76TH COURT
12	3	SUNSET MONTESSORI SCHOOL	7430 SUNSET DRIVE
13	6	CRISDA CHRISTIAN ACADEMY INC.	7915 N.W. 2ND ST
14	5	WEST MIAMI MONTESSORI LEARNING ACADEMY	2000 SW 76 AVENUE
15	2	MLC PREPARATORY ACADEMY	7701 SW 76TH AVE
16	2	CITY COLLEGE	9300 S DADELAND BLVD
17	2	WAYSIDE BAPTIST PRESCHOOL	7701 SW 98TH STREET
18	3	GULLIVER SCHOOLS-PINECREST HIGH SCHOOL	8000 SW 56TH ST
19	1	THE ROIG ACADEMY	8000 SW 112TH ST
20	3	THE LEARNING EXPERIENCE SCHOOL	5651SW 82ND AVE RD
21	4	THE CARRIE BRAZER CENTER	7425 SW 42ND ST
22	6	SEMINOLE ELEMENTARY SCHOOL	121 SW 78TH PL



Table 5 - 8: Religious Centers in SCE Study Area

MAP			
ID#	Map #	FACILITY	ADDRESS
1	5	CORAL WAY UNITED METHODIST CHURCH	7900 CORAL WAY
2	5	IGLESIA PRESBITERIANA NUEVA VIDA	7355 CORAL WAY
3	4	CORAL WAY UNITED METHODIST CHURCH	2800 SOUTHWEST 78TH COURT
4	5	IGLESIA CRISTIANA JUAN WESLEY CHURCH	2150 SW 75TH AVENUE
5	5	TAMIAMI BAPTIST CHURCH	860 SW 76TH COURT
6	6	MINISTERIO INTERNICIONAL CAMINO DE SANPIDAD	7949 NW SECOND ST
7	6	PEOPLES CATHEDRAL	190 NW 79TH AVENUE
8	6	CENTRO CRISTIANO DE AMOR Y FE	7441 NORTHWEST 8TH STREET SUITE A
9	1	YOUNG ISRAEL OF KENDALL	7880 SOUTHWEST 112 STREET
10	1	MIAMI BAPTIST ASSOCIATION	7855 SW 104TH STREET # 210
11	2	FLORIDA BAPTIST CHILDRENS HOMES	7750 SOUTHWEST 95TH TERRACE
12	1	KENDALL UNITED METHODIST CHURCH	7600 SW 104TH STREET
13	2	WAYSIDE BAPTIST CHURCH	7701 SOUTHWEST 98TH STREET
14	2	ST ANDREW GREEK ORTHODOX CHURCH	7901 N KENDALL DRIVE
15	2	FIRST FRIENDSHIP UNITED METHODIST CHURCH	7700 NORTH KENDALL DRIVE
16	2	UNITARIAN UNIVERSALIST ONGREGATION OF MIAMI	7701 SW 76TH AVE
17	3	SAINT MATTHEW EPISCOPAL CHURCH	7410 SUNSET DRIVE
18	4	IGLESIA METODISTA PENTECOSTAL	4540 SW 74TH AVENUE
19	3	MT NEBO KENDALL MEMORIAL GARDENS & CHAPEL	5900 SW 77TH AVE
20	4	IGLESIA BAUTISTA LUZ Y VERDAD	4861 SOUTHWEST 75TH AVENUE
21	3	ALPHA & OMEGA CHURCH	7800 SW 56 ST

Table 5 - 9: Park and Recreational Facilities in SCE Study Area

MAP ID#	Map#	FACILITY	ADDRESS
1	1	SOUTH DADE TRAIL MINI PARK	7975 SW 112TH ST
2	4	HUMBLE MINI PARK	7850 SW 39TH TER
3	1	KENDALL VETERANS WAYSIDE PARK	SW 112TH ST & US 1
4	1	FLAGLER GROVE PARK	7551 SW 104TH ST



Table 5 - 10: Hospitals in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	5	WESTCHESTER GENERAL HOSPITAL	2500 SW 75TH AVE
2	5	WEST GABLES REHABILITATION HOSPITAL	2525 SW 75TH AVE

Table 5 - 11: Group Care Facilities in SCE Study Area

MAP ID#	Map#	FACILITY	ADDRESS
1	5	MAGGIE'S RETIREMENT HOME	7930 SW 11 STREET
2	5	SEMINOLE ELEM. SCHOOL	121 SW 78 PLACE
3	4	ST. JOHNS ALF	7580 SW 30 TERRACE
4	3	LEARNING EXPERIENCE SCHOOL THE (S. MIAMI)	5651 SW 82 AVE ROAD
5	6	PADRE PIO ALF	403 NW BLVD
6	5	WEST MIAMI MIDDLE SCHOOL	7525 SW 24 STREET
7	4	TENDER LOVING CARE ALF	3100 SW 79TH AVENUE
8	5	CORNELL ALF.	581-583 SW CENTRAL BOULEVARD
9	1	ROIG ACADEMY, THE	8000 SW 112 STREET
10	5	MIDWAY RETIREMENT RESIDENCE	93 SW 79 COURT
11	5	FLAGAMI ELEM.	920 SW 76 AVENUE
12	5	MARIA ADULT CARE 2	400 SW 76 COURT
13	3	SUNSET MONTESSORI SCHOOL (ELEM)	7430 SW 72 STREET
14	2	SMART STARTS AT DADELAND	7900 SW 86 STREET
15	5	CASA MARISA ALF INC.	7435 SW 23 STREET
16	5	ARROWHEAD NURSERY & KINDERGARTEN	1210 SW 78 COURT
17	2	MLC PREPARATORY ACADEMY	7701 SW 76 AVENUE
18	6	CRISDA CHRISTIAN ACADEMY/ LEARNING CENTER	7915 NW 2 STREET
19	5	OUR FAMILY ASSISTED LIVING FACILITY 111	1310 SW 76 AVE
20	4	AMIGOS ALF HOMES CORP.	2710 SW 77 COURT
21	6	ALF MANAGEMENT AND PROFESSIONAL SERVICES	21 SW 75 AVENUE
22	5	WESTCHESTER ACADEMY AND LEARNING CENTER	7490 SW 23 STREET, SUITE 100
23	3	THE CARRIE BRAZER CENTER FOR AUTISM	7530 SUNSET DRIVE



Table 5 - 12: Government Buildings in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	1	U S POST OFFICE - PINECREST	11301 S DIXIE HWY
2	6	FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES SERVICE CENTER	7795 W FLAGLER ST

Table 5 - 13: Fire Stations in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	1	MIAMI-DADE COUNTY FIRE DEPARTMENT AND RESCUE STATION 23 (SUNILAND/PINECREST)	7825 SW 104TH ST

Table 5 - 14: Cultural Centers in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	2	CITY COLLEGE-MIAMI LIBRARY	9350 S DADELAND BLVD
2	6	AMC MALL OF THE AMERICAS 14	7795 W FLAGER ST

Table 5 - 15: Cemeteries in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	3	MIAMI MEMORIAL PARK CEMETERY	6200 SW 77 AVE
2	3	MT NEBO KENDALL MEMORIAL GARDENS CEMETERY	5900 SW 77 AVE

Table 5 - 16: Civic Centers in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	2	MIAMI MARRIOTT DADELAND	9090 S DADELAND BLVD

Table 5 - 17: HealthCare Facilities in SCE Study Area

MAP ID#	Map#	FACILITY	ADDRESS
1	1	CONCENTRA MEDICAL CENTER	10205 S DIXIE HIGHWAY, SUITE 102
2	1	TZEWAN WONG MD PA	10420 SW 77 AVENUE, SUITE 100
3	1	PINECREST FAMILY DENTAL	11507 S DIXIE HIGHWAY
4	1	PINECREST PEDIATRICS GROUP, LLC	11635 S DIXIE HIGHWAY
5	1	PURE EXECUTIVE HEALTH AND WELLNESS	11921 S DIXIE HIGHWAY 201
6	6	ADVANTAGE COSMETIC MEDICAL CENTER	1200 NW 78 AVENUE, SUITE 112





MAP ID#	Map#	FACILITY	ADDRESS
6	6	NEMESIS MEDICAL GROUP, INC.	1200 NW 78 AVENUE, SUITE 212
7	5	WEST GABLES HEALTHCARE CENTER	2525 SW 75 AVENUE 4FLOOR
8	6	TAMAYO M.D. P.A. ANDRES J.	7357 W FLAGLER STREET
9	5	MEDICAL CENTER'S GROUP OF S. FL INC.	7360 CORAL WAY, SUITE 11
9	5	BLUE CORAL WOMENS CARE INC.	7360 CORAL WAY, SUITE 16
10	5	MY COSMETIC SURGERY SUITE #24	7360 SW 24 STREET, SUITE 24
11	5	HOOVER FAMILY MEDICINE P.A.	7371 SW 24 STREET
12	5	ALTERNATIVE MEDICAL CENTER OF FL. INC.	7383 CORAL WAY
13	2	GOMEZ RENE J.	7400 N KENDALL DRIVE, SUITE 511
13	2	CHAVARRIA, VICENTE A., MD.PA.	7400 N KENDALL DRIVE, SUITE 204
13	2	PRICE M.D. P.A. DEBRA	7400 N KENDALL DRIVE, SUITE 502
13	2	FLORIDA WOMAN CARE LLC DBA MIAMI WOMEN CARE	7400 N KENDALL DRIVE, SUITE 404
13	2	KRIMSHTEIN, M.D., SULIM A.	7400 N KENDALL DRIVE, SUITE 208
13	2	DADELAND DERMATOLOGY GROUP	7400 N KENDALL DRIVE, SUITE 313
13	2	ZAYDON THOMAS J. JR. DR.	7400 N KENDALL DRIVE, SUITE 502
13	2	SOUTH FLORIDA OB/GYN SPECIALISTS	7400 N KENDALL DRIVE, SUITE 507
13	2	RODRIGUEZ OFER D.O.	7400 N KENDALL DRIVE, SUITE 311
13	2	GROSSMAN & PRICE PA	7400 N KENDALL DRIVE, SUITE 502
14	4	GABLES MR (A)	7404 SW 48 STREET
15	6	DR. RAMON GUTIERREZ	7455 W FLAGLER STREET
16	4	UNIVERSAL LASER CENTER	7480 SW 40 STREET, SUITE 840
17	5	ACN PHYSICIANS GROUP CORP.	7490 SW 23RD STREET, SUITE 201
18	5	BARRIOS HUMBERTO M.D. P.A.	7500 SW 8 STREET, SUITE PH 1
18	5	ACN CEIVA MEDICAL CENTER	7500 SW 8 STREET, SUITE 303
18	5	FRIV MD PLLC	7500 SW 8 STREET, SUITE 303
18	5	ISHOOF, MD, SABRIYA	7500 SW 8TH STREET, SUITE PH1
18	5	OSCAR R. BRAVO-CAMPA M.D., P.A.	7500 SW 8 STREET, SUITE PH-2
18	5	RODRIGUEZ SR. M.D. SERGIO M.	7500 SW 8 STREET, SUITE 304
18	5	A & L MEDICAL CENTER, INC.	7500 SW 8 STREET, SUITE 303
18 18	5	CAMACHO MANUEL F JR MD PA MIAMI MEDICAL & WELLNESS CENTER LLC	7500 SW 8 STREET, SUITE 302 7500 SW 8 STREET, SUITE 103-104
18	5	ANGEL VELOSO MD PA	7500 SW 8 STREET, SUITE 103-104
18	5	ORTA JR M.D. PA DAVID	7500 SW 8 STREET, SUITE 209
18	5	OBG MIAMI, LLC	7500 SW 8 STREET, SUITE 208-A
10	J	ODG MIAMI, LLC	/ JUU SYY U SIKEEI, SUIIE ZUO-A





MAP ID#	Map #	FACILITY	ADDRESS					
18	5	PULMONARY & CRITICAL CARE PHYSICIAN OF	7500 SW 8 STREET, SUITE 301					
10	5	SOUTH FLORI	7500 5W 6 STREET, SUITE SUT					
18	5	ROGELIO J. ZALDIVAR MD PA	7500 SW 8 STREET, SUITE 203					
19	5	PALMETTO SUB-ACUTE CARE CENTER	7600 SW 8 STREET					
20	6	D & D MEDICAL GROUP LLC	7650 W FLAGLER STREET					
21	1	LONGWILL DO PA DEBORAH	7700 SW 104 STREET					
22	6	LISA PEREZ- GROSSMAN MD PA	7795 W FLAGLER STREET, SUITE 23B&C					
23	5	PREFERRED CARE PARTNERS MEDICAL GROUP INC	7800 SW 24 STREET					
24	5	F & J REHABILITATION, INC.	7801 CORAL WAY, SUITE 114					
24	5	CALPE MEDICAL INC.	7801 CORAL WAY, SUITE 121					
24	5	F&J REHABILITATION INC	7801 CORAL WAY 114					
25	5	AMS MEDICAL & REHABILITATION CENTER INC	7805 CORAL WAY, SUITE 129					
25	5	PALMETTO REHABILIATION SERVICES, INC.	7805 CORAL WAY					
25	5	CARTAYA MARIA M.D. PA	7805 CORAL WAY, SUITE 131					
25	5	DIEZ M.D. PA FERNANDO	7805 CORAL WAY, SUITE 102					
25	5	EXCLUSIVE HEALTH SYSTEMS INC.	7805 CORAL WAY, SUITE 121					
25	5	GUILLERMO SOMODEVILLA M.D. P.A.	7805 CORAL WAY, SUITE 126					
26	5	MORNING STAR CENTERS INC	7811 CORAL WAY STREET, SUITE 106					
26	5	COMPLETE MEDICAL OF FLORIDA	7811 CORAL WAY, SUITE 132					
27	5	SAN JUDAS MEDICAL CENTER, INC.	7815 CORAL WAY, SUITE 105					
27	5	ADVANCED CLINICAL RESEARCH OF MIAMI, INC.	7815 CORAL WAY, SUITE 108					
27	5	INTERAMERICAN DIALYSIS INSTITUTE INC.	7815 CORAL WAY, SUITE 115					
27	5	SUNSHINE HEALTH CARE CORP	7815 CORAL WAY, SUITE 108					
27	5	MILLENIUM REHABILITATION CENTER	7815 CORAL WAY, SUITE 103					
28	5	LACAYO MYRIAM M.D.	7821 CORAL WAY, SUITE 101					
28	5	EXCLUSIVE MEDICAL REHABILITATION, INC	7821 CORAL WAY, SUITE 110					
28	5	AXELL F. PALMA M.D	7821 CORAL WAY, SUITE 101					
28	5	GUARI MASCARO MD PA	7821 CORAL WAY, SUITE 120					
29	2	morales & esserman & gaitan, md. llc	7867 N KENDALL DRIVE 2FLOOR					
29	2	KATIMS & WEISSMAN ENDOCRINOLOGY ASSOC. P.A.	7867 N KENDALL DRIVE 80					
29	2	SALKIND & GLUK MD LLC.	7867 N KENDALL DRIVE, SUITE 2ND,FL					
30	1	KENDALL ENDOSCOPY AND SURGERY CENTER	7875 SW 104 STREET, SUITE 201					
31	2	MICHEAL F. LEE, M.D.P.A.	7887 N KENDALL DRIVE, SUITE 230					



MAP ID#	Map#	FACILITY	ADDRESS
31	2	VASCULAR AND SPINE INSTITUTE INC	7887 N KENDALL DRIVE, SUITE
			210
31	2	PHYSICIANS HEALTH CENTER.	7887 N KENDALL DRIVE, SUITE 102
32	5	WELLMAX MEDICAL CENTERS-WESTCHESTER	7928 SW 8 STREET
33	6	VISION SPECIALTY CARE	7949 NW 2 STREET
34	6	LEON MEDICAL CENTERS INC	7950 NW 2 STREET
35	5	HOMERO RIVERO M.D. P.A.	7980 SW 24 STREET
36	6	FLAGLER DIAGNOSTIC CENTER	8000 W FLAGLER STREET, SUITE 101
36	6	LFC MEDICAL CENTER, INC.	8000 W FLAGLER STREET, SUITE 206
37	5	JL PHYSICAL THERAPY INC	8150 SW 8 STREET, SUITE 212
37	5	WELL-HEALTH MEDICAL	8150 SW 8 STREET, SUITE 219
38	6	FLAGLER REHABILITATION CENTER	85 GRAND CANAL DRIVE, SUITE 104
38	6	PACIFIC HEALTH REHABILITATION INC	85 GRAND CANAL DRIVE, SUITE 209
38	6	ANA M ELOSEGUI, MD., PA	85 GRAND CANAL DRIVE, SUITE 310
38	6	SOUTH FLORIDA MEDICAL HEALTH CENTER, INC.	85 GRAND CANAL DRIVE, SUITE 301
38	6	ADVANTAGE REHABILITATION CENTER	85 GRAND CANAL DRIVE, SUITE 300
39	2	ARKADIY V. PURYGIN M.D. D.O. P.A.	8950 SW 74 COURT, SUITE 1402
39	2	JAIME P. NAHMIAS M.D. P.A.	8950 SW 74 COURT, SUITE 1402
39	2	MIAMI NEUROLOGICAL INSTITUTE	8950 SW 74 COURT, SUITE 1206- 1210
39	2	KHARI H BRIDGES MD LLC	8950 SW 74 COURT, SUITE 1413
39	2	JULIEN J.M. MD. PA.	8950 SW 74 COURT, SUITE 1408
40	2	BAKER PLASTIC SURGERY P.A.	9155 S DADELAND BOULEVARD, SUITE PH1708
41	2	FTW LLC	9200 S DADELAND BOULEVARD, SUITE 320
42	2	LUIS FUENTES A.P. INTEGRATIVE DIAGNOSTICS	9420 SW 77 AVENUE, SUITE 101
L	1	1	l .

Table 5 - 18: Social Service Facilities in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	5	MIAMI UNIT 23E	7984 SW 8TH STREET
2	2	FLORIDA BAPTIST CHILDRENS HOMES REGIONAL OFFICE/CAMPUS - MIAMI	7748 SW 95TH TERRACE
3	2	FLORIDA BAPTIST CHILDREN'S HOMES	7748 SW 95TH TER
4	2	PINNACLE HOUSING GROUP	104 SW 9TH ST





Table 5 - 19: Aviation Transportation Facilities in SCE Study Area

MAP ID#	Map #	FACILITY	ADDRESS
1	4	Miami Dade International Airport	2100 NW 42ND AVE, MIAMI,
•	0	Miami Dade international Airpon	FL 33126

5.5 Community Plans, Goals, and Engagement

5.5.1 Community Plans and Goals

Local planning documents including local comprehensive plans, Long Range Transportation Plans (LRTPs), and sub-area plans help local governments establish priorities in investment and identify specific initiatives.

The project is listed as Project Number 432639-1 in FDOT's FY 2019-2024, Adopted Five Year Work Program, the FY 2018/19 – 2022/23 State Transportation Improvement Program (STIP), and the Miami-Dade TPO's FY 2019 – 2023 Transportation Improvement Program (TIP). Additionally, the project is listed in the Strategic Intermodal Systems 1st Five Year Plan FY 2019 – 2023. Within the Miami-Dade County TPO 2040 Long Range Transportation Plan (LRTP) the project is listed as adding managed lanes along the corridor (SR 826) from Us 1 to SR 836 in Table 6-10 | Partially Funded Projects.

5.5.2 Community Engagement

A public involvement plan was developed and is being implemented for the SR 826 (Palmetto Expressway) Project Development and Environmental (PD&E) Study from US 1 (Dixie Highway) to SR 836 (Dolphin Expressway) in Miami-Dade County. This plan is documented in the Public Involvement Plan (PIP), a companion document to this PD&E study and can be found in *Appendix D*. The PIP is a working document which will be updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques as they evolve during the life of the project. The PIP outlines the public involvement approach and activities required to be undertaken with the project, including lists of the contact persons, such as citizens, private groups (residential/business), officials, agencies, stakeholders, and media, and the means used to involve them in the process.

Public information meetings began in the winter of 2017 and have continued throughout the study process. Exhibits and project information has been and will



continue to be provided for public review and comment at each meeting. Exhibit and project information is also available on the project website at http://www.palmettoexpresslanes.com. Florida Department of Transportation (FDOT) representatives have been and will be available at each meeting to discuss the project and answer questions, as well as members of the consultant team.

Elected Officials/Agencies/Stakeholders Briefings – Briefings have been held with the following Elected Officials/Agencies/Stakeholders prior to the Kick-Off Meetings. The purpose of the briefings was to inform the attendees of the proposed project prior to the public kick-off meetings.

- City of Doral
- City of South Miami
- Village of Pinecrest
- Commissioner Rebecca Sosa's Special Project Liaison, District 6
- Commissioner Xavier L. Suarez's Aid, District 7

Kick-Off Meetings – Both Elected Officials/Agency and Public Kick-off Meetings were held in December 2017 in Miami-Dade County. Attendees were notified of the meetings in both English and Spanish through newspaper advertisements, notification letters, and a project website. The purpose of these meetings was to provide the officials and the community a forum through which to learn about the improvements being studied as well as the PD&E process in general, and to provide FDOT with initial concerns to consider in the study. Information including numerous exhibits was provided for public review. A project newsletter describing the PD&E study was distributed to meeting attendees.

Additional outreach included distributing Public Kick-Off Meeting notices at the following locations:

- Florida International University
- Florida Medical College
- Dolphin Mall
- Mall of Americas
- Dadeland Mall
- Miami International Mall
- Flagami NET Office

- Versailles Gardens II Condominium
- Flagler Corporate Center
- The Greenery Mall Administrative Office
- The Honorable Rebeca Sosa's Office



- The Honorable Xavier L. Suarez's Office
- The Honorable Jose "Pepe" Diaz's Office
- West Dade Regional Library
- South Miami Branch Library
- Kendall Branch Library

- Village of Pinecrest
- Alpha & Omega Church
- City of Sweetwater
- City of South Miami
- Village of Pinecrest
- Pinecrest Gardens

The following is a summary of the items discussed in the meeting:

- PD&E Study Process
- Project Study Area
- Needs of the Project
- No-Build Alternative Conditions
- Existing Conditions
- South Florida Express Lanes
- PD&E Study Milestone Schedule

The Kick off meetings were held on Tuesday, December 5, 2017 at the West Dade Regional Library, Auditorium 1, 9445 Coral Way, Miami, Florida 33165. A total of four written comments were received at these meetings. Approximately 29 people attended these meetings, of which six were elected officials.

The following are the primary topics of comments provided at the meetings:

- Noise Barriers
- Project Schedule

Elected Officials/Agencies/Stakeholders Briefings – Briefings were held with the following Elected Officials/Agencies/Stakeholders prior to the Alternatives Public Workshop:

- City of Doral
- City of South Miami
- Village of Pinecrest
- Commissioner Jose Diaz, District 12

Alternatives Public Workshop – An Alternatives Public Workshop was held in March 2019 in Miami-Dade County. Attendees were notified of the meetings in both English and Spanish through newspaper advertisements, notification letters, and a project website. The purpose of this workshop was to present alternative highway improvement concepts. Exhibits presenting project information were



provided for review. A project newsletter with information on the PD&E study to date was distributed to all attendees.

Alternative Public Workshop notices were distributed at the following locations:

- Florida International University
- Florida Medical College
- Dolphin Mall
- Mall of Americas
- Dadeland Mall
- Miami International Mall
- Flagami NET Office
- Versailles Gardens II Condominium
- Flagler Corporate Center
- The Greenery Mall Administrative Office
- The Honorable Rebeca Sosa's Office

- The Honorable Xavier L. Suarez's Office
- The Honorable Jose "Pepe" Diaz's Office
- West Dade Regional Library
- South Miami Branch Library
- Kendall Branch Library
- Village of Pinecrest
- Alpha & Omega Church
- City of Sweetwater
- City of South Miami
- Village of Pinecrest
- Pinecrest Gardens

The following is a summary of the items discussed in the workshop:

- PD&E Study Process
- Project Study Area
- Needs of the Project
- Existing Conditions
- No-Build Alternative Conditions
- South Florida Express Lanes

- Milestone Project Schedule
- Alternatives
- Roadway Typical Sections
- Evaluation Matrix
- Environmental Features

The workshop was held on Thursday, March 7, 2019 at the West Dade Regional Library, Auditorium 1, 9445 Coral Way, Miami, Florida 33165. A total of eight written comments were received at this workshop. Approximately 45 people attended the meeting.

The following includes the primary topic of comments provided at the workshop:

- Interest in Express Lanes
- Intersection Timing Plans





- Noise Barriers
- Transit Improvements
- The ROW Process

Public Hearing – A Public Hearing is tentatively scheduled for Fall 2019. The purpose of this hearing will be to present to the public the preferred alternative and seek public input. Numerous exhibits detailing the project will be provided for public review. A project newsletter describing the PD&E study to date will be distributed to all the attendees.

*This section will be completed after the Public Hearing.





6.0 EVALUATION OF POTENTIAL EFFECTS

Transportation projects may result in various environmental effects both positive and negative. Guidance published in 40 CFR §§1500-1508 describes three general effect categories to include in evaluations: direct, indirect, and cumulative. Each effect category is differentiated based on causation and timing factors. See below for a description of each:

- Direct effects are caused by the action and occur at the same time and place;
- **Indirect effects** are caused by the action and are later in time or farther removed in distance but still reasonably foreseeable;
- **Cumulative effects** result from the incremental effects of an action when added to other past, present, and reasonably foreseeable actions regardless of which agency or person undertakes the action.

As part of its ETDM process, the FDOT characterizes project effects. The Degree of Effect (DOE) indicates the relative intensity of a potential project effect and serves to standardize the description of effects in impact assessments. The DOE classification system will be used in this report to support the evaluation of direct, indirect, and cumulative effects. *Table 6-1* below introduces DOE classifications used by FDOT.

Table 6 - 1: Project Degree of Effect Classifications

N/A	Not applicable or no involvement
Enhanced (1)	Positive effect on resources
None (0)	No effect on resources
Minimal (2)	Little adverse effect on resources
Moderate (3)	Resources are affected; avoidance, minimization options available
Substantial (4)	Substantial interaction required; avoidance, minimization, mitigation
Dispute (5)	Does not conform to agency requirements





6.1 Efficient Transportation Decision Making (ETDM) Screening

The proposed project has been subjected to previous evaluation for sociocultural effects. The FDOT evaluated the project (ETDM #14308) as part of the ETDM programming screening process in 2016. Results of the previous evaluation are recorded in a project Summary Report included in *Appendix E*. The ETDM Summary Report includes preliminary assessment of environmental effects and documentation of regulatory agency coordination. *Table 6-2* summarizes the degree effect assigned by the participating and coordinating agencies including comments made by: US Environmental Protection Agency, National Parks Service, Natural Resources Conservation Service, National Marine Fisheries Service, US Army Corps of Engineers, US Fish and Wildlife Service, US Coast Guard, South Florida Water Management District, FDOT District Six, Florida Department of Agriculture and Consumer Services, Florida Department of Environmental Protection, Florida Department of State, and Florida Department of Economic Opportunity.

Table 6 - 2: Summary Degree of Effect Assigned During the ETDM Screening

Soc	ial and	d Ecor	nomic				Cult	ural		N	atural				Pl	Physical				
Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Resources	Historic and Archaeological Sites	Recreation Areas	Wetlands	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
2	4	4	N/ A	3	2	1	4	3	4	3	4	3	3	2	3	2	4	3	2	3

Issues described in the ETDM screening relevant to the SCE evaluation generally highlight moderate to substantial environmental effects. Results describe no involvement to farmlands, and minimal involvement to economic, land use changes, coastal and marine, air quality, and navigation. Moderate involvement is to be expected regarding the following: aesthetic effects, historic and archaeological sites, wetlands, floodplains, wildlife and habitat, noise, infrastructure, and special designations. Additionally, six issues were identified as





having a substantial degree of effect: social, relocation potential, Section 4 (f) potential, recreation areas, water quality and quantity, and contamination.

Substantial concern was expressed by the U.S. Environmental Protection Agency related to potential effects to children and disadvantaged populations (low income, minority, and limited English proficient) given the higher than average presence of these populations and the presence of multiple schools within the quarter-mile project buffer.

Concern was also expressed by the U.S. Environmental Protection Agency regarding the number of contaminated features within proximity to the project. FDOT conducted additional coordination with the USEPA regarding their concerns. FDOT provided USEPA with a response to comments received through the Environmental Screening Tool. FDOT's response outlined action that would be taken to address EPA's comments. Commitments including the development of a Sociocultural Effects Evaluation and Public Involvement Plan during PD&E were identified to address USEPA's comments on the project.

The Florida Department of Economic Opportunity noted the importance of the corridor in freight/goods movement and that reduced congestion would benefit logistics/freight companies located in the area. DEO also noted Miami International Airport, Dadeland Mall, and the Mall of the Americas would benefit from increase mobility in the project area.

6.2 Social

This section presents the potential social impacts of the project on the communities within the study area. Analysis here considers the potential for effects on community groups and community resources, potential demographic shifts including the influx or departure of populations, and the effect of the project in the creation/elimination of barriers to community interaction. Finally, consideration is given in this section to safety and emergency response impacts including those affecting pedestrians, bicyclists, and motorists.

6.2.1 Demographics

Demographic information reported in Section 5.3 and trend data taken from the Sociocultural Data Report (SDR) produced for the project study area through



FDOT's Environmental Screening Tool (EST) show the characteristics (racial and ethnic composition, educational attainment, income level, and vehicle access) of the local population within an established community have remained relatively constant over the past decade. See **Appendix F** for the SDR.

In comparison to the No-Build Alternative, Alternatives 1, 2, and 3 would provide congestion relief by adding additional capacity to the State Highway System. Additionally, the Build Alternatives (Alternatives 1,2, and 3) would improve system to system connectivity between SR 874 and SR 836. Direct lane connections for buses to the South Miami-Dade Busway provided in Alternatives 2 and 3 would enhance transit connectivity regionally. Alternative 3 would provide uninterrupted express lane connection between SR 874 and SR 836. The build alternatives are intended to improve traffic operations along an existing transportation corridor in an area of Miami-Dade County that is generally built-out. The Build Alternatives will support the population growth regulated by local land development plans. The future land use pattern described in the Miami-Dade County Comprehensive Development Master Plan, Future Land Use Map is similar to the pattern of development that is now present.

As discussed later in Section 6.7 relocations will occur from development of the Build Alternatives but will affect a relatively small number of parcels along an existing corridor. It is not anticipated that any of the alternatives would result in either the influx of a new or displacement of a segment of the existing population. It is not likely any of the alternative would change the demographic composition of the established communities within the study area.

6.2.2 Community Cohesion

Community cohesion refers to the quantity and quality of interaction among people in a community and is exhibited by the degree to which residents know and care about their neighbors and participate in neighborhood activities. A cohesive community often exhibits an outward identify. Each alternative is evaluated to identify if the proposed action will influence the way community members interact with one another.

Of the three Build Alternatives, none involve neighborhood division or social isolation including impacts to existing access ways and routes. SR 826 is an existing facility; thus, the neighborhoods that abut the corridor should experience minimal

change. Each of the build alternatives have relocation impacts on both residential and commercial properties, with residential properties containing most of the parcels that involve potential relocations. However, those relocations occur at the edges of established neighborhoods and incorporate a relatively small number of properties when compared to the neighborhood overall. The build alternatives, when compared to the No-Build Alternative, would improve the future year operation of multiple freeway segments on SR 826 and at intersections within the surrounding community. The improved operation of these facilities would reduce congestion on local roadways improving access to local businesses and activity centers reducing the barrier that congestion creates within surrounding neighborhoods.

Community outreach, and relocation assistance programs are being implemented to mitigate potentially negative community effects. The integrity of existing communities will be maintained and impacts to community cohesion are anticipated to be minimal.

6.2.3 Safety / Emergency Response

To determine the number of crashes occurring along the corridor the FDOT Crash Analysis Reporting System (CARS) was used. Between the five-year period of January 1, 2011 to December 31, 2015 a total of 4,555 occurred along the project corridor of which 2,618 (57.5 percent) were rear end crashes, 849 (18.6 percent) were sideswipes, and 482 (10.6 percent) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and weaving, merging, diverging, and other lane changing maneuvers within the project area. The majority (547) of the total crashes between 2011 and 2015 occurred between milepost ranges 6.0 - 6.5 (14 percent), 7.0 - 7.5 (16 percent), and 8.0 - 8.5 (15 percent), resulting in 964 injuries and one fatality.

Each of the Build Alternatives (Alternatives 1, 2, and 3) would have a positive impact on safety and emergency response. By diverting some of the future traffic volume off the general use lanes, the express lanes will help increase gaps, providing more space for vehicles entering SR 826/Palmetto Expressway to safely merge, reducing weaving and sideswipe crashes. Express lanes would limit the amount of merging points, however, the number of vehicles entering and exiting the express lanes could decrease safety at those locations. The lanes would



additionally provide more consistent traffic flow during peak traffic periods shortening emergency response service times.

Regarding emergency evacuations, SR 826 is designated as an emergency evacuation route by the Florida Division of Emergency Management. The added capacity of the roadway will enhance emergency evacuation through the added capacity.

Based on the foregoing, a Summary Degree of Effect of Substantial has been assigned to the Social issue.

6.3 Economic

This section presents a summary of the potential economic impacts of the project in the study area, local area, and region. Potential project effects on business and employment activity in the study area, including industries with specific needs (e.g., freight distributor) or significance (e.g., regional employer) are discussed. Economic-oriented land uses/designations and special designations (e.g., economic improvement zones) are assessed. Consideration is given to potential impacts on the local government tax base. Changes to routes, access, and parking affecting businesses, employment centers, or community facilities are identified.

6.3.1 Business Access and Activity

Based on figures produced by the US Census Bureau reported in the Longitudinal Employer-Household Dynamics database, the SCE study area currently supports 28,255 jobs (*Table 6-3*). The Accommodations and Food Services; Retail Trade; Professional, Scientific, and Technical Services; and Health Care and Social Assistance support the greatest share of the job market.



Table 6 - 3: SCE Study Area Jobs by NAICS Industry Sector

NAICS Industry Soctor	Year	2015
NAICS Industry Sector	Count	Share
Agriculture, Forestry, Fishing, and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	877	3.1%
Manufacturing	470	1.7%
Wholesale Trade	1256	4.4%
Retail Trade	9,191	32.5%
Transportation and Warehousing	438	1.5%
Information	102	0.4%
Finance and Insurance	1920	6.8%
Real Estate and Rental and Leasing	367	1.3%
Professional, Scientific, and Technical Services	3,878	13.7%
Management of Companies and Enterprises	425	1.5%
Administration & Support, Waste Management and	1,419	5.0%
Remediation		
Educational Services	904	3.2%
Health Care and Social Assistance	3,483	12.3%
Arts, Entertainment, and Recreation	34	0.1%
Accommodation and Food Services	2,613	9.2%
Other Services (excluding Public Administration)	687	2.4%
Public Administration	191	0.7%

The express lanes proposed for SR 826 are a part of a larger system throughout Southeast Florida that either are in operation, under construction, or in the planning and design phase. This includes two other sections of SR 826: 1) SR 93/I-75 to west of NW 17 Avenue and 2) West Flagler Street to north of NW 154 Street and along I-75 from SR 826/Palmetto Expressway to NW 170 Street in Miami-Dade County.

The abovementioned roadways along with the express lanes planned/operating along I-595, I-95, Turnpike Mainline, I-75, and the Sawgrass Expressway complete a network of connected roadways. The express lanes will improve access to the industry sectors noted in *Table 6-3*, thereby supporting the economic development of the area and region.

Traffic volumes on arterial roadways traversed by the project will not be changed significantly by any build alternative. Therefore, traffic-based businesses such as retail trade are not expected to be negatively affected. Additionally, no existing





business will be bypassed by the build alternatives. Affected industry sectors from potential relocations is discussed in Section 6.7.

6.3.2 Special Designations

One census tract within the quarter mile study area qualifies as an Opportunity Zone. These zones were established by congress in the Tax Cuts and Jobs Act of 2017 as a tax incentive for reinvestment in low income communities. Qualified Opportunity Zones retain their designation for 10 years. Within each zone, investors can defer taxes on financial gains, so long as the gain is reinvested in a Qualified Opportunity Fund. Opportunity Zones are expected to spur public-private partnerships in disadvantaged communities.

The Build Alternatives (Alternatives 1, 2, and 3) would represent a public investment in transportation infrastructure in an area targeted for economic redevelopment, an action supportive of the purpose of the Opportunity Zone. No ROW is expected to be required from any business within the noted Opportunity Zone surrounding the project.

6.3.3 Traffic Patterns

Combined with the general use lanes, and interchange improvements the express lanes will improve mobility, throughput, travel speeds, and travel time for this vital SIS facility and crossing roadways. Additionally, this facility will link to future express lane networks planned for I-75, I-95, and the northern section of SR 826. When complete, this regional system will greatly improve capacity, safety, connectivity, and peak-hour travel times, enhancing the system linkage of this region of Miami-Dade County.

Each Build Alternative would cause a unique shift in traffic. Unlike Alternatives 2 and 3 which begin express lane service at US 1, Alternative 1 does not begin service until SW 56th Street. All three alternatives have one express lane to SR 874 and two between SR 874 and SR 836. Alternative 3 is the only alternative that has one express lane elevated and one at grade between SR 874 and SR 836. Although capacity has increased along SR 826, no significant changes in AADT are expected along arterial roadways when comparing the build and no build alternative using 2045 volumes. Due to no significant change in AADT, businesses that operate along the corridor are not expected to be negatively affected or



bypassed by the build alternatives. However, some businesses will experience potential relocations and ROW takings (see Section 6.7).

6.3.4 Tax Base

While occurring mostly in existing ROW all three Build Alternatives require both residential and commercial relocations as well as parcel impacts. Alternative 1 requires 36 parcels (24 potential relocations), Alternative 2 requires 53 parcels (25 potential relocations), and Alternative 3 requires 54 parcels (30 potential relocations). Some tax revenue will be lost from the affected parcels. To approximate the amount of revenue lost by Miami Dade County from the potential relocations, property tax data was examined, and calculations were based on 2018 totals. Alternative 3 resulted in the most revue lost annually at \$237,564. Alternative 1 and 2 showed comparable totals at \$172,708 and \$179,163 respectively. While the county will see an initial loss in value, local businesses and neighborhoods will experience improved access via the express lanes. This could offset some of the negative effects with properties near the facility and within the study area experiencing an increase in value over time. Relocation potential is discussed further in Section 6.7.

Based on the foregoing, a Summary Degree of Effect of Minimal has been assigned to the Economic issue.

6.4 Land Use

The following section identifies the project's consistency with local and regional land use and transportation plans and evaluates the project's consistency with the physical character of the area. The land use analysis considers the project's compatibility with the community's existing/planned land use patterns and urban form. Additionally, the evaluation includes the identification of the potential for effects on unique community features (e.g., historic landmarks/structures), and changes in acreage devoted to public spaces including conservation lands and parks.

6.4.1 Plan Consistency

Local planning documents including Long Range Transportation Plans (LRTPs), local comprehensive plans, and sub-area plans help local governments establish priorities in investment and identify specific initiatives.





As noted previously in Section 5.5.1, the project is listed in the Miami-Dade TPO's FY 2019 – 2023 Transportation Improvement Program (TIP), as Project Number 432639-1 in FDOT's FY 2019-2024, Adopted Five Year Work Program, and the FY 2018/19 – 2022/23 State Transportation Improvement Program (STIP). Additionally, the project is listed in the Strategic Intermodal Systems 1st Five Year Plan FY 2019 – 2023. Within the Miami-Dade County TPO 2040 Long Range Transportation Plan (LRTP) the project is listed as adding managed lanes along the corridor (SR 826) from US 1 to SR 836 in Table 6-10 | Partially Funded Projects.

6.4.2 Existing Land Use

Existing land use was assessed through review of current zoning map information. GIS shapefiles were downloaded from the Florida Geographic Data Library and compared to the SCE study area. **Table 6-4** reports total area by zoning description found within the study area. The predominant land use present is residential (51.28 percent), followed by Retail/Office (14.15 percent), and Public/Semi-Public (11.57 percent).

Table 6 - 4: SCE Study Area Generalized Land Use

Zoning Description	Acres	Percent
Acreage Not Zoned for Agriculture	11.12	0.44%
Agricultural	0.95	0.04%
Centrally Assessed	17.53	0.70%
Industrial	85.35	3.39%
Institutional	96.62	3.84%
Parcels with No Values	15.75	0.63%
Public/Semi-Public	291.27	11.57%
Recreation	18.88	0.75%
Residential	1291.03	51.28%
Retail/Office	356.12	14.15%
Vacant Nonresidential	70.80	2.81%
Vacant Residential	261.27	10.38%
Water	0.92	0.04%

Occurring well within the Miami-Dade urban growth boundary, SR 826, a limited access expressway, is consistent with the character and intensity of surrounding development. Other than the localized effects of potential relocations for the three build alternatives, this project is not expected to affect the current or future



land use of the area. Potential relocations make up less than half of 1 percent of the land use identified in Table 6.4. Therefore, the acreage per zoning classification is not expected to significantly change. Furthermore, no impacts to recreation and open space are expected by any build alternative.

6.4.3 Growth Patterns and Trends

A population and employment analysis conducted by the Miami-Dade TPO for the 2040 Long Range Transportation Plan shows that between 2010 and 2040 population is expected to grow by approximately 800,000 (30 percent) and employment is expected to grow by over 600,000 (40 percent). Traversing four of the six transportation planning areas (Central, Northwest, South, and West) the greatest population and employment growth is expected to occur within the South transportation planning area. This area expects a population increase of 49.6 percent and an employment increase of 64.5 percent. Experiencing a more modest growth pattern, the other three transportation planning areas are expected to grow at the following percentiles: The Central area is projected to increase its population by 27.9 percent and employment by 32.5 percent, the Northwest is projected to increase its population by 20 percent and employment by 41.9 percent, and population within the West is projected to increase by 12.5 percent and employment by 42.5 percent. The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826 corridor.

The additional capacity and systems reliability provided by the build alternatives is intended to provide some accommodation to the projected increase in population, employment and travel demand.

6.4.4 Community Features

Community features consists of notable public and private locations, facilities, or organizations that are important to the local residents. The full list of community features can be found in Section 5.3. Of those, only one feature is impacted under Alternative 3. Gulliver Preparatory School is located at 8000 Miller Drive, Miami, FL 33155 and is a private high school that abuts SR 874 (Don Shula Expressway). This school has been listed as a potential relocation due SR 874 traversing the southeast corner of the structure. Dependent upon the alternative chosen there would be little to no direct effect to the community focal points.





Based on the foregoing, a Summary Degree of Effect of Minimal has been assigned to the Land Use issue.

6.5 Mobility

This section identifies potential project effects on mobility and accessibility in the study area with emphasis on non-driving population groups (i.e., elderly, young, disabled, and low-income individuals). Changes to existing travel patterns, traffic circulation, or accessibility were assessed. The effects of tolling on low-income populations were considered based on the inclusion of the express lanes considered in each alternative.

6.5.1 Accessibility and Connectivity

The proposed corridor improvements will enhance multimodal modes in several different ways. The mobility of the corridor will be enhanced by connecting the express lanes system to the US 1 Busway Corridor. This connection will support Bus Rapid Transit (BRT) with buses being able to use the express lanes at no cost. FDOT is proposing to allocate a portion of the collected tolls to support the Bus Rapid Transit regional express bus service operations on the corridor. The proposed interchange improvements will add the needed capacity to improve the operations in and out of the freeway system. These interchange improvements provide the ability to enhance the local bus service operations by adding routes and/or improving the existing ones. The study area is currently served by 28 bus transit routes and Metrorail.

The crossing roadway improvements, at selected locations, will improve the bicycle and pedestrian facilities. For example, SW 72nd Street (Sunset Drive) in Alternatives 2 and 3 will now include bicycle lanes in both directions. Additionally, the transportation-disadvantaged would experience better connectivity and accessibility to essential services (employment centers, support services, etc.) through a more reliable transit system due to operational and capacity improvements. Due to SR 826 being an existing facility, no changes to connectivity are expected between residential and non-residential areas via the roadway network.





6.5.2 Traffic Circulation

Level of Service (LOS) varies among the four alternatives. Should no changes be made by the year 2045 traffic is expected to increase by 37 percent, with 27 locations along the interstate operating below a LOS D. The overall operations of the corridor are projected to operate better than the No-Build Alternative. The proposed improvements will redistribute traffic between the express lanes and the general use lanes allowing for an increase in traffic volume which will optimize the operations of the system. The SR 826 mainline section is projected to have lower densities and volume over capacity ratios with the proposed improvements when compared against the No-Build Alternative. Widening and turn lane modifications along the cross streets are adding capacity to facilitate the interchange ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges. No public parking area is expected to be impacted or modified as a result of this project. Overall, the proposed improvements are reducing the amount of delay at each intersection improving the flow of traffic and the number of vehicles being processed.

6.5.3 Tolling Effects

SR 826 is an existing facility that is a part of Florida's turnpike system. The express lanes proposed for the three build alternatives all would involve variable tolled pricing otherwise known as congestion pricing. Congestion pricing bases the amount tolled on how congested the adjacent lanes (non-variable priced lanes) are and vice versa. Any motorists who choose to travel in the express lanes could experience an economic impact. Based on a current proposal from the FDOT, a portion of the revenue collected will go to support regional BRT service along the corridor.

Express lanes can benefit all drivers, including disadvantaged populations as congestion is reduced in the general purpose lanes by those who chose to drive in the variable-priced lane. Regardless of income category the county benefits from these lanes through enhanced service for public service vehicles (police, fire, and ambulances). Disadvantaged populations are historically more likely to use transit as a mode of transportation. Transit users do not pay to use the express lanes due to an agreement between the transit agencies and FDOT. This improves the improves the frequency and reliability.





Based on the foregoing, a Summary Degree of Effect of Enhanced has been assigned to the Mobility issue.

6.6 Aesthetics

This section assesses the project's compatibility with the community's aesthetic values related to noise, vibration, and physical appearance. The section examines the type and intensity of project impacts on noise sensitive sites (e.g., residential areas, hotels, nursing homes, and parks); vibration sensitive sites (e.g., residential uses, eye clinics, dentist offices, and hospitals); special viewsheds and vistas; community focal points; historic structures, districts, and landmarks; and community character.

6.6.1 Noise and Vibration

A traffic noise study was performed in accordance with 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise, and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook.

Design year (2045) traffic noise levels for the Build Alternative will approach, meet, or exceed the noise assessment criteria (NAC) at 824 residences and 12 special land use sites within the project limits. In accordance with Federal Highway Administration (FHWA) and FDOT policies, the feasibility and reasonableness of noise barriers were considered for those impacted noise sensitive sites.

Noise barriers were not considered a feasible abatement option at 56 impacted residences within NSAs 7, 28, 29, 44, 47, 65, 66, 67 and eight special land use sites within NSAs 26, 48, 56, 69, 72, 75, 79, and 93. Noise barriers at these locations would restrict access to these sites and/or other properties, would require additional right of way to be acquired, or represents an isolated impacted residence.

Noise barriers were evaluated for 768 of 824 residences and four of the 12 special land use sites that approach, meet, or exceed the NAC. Twenty-five separate common noise environments (CNEs) were used to assess noise barriers at these locations. The results of the noise barrier analysis for each of these CNEs are summarized in *Table 6-5*. Of the 25 CNEs presented in *Table 6-5*, noise barriers are recommended for further consideration during the project's design phase and for



public input at 14 locations. Noise barriers are not recommended for further consideration at 11 locations. The locations and limits of the noise barriers (both recommended and not recommended) are depicted in *Appendix G* and presented in *Table 6-5*.

The 14 CNEs where noise barriers are recommended include: S2-1W, S2-2E, S2-2W, S4-1E, S5-1E, S5-1W, S6-1E, S6-1W, S7-1E, S7-1W, S8-1E, S8-1SW, S8-2SW, and S9-1E. Noise barriers at six of the 14 CNEs were determined to be preliminarily feasible and cost reasonable for the noise sensitive sites (i.e., S2-1W, S2-2E, S2-2W, S4-1E, S5-1E, and S8-2SW). The cost per benefited receptor site at these six conceptual noise barrier design locations are within FDOT's noise barrier cost criteria of equal to or less than \$42,000 per benefited receptor site and they will meet FDOT's noise reduction reasonableness criteria of 7 dB(A) at one or more impacted sites.

Noise barriers at eight of the 14 CNEs where noise barriers have been recommended for further consideration represent replacement noise barriers (i.e., \$5-1W, \$6-1E, \$6-1W, \$7-1E, \$7-1W, \$8-1E, \$8-1SW, and \$9-1E). At these locations, the existing noise barriers or segments of the existing noise barriers, would be physically impacted by the proposed improvements and be required to be removed. The conceptual designs of these replacement noise barriers would be, at a minimum, an in-kind replacement or optimized to maximize the amount of noise reduction at the impacted residences in order to maintain the FDOT's previous noise commitments. In addition, the recommended conceptual noise barrier designs will meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. Since these are replacement noise barriers, the reasonable cost criteria of equal to or less than \$42,000 per benefited receptor site is not applicable since these barriers.

The recommended noise barriers at these 14 CNEs are expected to reduce traffic noise by at least 5 dB(A) at 720 residences including 310 of the 824 impacted residences along the project corridor. The estimated cost of the recommended noise barriers is \$15,646,200. Additional noise barrier analysis will be performed during the project's design phase when more detailed project design information is available. It is during the project's design phase that final decisions regarding noise barrier length and height are made and an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot tall shoulder mounted noise barriers recommended for construction





on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

Noise barriers were not found to be feasible or cost reasonable at 11 CNEs. Seven of the 11 CNEs represent residential areas (i.e., \$1-1W, \$2-1E, \$3-1E, \$3-2E, \$3-1W, S4-1W, and S9-1W) and the remaining four represent non-residential/special land use sites (i.e., S1-SDTMP, S1-VMP, S4-2W, and S5-2W). The cost to construct noise barriers at these seven residential areas would exceed FDOT's reasonable cost criteria of equal to or less than \$42,000 per benefited receptor site or the optimal conceptual noise barrier design did not meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. The high cost of providing noise abatement at these locations is attributed to the low number of benefited residences related to the low density of residences in these areas especially between Snapper Creek Expressway and SW 56th Street. Also, the effectiveness of noise barriers is limited for providing noise abatement to the impacted residences (i.e., patios) associated with the high-rise residential buildings (i.e., up to nine floors) in the vicinity of Kendall Drive and SR 836. The patios are above the maximum height of a noise barrier (i.e., 22 feet). Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 514 of the 824 impacted residences or at 12 special land use sites along the project corridor. Therefore, impacts to these and other noise sensitive sites along the project corridor are an unavoidable consequence of the project. For additional information please see the Noise Study Report (NSR) in the SWEPT file at FDOT offices.





Table 6 - 5: Noise Barrier Evaluation Summary and Recommendations

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)		Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 1 (SR	826 from North of S	SW 116th Street to S	W 104th S	treet - See	Appendix (3 Sheet											
Silver Palm Plantation and Killian Green Estates - West of US 1 between Killian Parkway and 104th Street / NSA 5	S1-1W	GM-CD3 (Ground Mounted Noise Barrier)	18	850	1033+50	1042+00	3	3	8	11	7.2	9.2	\$459,000	\$41,727	YES	NO	Represents the optimal conceptual noise barrier design at this location but in not recommended for further consideration and public input during the project of selegin phase. The additional construction crost associated with utility refocations (i.e., overhead execting) and drainage modifications to accommodate the noise barrier at this boation would result in an exceedance of the Reasonableness Cost Citeria.
South Dade Trail Mini Park - West of US 1 between Killian Parkway and 104th Street / NSA 4	S1-1SDTMP	SDTMP-CD3 (Ground Mounted Noise Barrier)	22	450	1033+50	1038+00	Special Land Use	-	1		5.0	5.0	\$297,000	-	NO	NO	The conceptual design does not meet either FDOT's 7.0 dB(A) Noise Reduction Design Goal or the Reasonableness Cost Criteria for special land uses. A noise barrier is not recommended for further consideration or public input during the project's design phase.
Veterans Wayside Park - East of US 1 and North of Killian Parkway / NSA 6	S1-VMP	VWP-CD1 (Ground Mounted Noise Barrier)	18	700	1034+00	1041+00	Special Land Use		_	-	7.3	14.9	\$378,000	_	NO (Usage of park less than required to be cost reasonable)	NO	The conceptual design meets FDOTs 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special land uses. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 2 (SR I	oise Study Segment 2 (SR 826 from SW 104 Street to Snapper Creek Expressway - See Appendix G Sheet 1)																
Pearl Dadeland and Toscano Condos - East of SR 826 between 104th Street and Snapper Creek Expressway / NSA 29	S2-1E	GM-CD1 (Ground Mounted Noise Barrier	16	660	44+00	2001+30	94	0	5	5	6.2	7.5	\$316,800	\$63,360	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Woodside Kendall Condos, Colony Apartments, Ken Dade Condos, and Summit Tower of Dadeland -	\$2-1W	SM-CD2 (Shoulder Mounted Noise	8	300	20+00	23+00	55	51	81	132	9.9	13.7	\$870,000	\$6.591	YES	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase; Note that any of the 14-foot-tall shoulder
West of SR 826 between 104th Street and Snapper Creek Expressway / NSAs 21, 22 and 23		Barrier)	14	1,900	23+00	42+00											mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
Village at Dadeland and Dadeland			8	100	2013+00	2014+00											Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the
Park - East of SR 826 between 104th Street and Snapper Creek	\$2-2E	SM-CD2 (Shoulder Mounted Noise Barrier)	14	900	2014+00	2025+00	41	41	9	50	8.8	11.9	\$426,000	\$8,520	YES	YES	project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will
Expressway / NSA 36 and NSA 37			8	100	2025+00	2026+00											need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			14	1,200	2003+00	2015+00											
		SM-CD2 Segment 1 of 2 (Shoulder Mounted	8	100	2015+00	2016+00											
Paradise at Dadeland Condos, Kings Creek South Condos and		Noise Barrier)	14	900	2016+00	2025+00											Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the
The Village at Kings Creek Condos - West of SR 826 between 104th	e at Kings Creek Condos - R 826 between 104th		8	200	2025+00	2027+00	158 60	60	59	119	7	9.5	\$1,260,000	\$10,588	YES	YES	project's design phase. Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will
Street and Snapper Creek Expressway / NSAs 30, 34, and 35		SM-CD2 Segment 2 of 2 (Shoulder Mounted	8	400	2000+00	2004+00											need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
		Noise Barrier)	14	500	2004+00	2009+00											





Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost (\$30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteris of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 3 (Snap	oper Creek Express	sway to SW 72nd St	reet/Sunse	et Drive - S	ee Appendi	x G Sheet 2	2)										
Andrews Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 39	S3-1E	SM-CD4 (Shoulder Mounted Noise Barrier)	14	1,050	2026+50	2037+00	3	3	5	8	7.3	10.4	\$441,000	\$55,125	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dBA) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Windsor Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 39	\$3-2E	GM-CD1 (Ground Mounted Noise Barrier)	14	700	2040+00	2047+00	3		0	3	8.9	9.8	\$294,000	\$98,000	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Kendall Creek Grove and Jennings Estates - West of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 38	S3-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	14	2,670	2028+50	2054+20	13	88	12	20	6.6	7.9	\$1,121,400	\$56,070	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 4 (SW)	72nd Street/Sunset	Drive to SW 56th S	treet/Miller	r Road - Se	e Appendix	G Sheet 2)										
Residential Subdivision 1 - East of SR 826 and North of SW 72nd Street / NSA 46	S4-1E	SM-CD1 (Shoulder Mounted Noise Barrier)	8	4,820	2058+00	2106+00	33	20	8	28	6.9	10.1	\$1,156,800	\$41,314	YES	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase.
Green Tree Estates - West of SR 825 and North of SW 72nd Street / NSA 52	S4-1W	SM-CD1 (Shoulder Mounted Noise Barrier)	8	2,000	2057+00	2077+00	7	7	2	9	6.6	7.9	\$480,000	\$53,333	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Critera. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Mami Memorial Park Cemetery - West of SR 826 and North of SW 72nd Street / NSA 53	S4 - 2W	MMPC-CD1 (Ground Mounted)	18	3,200	2073+00	2105+00	Special Land Use	-	-	-	7.9	12.7	\$1,728,000		NO (Usage of cemetery less than required to be cost reasonable)	NO	The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special uses. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 5 (SW 5	56th Street/Miller R	load to SW 40th Stre	eet/Bird Ro	oad - See A	ppendix G	Sheets 2 an	d 3)										
Lakewood Villas, Miller Lake, and Lakeview Gardens (East Side) -		SM-CD3 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,300	2109+00	2122+00											Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase, Note that any of the 14-loot stall shoulder
North of 56th Street and Between SR 826 and SR 874 / NSA 57	S5-1E	SM-CD3 Segment 2 of 2 (Shoulder Mounted	8	400	2106+00	2110+00	29	6	54	60	6.9	12.0	\$894,000	\$14,900	YES	YES	mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in
		Noise Barrier)	14	600	2110+00	2116+00											accordance with FDOT's noise policy.
Lakewood Villas Miller Lake, and			14	950	113+00 (SR 874)	50+50 (SR 874)											Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the
Lakeview Gardens (West Side) - North of 56th Street and Between SR 826 and SR 874 / NSA 57	ew Gardens (West Side) - S5-1W Mounte	SM-CD2 (Shoulder Mounted Noise Barrier	8	300	50+50 (SR 874)	53+50 (SR 874)	29	10	39	49	6.5	9.5	\$1,311,000	Not Applicable- Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	project's design phase; Represents an in-kind replacement noise barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in
			14	2,000	53+50 (SR 874)	73+50 (SR 874)											writing by the State Structures Design Engineer in accordance with FDOTs noise policy.
Tropical Park - West of SR 826 and	S5-2W	TP-CD1 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	8	3,850	50+00	90+00	Special Land		_	-	7.6	11.1	\$2.196.000		NO (Usage of park less than required to be	NO	The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special uses. A noise barrier is not recommended for full-
North of SW 56th Street / NSA 64	SACRETE	TP-CD1 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	18	2,300	90+00	113+00	Use				7.0		en monado		cost reasonable)	1300	or special state. A Problem dense in the project's design phase at this location.





Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)		Cost (\$30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Oriteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 6 (SW 4	0th Street/Bird Ro	ad - SW 24th Street/	Coral Way	- See App	endix G Sh	eet 3)											
Central Miami Subdivision - East of SR 826 Between SW 40th Street and SW 24th Street / NSA 70	S6-1E	SM-CD2 (Shoulder Mounted Noise Barrier)	14	5,180	116+00	168+00	53	45	0	45	10.5	14.3	\$2,175,600	Not Applicable- Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces essiting barrier with 14-doubtal barrier, Note that any of the 14-doubt all shoulder mounted noise barriers to be construded on a relatiniqual will meet approval in writing by the State Shructures Design Engineer per FDOT's noise policy.
Baker Way Manor, Sunrise Manor and Coral Way - West of SR 826 between SW 24th St and SW 40th Street / NSA 72	S6-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	14	4,000	127+00	167+00	35	32	8	40	7.4	9.9	\$1,680,000	Not Applicable- Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the prometic design phase. Replaces estiling barrier with 14-foot-ball barrier. Note that any of the 14-foot-ball shoulder mounted noise barriers to be constructed on a relatinity said with need approval in writing by the State Shructures Design Engineer per FDOT's noise policy.
Noise Study Segment 7 (SW 2	4th Street/Coral W	ay - SW 8th Street/	Tamiami Tı	rail - See A	Appendix G	Sheets 3 an	d 4)										
Hardwood Village and Miami Gateway Communities - East of SR 826 between SW 24th Street and SW 8th Street / NSA 74	\$7-1E	SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	4,470	172+00	217+50	59	59	4	63	7.6	11.2	\$1,877,400	Not Applicable- Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the proport's design phase. Replaces estiling barrier with 14-doct all barrier. Note that any of the 14-doct all shoulder mounted noise barriers to be construded on a relating wall will need approval in writing by the State Structures Design Engineer in accordance with FDOTs noise policy.
Coral Way Plaza and Miracle		Existing Shoulder Mounted Noise Barrier Segment to Remain	12	1,175	198+00	215+50								N/A			
Manor Communities - West of SR 826 between SW 24th Street and SW 8th Street / NSA 76	S7-1W	SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	2,040	177+50	198+00	24	22	8	30	7.7	11.2	\$856,800	Not Applicable- Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase. Replaces estiling barrier with 14-doct sall barrier, Note that any of the 14-doct sall shoulder mounted noise barriers to be constructed on a retaining wall with need approval in writing by the State Structures Design Engineer in accordance with FODT's noise policy.
Noise Study Segment 8 (SW	8th Street/Tamiami	Trail to Flagler Stre	et - See Ap	pendix G	Sheet 4)												
Flagami East - East of SR 826 and	S8-1E	SM-CD3 (Replacement	14	2,040	227+00	2246+00	36	30	8	38	6.6	8.2	\$1,000,800	Not Applicable- Replacement	Meets Noise Reduction Goal; Reasonable Cost Criteria Not	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase. Replaces existing barrier with an 8-floot and 14-foot-lat barrier. Note that any of the 14-foot-lat shoulder
North of SW 8th Street / NSA 88	50-12	Shoulder Mounted Noise Barrier)	8	600	2246+00	2252+00	30	50	ů	30	0.0	0.2	\$1,000,000	Noise Barrier	Applicable	723	mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy
Flagami West - West of SR 826 and North of SW 8th Street / NSA 90	S8-1SW	SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	1,700	231+00	2248+00	21	20	3	23	7.8	9.8	\$714,000	Not Applicable- Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase. Replaces estiling barrier with 14-doct-sal barriers. Note that any of the 14-doct-sal shoulder mounted noise barriers to be constructed on a relatinity sall with need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
Flagami West - West of SR 826 and North of SW 8th Street / NSA 90 and NSA 91	S8-2SW	SM-CD2 (Ground Mounted Noise Barrier)	14	2,270	1873+00	224+50	16	16	25	41	8.6	10.5	\$953,400	\$23,254	YES	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design hase. Note that any of the 14-6-bot all shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.





Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites		Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost (\$30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Further	Comments												
Noise Study Segment 9 (FI	agler Street to SR 8	136 - See Appendix (3 Sheet 4)																										
		Existing Shoulder Mounted Noise Barrier Segment to Remain	12	1175	2251+00	2262+00								N/A															
Winona Park Subdivision - East of SR 826 Between W Flagler Street and SR 836 / NSA 99	S9-1E	SM-CD3 (Replacement Shoulder Mounted Noise Barrier)	14	1,120	2262+00	2273+00	7	6	4	10	10.8	15.3	\$470,400	Not Applicable- Replacement Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase, Replaces existing barrier with 1-do-to-lail barrier. Note that any of the 14-bot-lail shoulder mounted noise barriers to be constructed on a relating wall will need approval in writing by the State Shructures Design Engineer per FDOT's noise policy.												
Royal Palm Apartments - West of		Segment 1 of 2 (Shoulder Mounted Noise Barrier)		(Shoulder Mounted		(Shoulder Mounted Noise Barrier)		(Shoulder Mounted Noise Barrier)	(Shoulder Mounted Noise Barrier)	(Shoulder Mounted Noise Barrier)		(Shoulder Mounted Noise Barrier)	(Shoulder Mounted Noise Barrier)	(Shoulder Mounted Noise Barrier)		1,500	2270+00	3285+00											Represents the lowest cost conceptual noise barrier design; The conceptual design meets the Reasonableness Cost Criteria but
SR 826 Between W Flagler Street and SR 836 / NSA 100	S9-1W	Segment 2 of 2 (Shoulder Mounted Noise Barrier)	14	2,050	2270+00	12+00 (Ramp - SR 836 to SR 826)	100	24	18	42	5.5	6.2	\$1,491,000	\$35,500	NO	NO	does not meet FDOT's 7.0 dB(A) Noise Reduction Design Goal. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.												





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, commercial, and institutional land uses. Construction related 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. A reassessment of the project corridor for additional sites particularly sensitive to construction noise and/or vibration will be performed during the final design phase to ensure that impacts to such sites are minimized.

6.6.2 Viewshed

Impacts of views/vistas from/of SR 826 are anticipated to be limited as the roadway is an existing facility. Alternatives 1 and 2 involve widening the roadway at grade with new ramp configurations for the proposed express lanes. Alternative 3 is likely to create a larger viewshed impact as it involves a second and third level elevated express lane bridge system in the middle of the roadway. This raised structure will also require a new ramp network and configuration.

The SR 826 corridor is approximately seven miles and is urbanized supporting a wide range of land uses at varying densities. Development along the corridor incorporates larger structures such as the Mall of the Americas, Dadeland Mall, and several large office buildings. These larger buildings along with transportation infrastructure including rail lines, bridges, and roadways all contribute to the existing visual character of the area where large built elements are not uncommon. Residential parcels make up approximately 62 percent of the land use within a quarter mile of the project and occur at a smaller scale. As existing structures these residences are unlikely to experience viewshed effects, unless Alternative 3 is chosen as the Locally Preferred Alternative (LPA). With the development of Alternative 3, the elevated express lanes would become a predominant visual feature along much of the corridor including in many residential areas. This visual intrusion into residential areas may be objected to by the public. However, the Miami-Fort Lauderdale-Port St Lucie Metropolitan Area is among the ten largest metropolitan areas in the nation. Major infrastructure such as elevated lanes are common in these major cities and would not be





unique to SR 826. The proposed roadways would generally fit with the character of other major infrastructure elements found in major metropolitan areas.

Continued public coordination is recommended to identify context sensitive design solutions that lessen the visual impact of each alternative. Based on the potential for contention related to project aesthetics, a Summary Degree of Effect Moderate has been assigned to the Aesthetics issue.

6.7 Relocations

The conceptual design plans presented for all three alternatives shown in Appendix A of this document identify several areas of expanded right-of-way. Affected parcels and their corresponding land use are identified in Appendix C. Of the three Build Alternatives, Alternative 3 requires the largest number of affected parcels (54) with 30 potential relocations and 24 partial takings. Of the 30 potential relocations, 23 are single family homes (5.17 acres) and seven are commercial properties (4.64 acres). The seven potential commercial relocations involve the following: Maribelle Day Spa; two service stations [Chevron and Shell]; one retail building that includes a Gym Source, Allstate, Kendall Bait and Tackle, and a framing store; Gulliver Preparatory School (private high school), and two office buildings. Alternative 3 is the only build alternative that impacts the high school. The 24 partial relocations impact an array of land uses that are presented in the above referenced appendix. In total Alternative 3 impacts 11.65 acres.

Impacting a similar number of parcels (53) Alternative 2 would result in 25 potential relocations (6.86 acres) and 28 partial takings (2.00 acres), totaling 8.86 acres. Single family homes are impacted the most (5.11 acres) representing 21 of the relocations. The four potential commercial relocations involve Maribelle Day Spa, two service stations [Chevron and Shell], and an automotive store [Palmetto Tires and Mt. Professional Window Tint and More]. Comparable to Alternative 3 there is a large range of land use classifications for the 28 partial takings.

Resulting in the fewest number of parcel impacts than any of the build alternatives, Alternative 1 affects 36 parcels, of which 24 result in potential relocations and 12 would require a partial taking. 4.49 acres or 20 single family home parcels would be needed. Concerning commercial businesses, Maribelle Day Spa, two service stations [Chevron and Shell], and an automotive building





[Palmetto Tires and Mt. Professional Window Tint and More] would be impacted should this be the preferred alternative.

While the overall degree of effect for this issue is substantial, vacant residential properties make up just over 10 percent or 261 acres of the corridor giving those affected the opportunity to relocate in their neighborhood. Additionally, no non-residential uses have unique or special characteristics that are not likely to be reestablished in the community. Furthermore, just under 3 percent (70) acres of vacant non-residential property is available for purchase. To minimize the unavoidable effects of ROW acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of Displaced Persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17.

Based on the foregoing, a Summary Degree of Effect of Substantial has been assigned to the Relocations issue.

A Conceptual Stage Relocation Plan is currently being developed as part of the FDOT PD&E Study. Once complete, that report will be issued under separate cover. The findings of that report will be considered in the context of sociocultural effects and incorporated into this document.





7.0 ENVIRONMENTAL JUSTICE, CIVIL RIGHTS, AND RELATED ISSUES

7.1 Protected Populations in the Study Area

The project has been developed in accordance with the requirements of Title VI of the Civil Rights Act of 1964. This project is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI of the Civil Rights Act provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of federal, state, or local government.

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," directs that Federal agencies identify and address, as appropriate, disproportionately high and adverse health or environmental effects of their programs, policies, and activities on minority populations and low-income populations.

The US Environmental Protection Agency's Council on Environmental Quality (CEQ) provides guidance in identifying the presence of protected populations at rates more likely to result disproportionate negative effect. Those thresholds are described below.

- A **50 percent** criterion population analysis to determine those area geographies where minority and/or low income individuals equal to or exceeded 50 percent of the population.
- A meaningfully greater criterion analysis in which minority and/or low-income population percentages within individual geographies (census block groups) were compared to the reference population (county) and found to exceed the reference area population.

The demographic analysis included in Section 5.3 shows that the minority population (race and Hispanic combined) exceeds 87 percent of the total population, a figure similar to the county-wide average of 86 percent. A smaller low-income population is present within the study area (13.8 percent) when compared to the county (19.0 percent).





7.2 Summary of Effects

As noted previously in Section 5.3, no displacement or isolation of any population will result from the proposed improvements. However, the acquisition of additional right-of-way will require a number of potential relocations regardless of the build alternative chosen. The project will ultimately improve capacity, operations (including freeway/interchange accessibility and freight movement), safety, emergency evacuation multimodal access (bus operations/BRT), and regional express lane network connectivity.

The proposed project will enhance local and regional mobility. Improved freeway, interchange, and intersection operations benefit all drivers as congestion is reduced in the general purpose lanes by those who chose to drive in the variable-priced lane. Regardless of income category the county benefits from these lanes through enhanced service for public service vehicles (police, fire, and ambulances). Disadvantaged populations are historically more likely to use transit as a mode of transportation. FDOT allows Miami Dade transit vehicles to use the express lanes free of charge, which improves frequency and reliability. Furthermore, FDOT is using toll revenue to help fund BRT in the Miami Dade County.

Minimal effects are expected to land use as existing and future land use is unaffected other than the parcels requiring a potential relocation. A moderate effect will be felt to economic activity from a loss in tax base, however, increased access to employment centers could offset lost revenues.

Substantial impacts on relocations and social issues could be felt, though as previously stated no displacement or isolation of any population will result from the proposed improvements and relocation impacts will be mitigated through the Uniform Relocation Act. Potential for public controversy exists related to the number of right-of-way takings. Additionally, some concern has been expressed by the public regarding visual aesthetic and results of the noise analysis show 514 residencies and 12 special use sites would be negatively affected after mitigation.

Overall, when combined project effects are evaluated in the context of the identified disadvantaged populations, community benefits are expected to outweigh any potential negative effects.





7.3 Disproportionate High and Adverse Effects

Order 5610.2a, Final DOT Environmental Justice Order directs that federal actions avoid disproportionately high and adverse effects on minority populations and low-income populations. EPA guidance suggests a comparative analysis be used to consider the conditions faced by an appropriate comparison population when establishing the presence of a disproportionality effect.

Project effects including negative noise, relocation, and visual impacts resulting from the Build Alternatives occur throughout the project corridor with no single area of focus. The rate of minority residents is also generally evenly distributed along the project corridor with most census block groups containing minority rates greater than 80 percent. With both population and effects generally evenly distributed across the study area, disproportionality is difficult to establish. Expanding the population comparison to the reference geography (Miami-Dade County) again shows consistency in the presence and size of the minority population within the region. Both the Study Area (87 percent) and county (86 percent) have similarly high minority population rates. It is not likely that the siting of an alternative corridor anywhere in Miami-Dade County would affect a fewer number of minority residents.

Based on the foregoing and though the majority of project effects fall primarily on a minority population, those impacts are not disproportionate as minority groups make up the majority of the population in Miami-Dade County. The Build Alternative would not result in disproportionately high and adverse effects on a minority or low-income population.





8.0 RECOMMENDATIONS AND COMMITMENTS

8.1 Summary of Project Effects

The SCE Evaluation is intended to be a planning tool that incorporates community values, quality of life, and socioeconomic interests into the transportation planning process. As documented in this evaluation, development of the proposed express lanes would result in a range of community effects.

Project effects related to six key socioeconomic areas are documented in **Table 8-1**. In addition to the listing of effects, a degree of effect for each SCE area is included to convey the overall character of expected impacts. Reference can be made to **Table 6-1** to identify additional information degrees of effect assignment.

8.2 Conclusions

The purpose of this project is to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety, emergency evacuation multimodal access (bus operations/BRT), and regional express lane network connectivity on SR 826 from US 1/South Dixie Highway to SR 836/Dolphin Expressway.

The need for this project is based on operational capacity, safety, freight movement, and system linkage. Currently experiencing poor LOS and safety issues due to design (capacity, weaving, merging, diverging, etc.) the proposed express lanes are expected to provide motorists and transit users with a viable option for consistent and dependable travel. The BRT service operating in the express lanes will provide enhanced service to transit riders. By connecting to the express lanes network north of the project limits along SR 826 as well as those planned for I-75 and I-95, a regional network will further improve mobility.



Table 8 - 1: Summary of Sociocultural Effects with Degree of Effect

SCE Issue	Effect	Degree of Effect
Social	 Areas of right-of-way acquisition both residential and commercial Temporary construction impacts Limited to no direct effect on community focal points No division or isolation of existing populations 	Substantial
Economic	 Limited reduction in taxable land Improved access to local business and neighborhoods via express lanes Supports freight movement Improves access in specially designated "Opportunity Zone" 	Minimal
Land Use	 Project occurs in existing urban environment Existing land use will remain the same No direct negative impacts to community focal points 	Minimal
Mobility	 Temporary disruptions to traffic Reduced traffic congestion Improves safety Improved regional access A part of the regional express lane network 	Enhanced
Aesthetics	 Potential increased visual awareness of the corridor Potential for public concern 514 residencies and 12 special use sites would be negatively affected by noise after mitigation 	Moderate
Relocations	 24 to 30 potential relocations, with 36 to 54 parcels impacted Right-of-way takes are to support express lane on and off ramps 	Substantial

The Build Alternatives are expected to improve congestion that often creates a barrier surrounding neighborhoods. This will further improve access to local business and activity centers, spurring economic development. Additionally, the Build Alternatives will help support the expected population growth identified in the Miami Dade 2040 LRTP. Due to SR 826 being an existing facility the future land use appears to be consistent with what is now present as well as with what the Build Alternatives propose. The integrity of existing communities will be maintained





and impacts to community cohesion are anticipated to be minimal. Emergency evacuations and response time will also see an improvement from the added operational capacity.

Impacts to views/vistas along the project corridor are unlikely to be experienced by residencies, unless Alternative 3 is chosen as the Locally Preferred Alternative (LPA). The noise analysis shows 514 residencies and 12 special use sites would be negatively affected after mitigation, which has been shown to be of public concern. Major infrastructure such as elevated lanes are common in major cities and would not be unique to SR 826. The proposed roadways would generally fit with the character of other major infrastructure elements found in major metropolitan areas.

The Build Alternative identify 36 to 54 parcel impacts and 24 to 30 potential relocations. In order to minimize the unavoidable effects of ROW acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). Additionally, dependent upon the alternative chosen there would be little to no direct effect to the community focal points.

Express lanes provide benefits to users of all income levels and backgrounds as travel times along the corridor and the connecting side streets will be reduced. Overall, the project will enhance the community it supports.

8.3 Recommendations for Resolving Issues

In light of the analysis presented, the express lanes are expected to have positive effects on local economic activity and mobility with limited negative sociocultural effects. Continued public engagement efforts are suggested to identify the level of concern present within the community related to changes in land use and increased noise and vibration.

As of the date of this documents publication two recommendations have been received by the public that are currently being considered: 1) FDOT will continue to coordinate with Miami-Dade Expressway Authority (MDX) on the approach and process to modify the connections to and from SR 874 and SR 836 in and out of SR 826 and 2) FDOT will continue to coordinate with Miami-Dade Transit (MDT)





on the approach and process to connect the SR 826 express lanes system to the US 1 Busway Corridor, this includes discussing strategies to enforce the use of the bus only lanes and the access in and out of the express lanes system. Public feedback and coordination will continue to take place with the public throughout the PD&E process.

Impacts will be managed and addressed as appropriate before, during and after the project in accordance with FDOT and other agency policies, programs, and procedures.

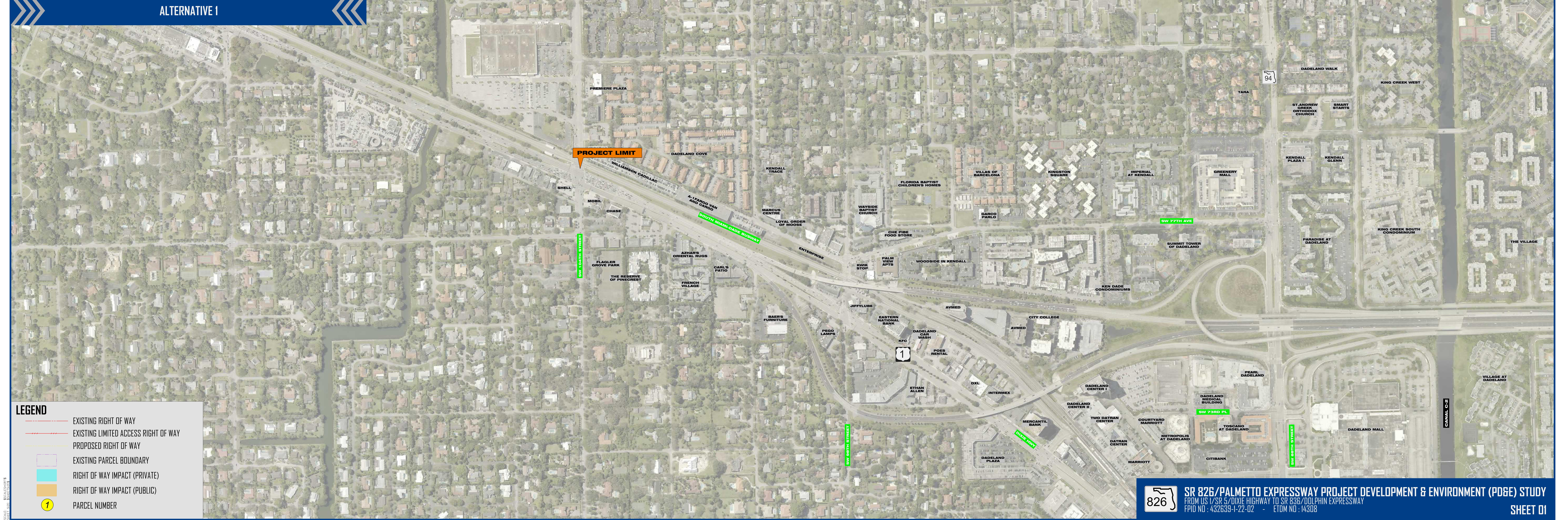
8.4 Project Commitments

There are currently no commitments related to SCE issues.



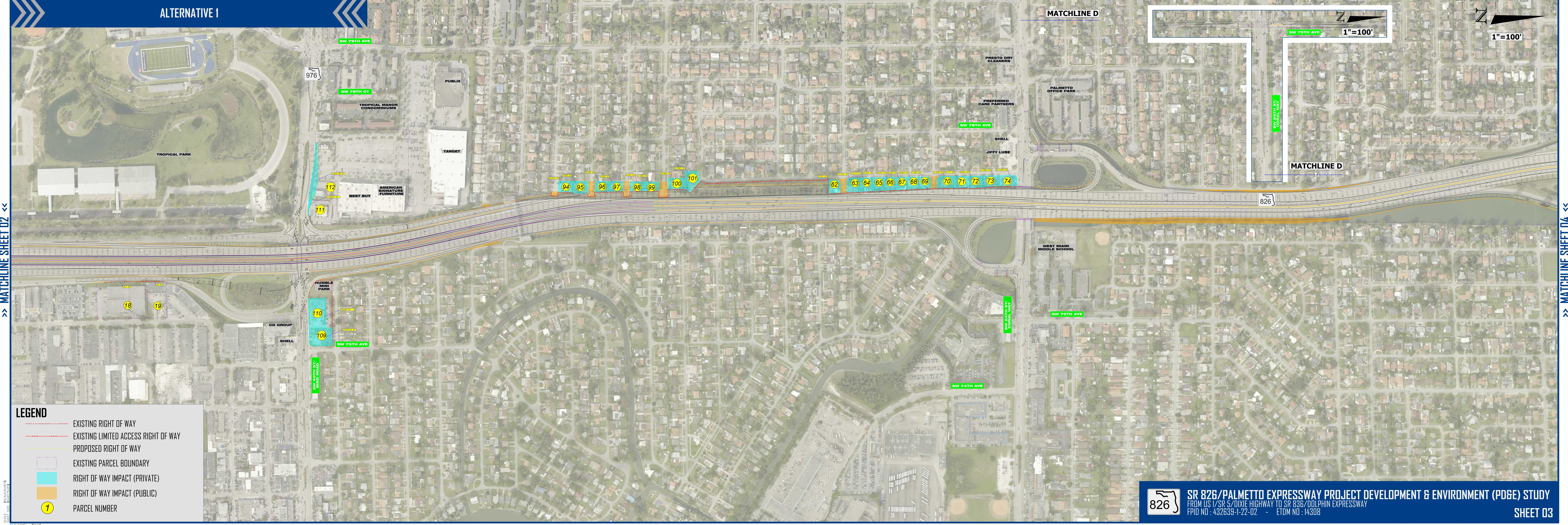


APPENDIX A

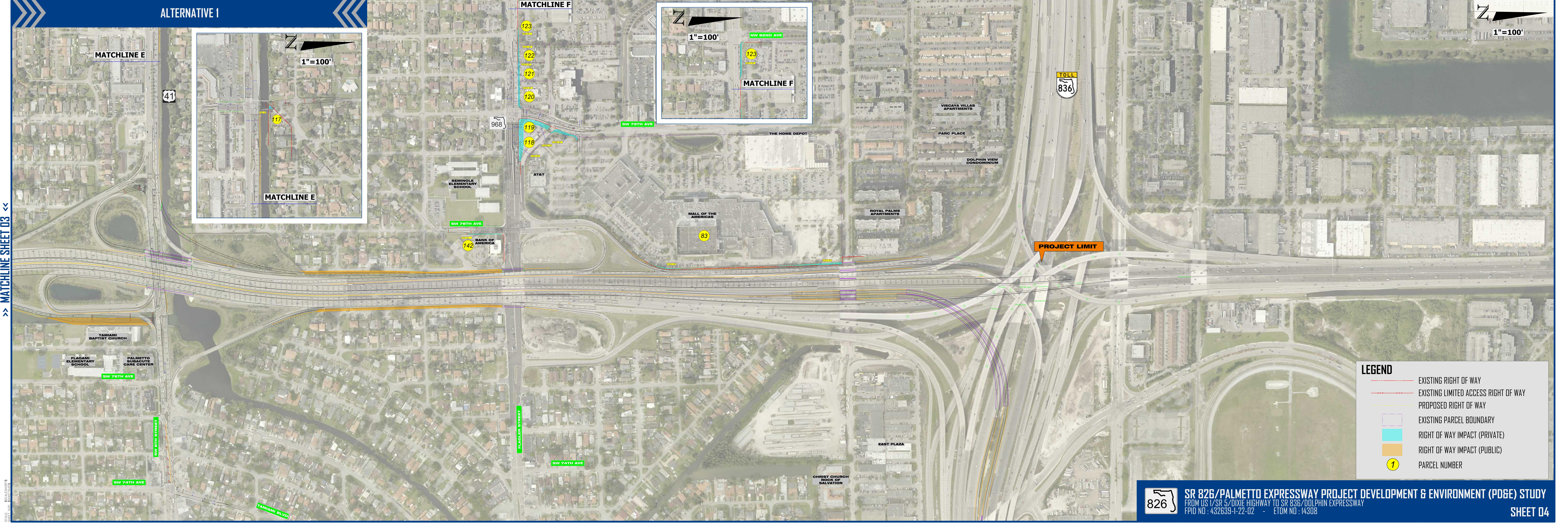


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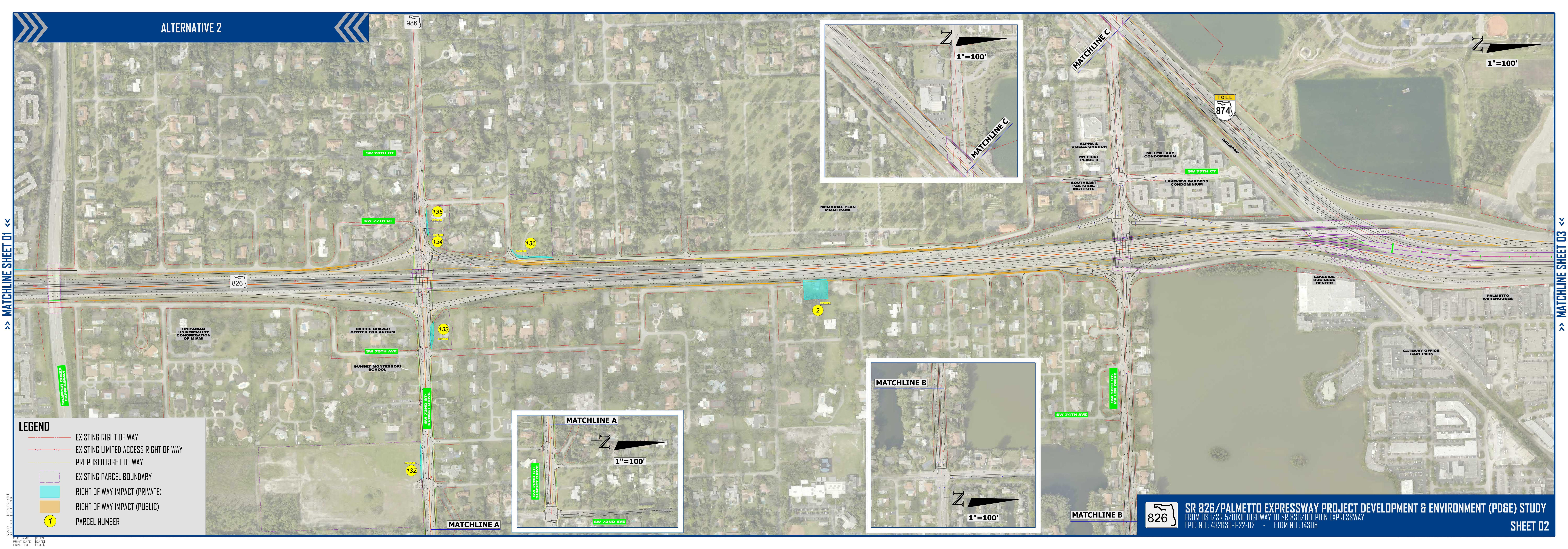


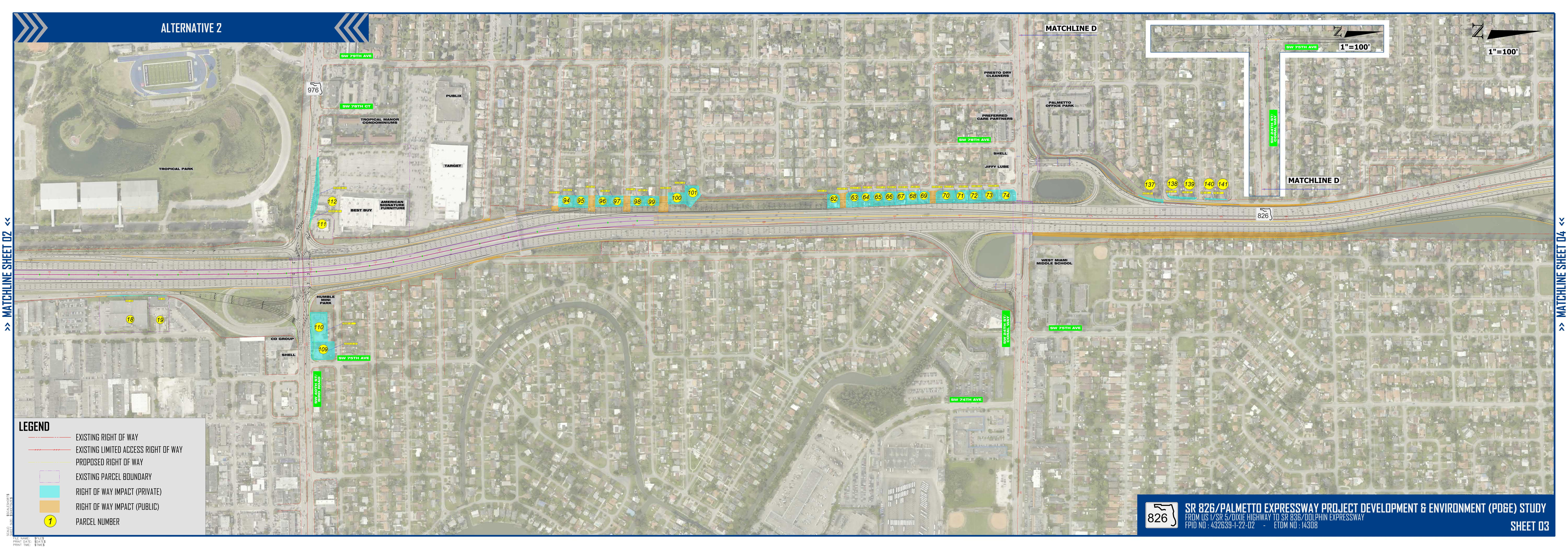
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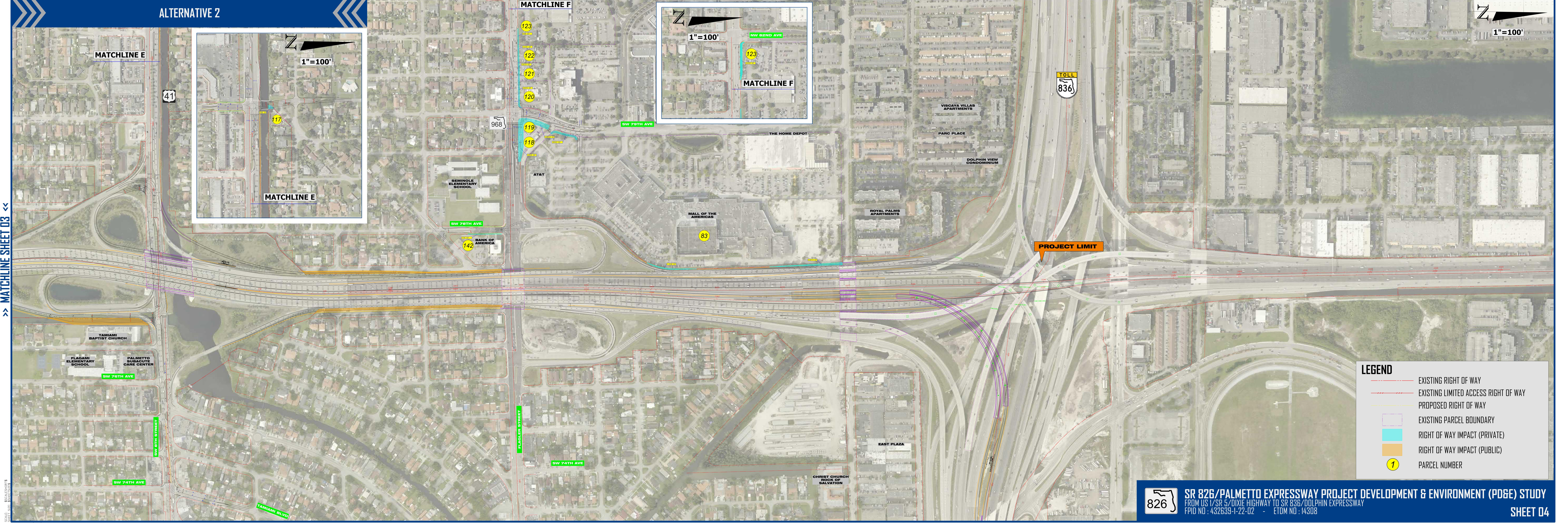


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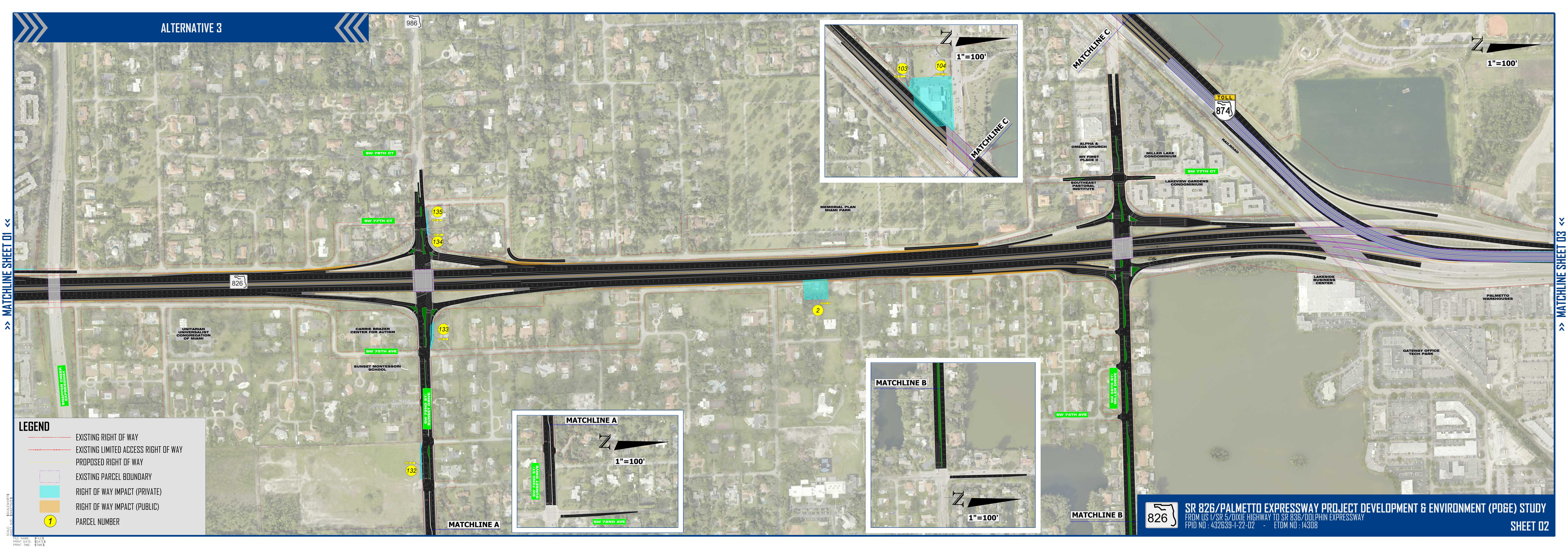


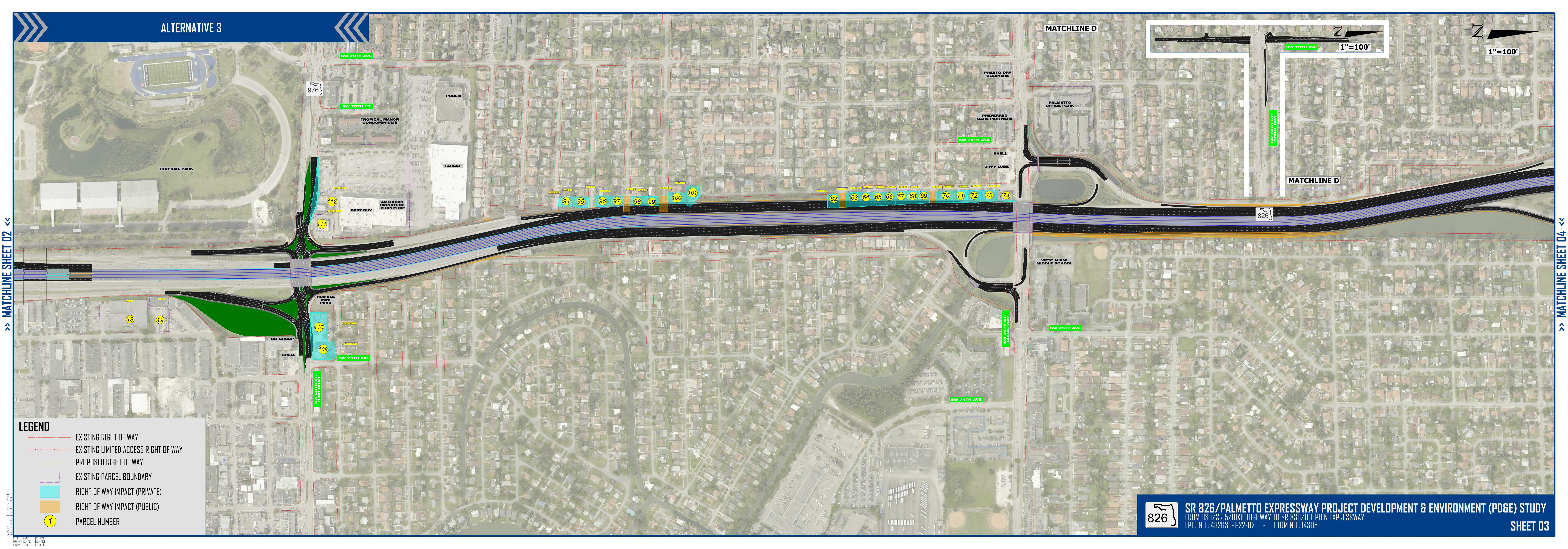


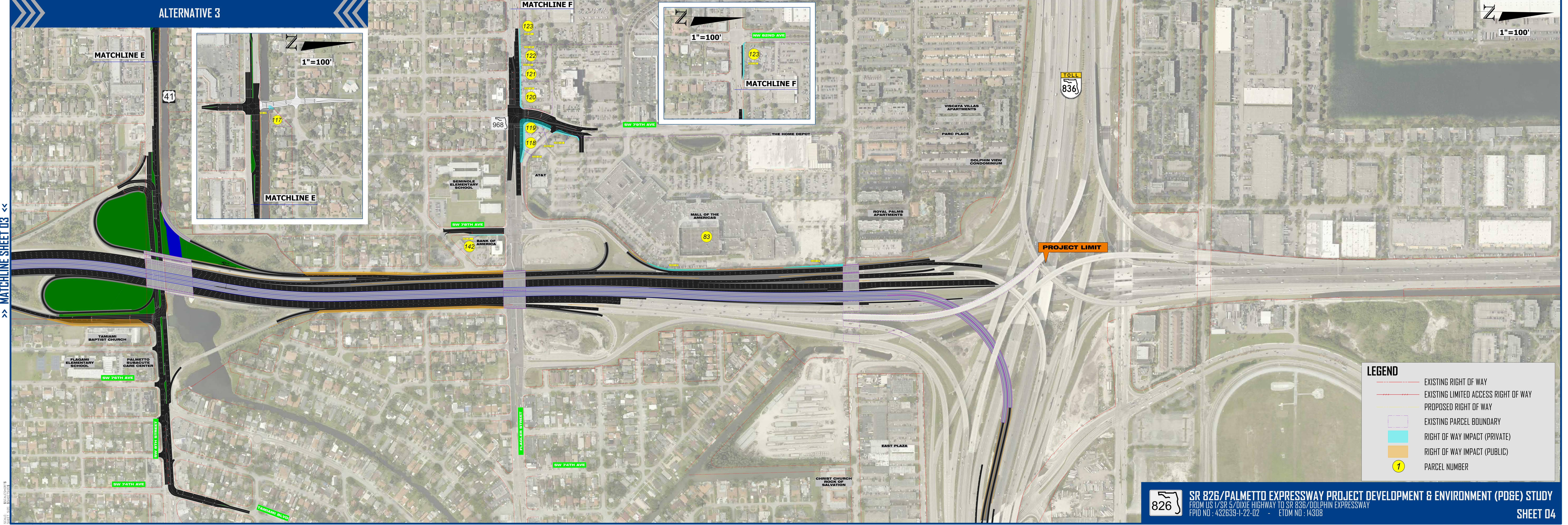


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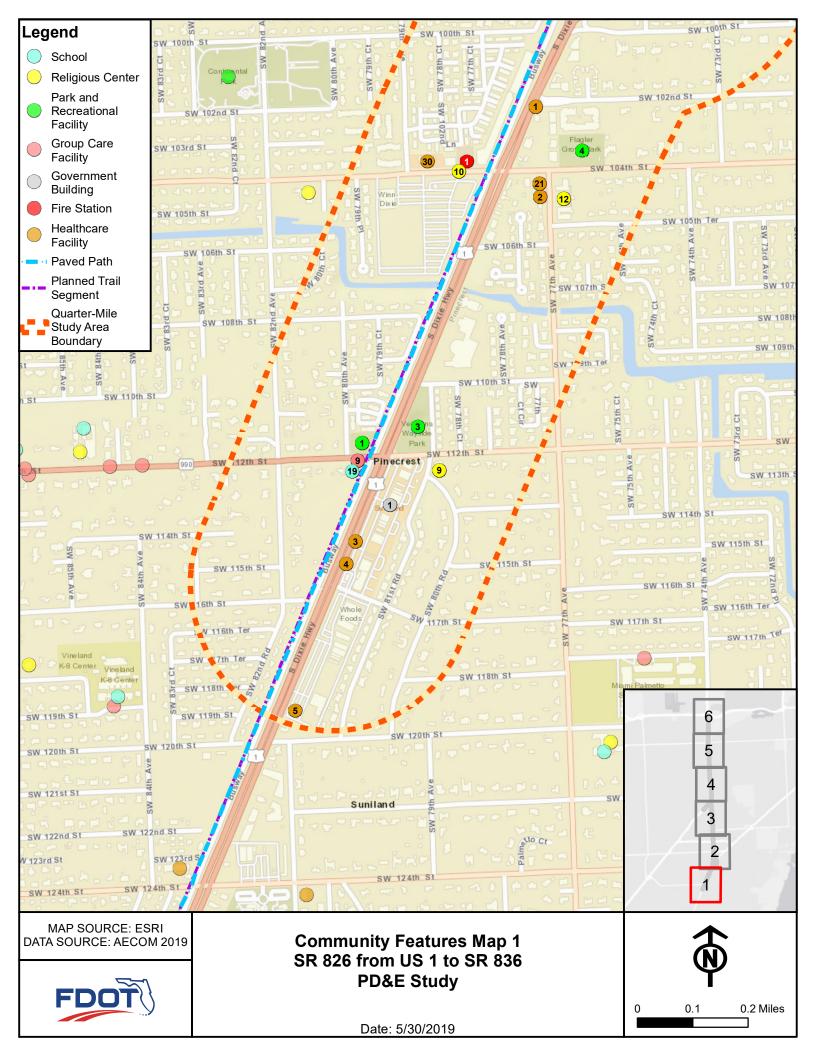


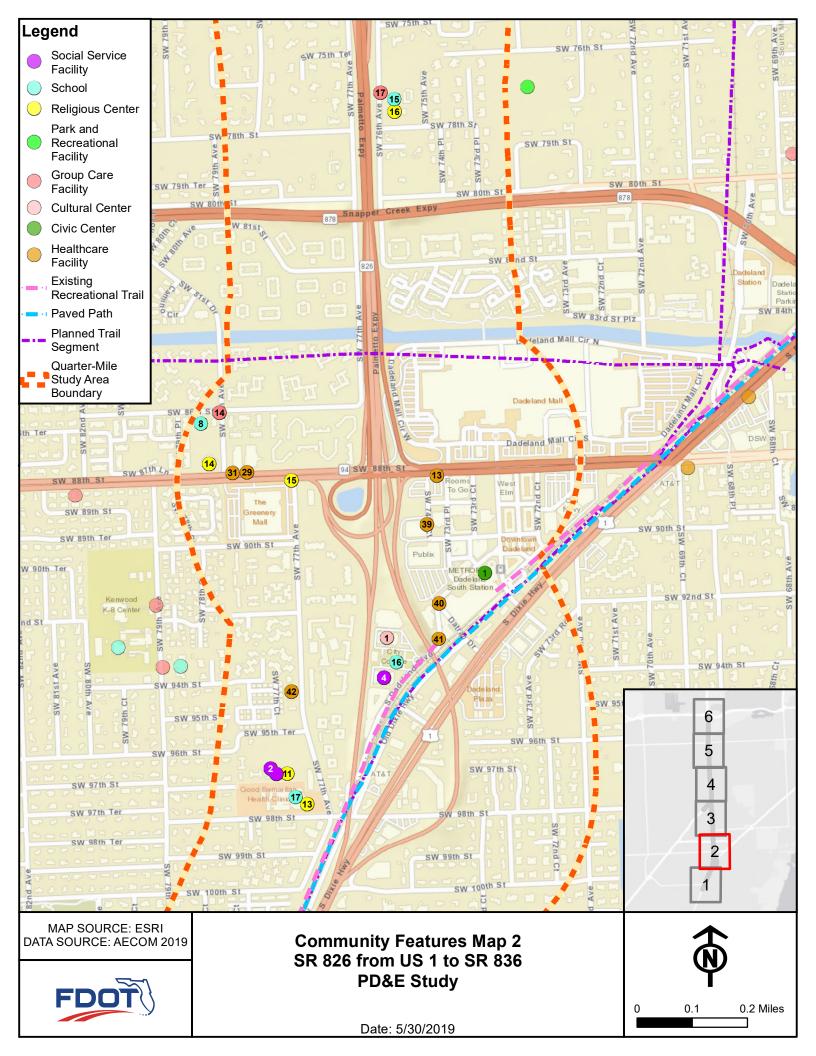


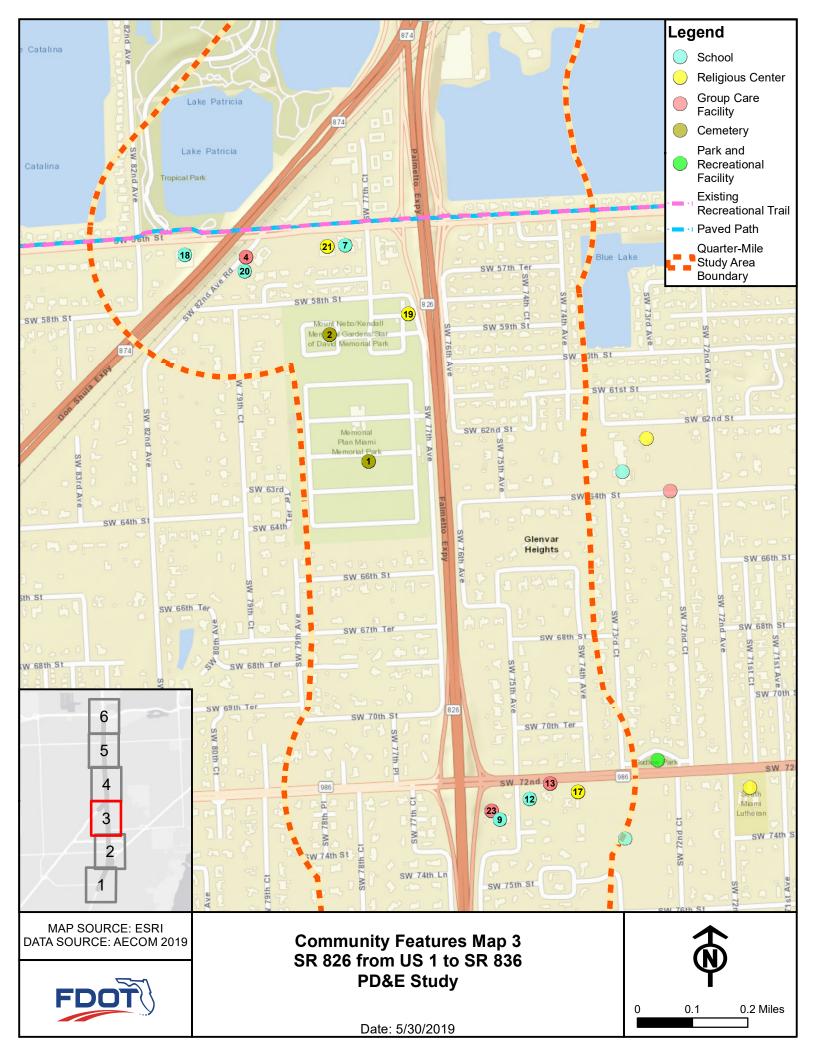
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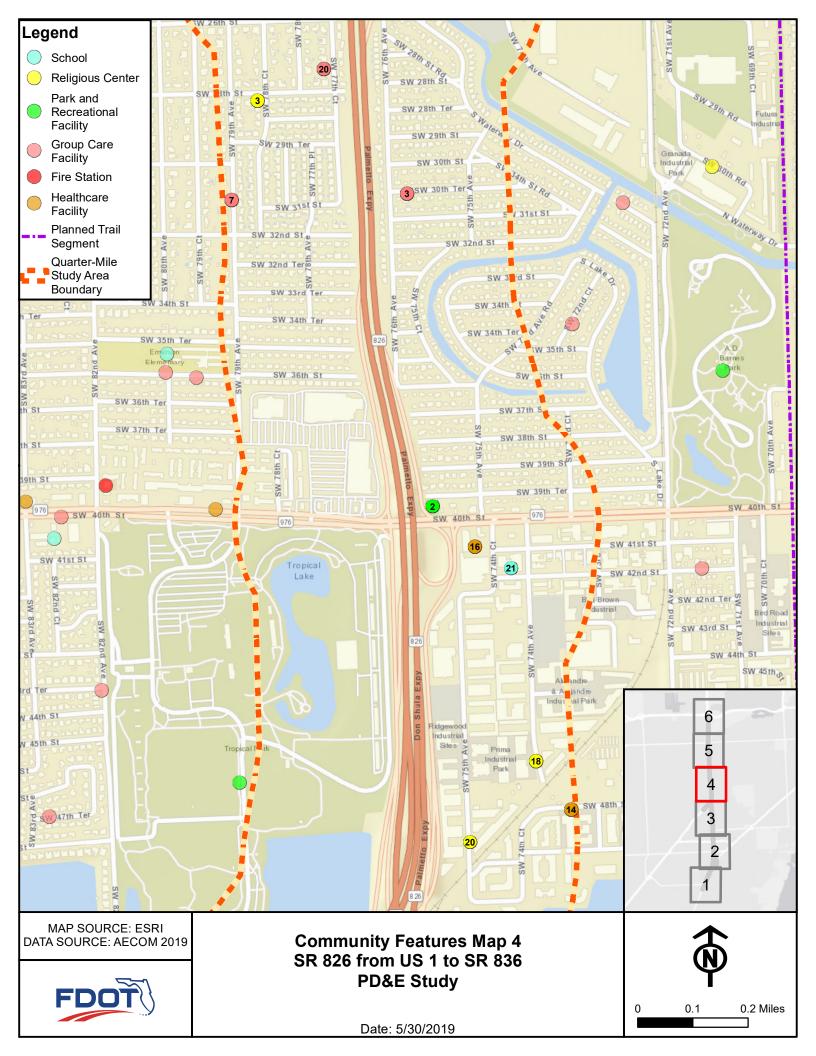


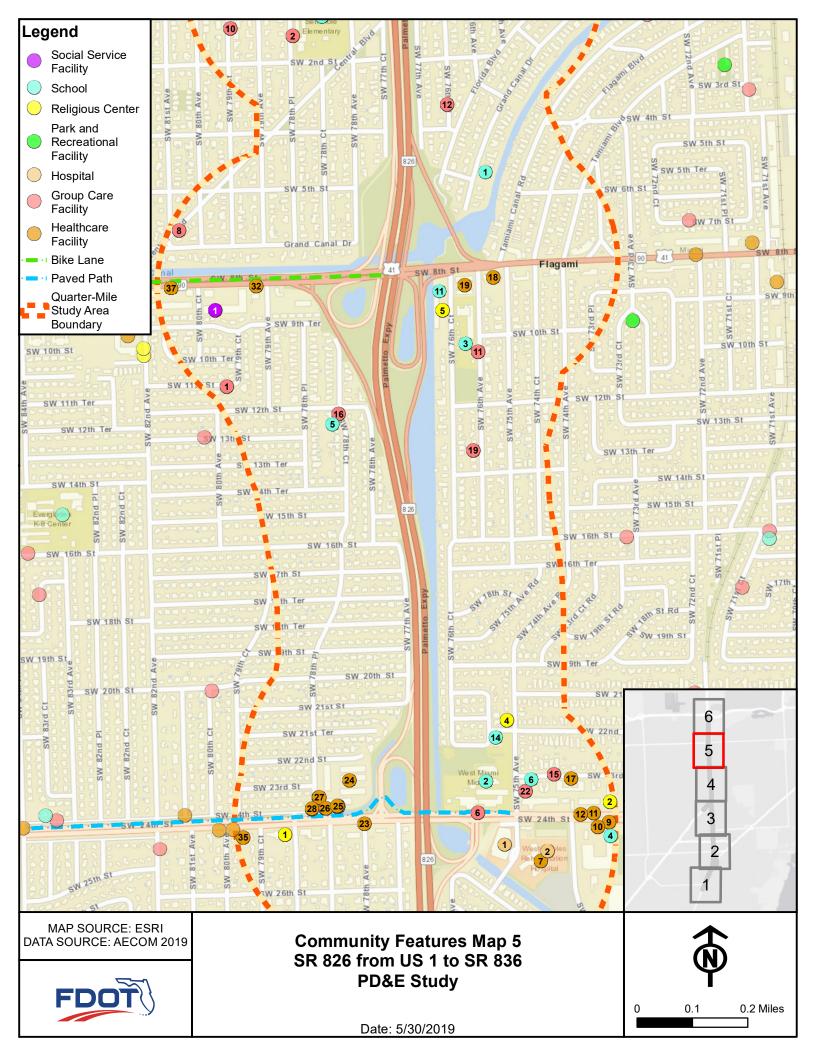


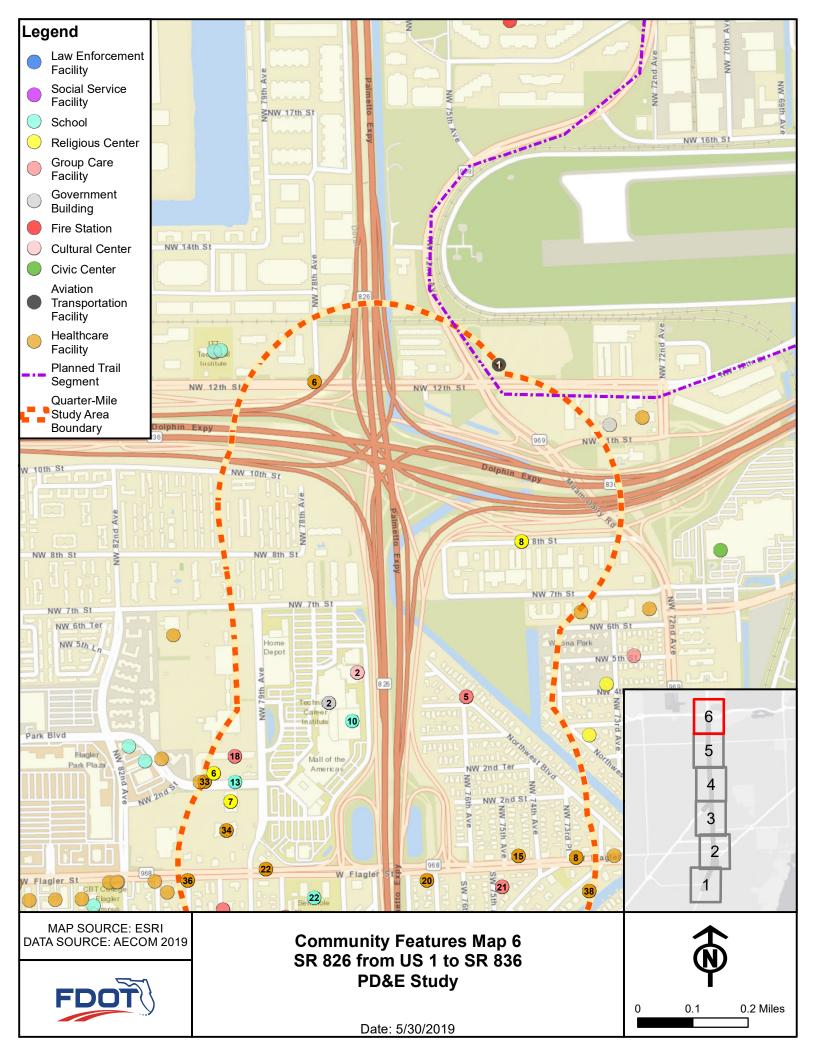




















Alternative 1

Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
P-18	7100 Industrial - Light MFG	4132 Light Manufacturing: Light MFG & Food Processing	1		317
P-19	7100 Industrial - Light MFG	4837 Warehouse Terminal or Stg: Warehouse or Storage	1		50
P-62	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,551
P-63	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	11,451
P-64	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	10,111
P-65	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,347
P-66	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,957
P-67	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,855
P-68	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,863
P-69	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	7,284
P-70	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	11,830
P-71	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,177
P-72	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,851
P-73	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	11,084
P-74	6400 Commercial - Central	2719 Automotive or Marine: Automotive or Marine		1	12,093
P-83	6400 Commercial - Central	1517 Regional Shopping Center: Commercial - Total Value	1		6,231
P-94	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	10,072
P-95	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,889
P-96	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,299





Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
P-97	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,490
P-98	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,307
P-99	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	7,488
P-100	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	10,984
P-101	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	14,561
P-109	6100 Commercial - Neighborhood	1111 Store: Retail Outlet		1	24,233
P-110	6200 Commercial - Arterial	2626 Service Station: Service Station - Automotive		1	29,206
P-111	6072 UC Core - Mixed Use Corridor (Mc) 6 Max HT	1111 Store: Retail Outlet	1		1,195
P-112	6072 UC Core - Mixed Use Corridor (Mc) 6 Max HT	1611 Community Shopping Center: Retail Outlet	1		12,832
P-117	5700 Duplexes - General	0802 Multifamily 2-9 Units: 2 Living Units	1		766
P-118	6400 Commercial - Central	1081 Vacant Land - Commercial: Vacant Land	1		7,235
P-119	6400 Commercial - Central	2626 Service Station: Service Station - Automotive		1	10,842
P-120	6400 Commercial - Central	2211 Drive-In Restaurant: Retail Outlet	1		2,470
P-121	6400 Commercial - Central	2211 Drive-In Restaurant: Retail Outlet	1		1,633
P-122	6400 Commercial - Central	2211 Drive-In Restaurant: Retail Outlet	1		1,237
P-123	6400 Commercial - Central	2719 Automotive or Marine: Automotive or Marine	1		3,371
P-142	6100 Commercial - Neighborhood	2313 Financial Institution: Office Building	1		776
	Parcel Impacts			24	0.87
	Total Parcel Impacts			36	6.24
	Total Area Imp			309,938	





Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
TOTAL AREA IMPACT (Acre)					7.12

Alternative 2 Parcel Impacts

Parcel ID	Primary Zone	Primary Land Use	Partial	Potential	Area
			Impact	Relocation	(S.F.)
P-01	3900 MULTI-FAMILY	0000 Reference Folio	1		8,993
P-02	2300 ESTATES - 1 ACRE	0101 Residential - Single Family: 1 Unit		1	26,939
P-18	7100 INDUSTRIAL - LIGHT MFG	4132 Light Manufacturing: Light MFG & Food Processing	1		317
P-19	7100 INDUSTRIAL - LIGHT MFG	4837 Warehouse Terminal or Stg: Warehouse or Storage	1		50
P-62	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	9,551
P-63	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	11,455
P-64	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	10,111
P-65	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	9,347
P-66	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	8,957
P-67	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	8,855
P-68	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	8,863
P-69	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	7,284
P-70	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	11,830
P-71	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	9,177
P-72	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	9,851
P-73	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	11,084
P-74	6400 COMMERCIAL - CENTRAL	2719 Automotive or Marine: Automotive Or Marine		1	12,093
P-83	6400 COMMERCIAL - CENTRAL	1517 Regional Shopping Center: Commercial - Total Value	1		9,274
P-94	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	10,072
P-95	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	9,889
P-96	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	9,299





Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
P-97	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	8,490
P-98	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	8,307
P-99	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	7,488
P-100	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	10,984
P-101	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit		1	14,561
P-109	6100 COMMERCIAL - NEIGHBORHOOD	1111 Store: Retail Outlet		1	24,233
P-110	6200 COMMERCIAL - ARTERIAL	2626 Service Station: Service Station - Automotive		1	29,206
P-111	6072 UC CORE - MIXED USE CORRIDOR (MC) 6 MAX HT	1111 Store: Retail Outlet	1		1,195
P-112	6072 UC CORE - MIXED USE CORRIDOR (MC) 6 MAX HT	1611 Community Shopping Center: Retail Outlet	1		12,832
P-113	5000 HOTELS & MOTELS - GENERAL	3921 Hotel Or Motel: Hotel	1		87
P-114	3900 MULTI-FAMILY - 38-62 U/A	0000 Reference Folio	1		2,011
P-115	3900 MULTI-FAMILY - 38-62 U/A	0000 Reference Folio	1		6,980
P-116	6111 DKUC EDGE SUB DISTRICT	0000 Reference Folio	1		3,578
		NEW ADDED PARCELS (117-135))	•	
P-117	5700 DUPLEXES - GENERAL	0802 Multifamily 2-9 Units: 2 Living Units	1		766
P-118	6400 COMMERCIAL - CENTRAL	1081 Vacant Land - Commercial: Vacant Land	1		7235
P-119	6400 COMMERCIAL - CENTRAL	2626 Service Station: Service Station - Automotive		1	10842
P-120	6400 COMMERCIAL - CENTRAL	2211 Drive-In Restaurant: Retail Outlet	1		2470
P-121	6400 COMMERCIAL - CENTRAL	2211 Drive-In Restaurant: Retail Outlet	1		1633
P-122	6400 COMMERCIAL - CENTRAL	2211 Drive-In Restaurant: Retail Outlet	1		1237
P-123	6400 COMMERCIAL - CENTRAL	2719 Automotive Or Marine: Automotive Or Marine	1		5,156
P-131	6900 SEMI PROFESSIONAL OFFICE	1913 Professional Service Bldg.: Office Building	1		4,858
P-132	2300 ESTATES - 1 ACRE	7081 Vacant Land - Institutional: Vacant Land	1		2,548





Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
P-133	2300 ESTATES - 1 ACRE	0101 Residential - Single Family: 1 Unit	1		3996
P-134	2300 ESTATES - 1 ACRE	0081 Vacant Residential: Vacant Land	1		607
P-135	2300 ESTATES - 1 ACRE	0101 Residential - Single Family: 1 Unit	1		1040
P-136	2300 ESTATES - 1 ACRE	0802 Multifamily 2-9 Units: 2 Living Units	1		3767
P-137	6200 COMMERCIAL - ARTERIAL	1713 Office Building - One Story: Office Building	1		2335
P-138	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit	1		1472
P-139	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit	1		1316
P-140	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit	1		580
P-141	0100 SINGLE FAMILY - GENERAL	0101 Residential - Single Family: 1 Unit	1		216
P-142	6100 COMMERCIAL - NEIGHBORHOOD	2313 Financial Institution: Office Building	1		776
	PARCEL IMPA	28	25		
TOTAL PARCEL IMPACTS				53	201.005
	TOTAL AREA IMPA			386,092 8.863	

Alternative 3

Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
P-01	3900 Multi-Family	0000 Reference Folio	1		8,993
P-02	2300 Estates - 1 Acre	0101 Residential - Single Family: 1 Unit		1	26,959
P-62	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,551
P-63	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	11,455
P-64	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	10,111
P-65	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,347
P-66	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,957
P-67	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,855





Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
P-68	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,863
P-69	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	7,284
P-70	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	11,830
P-71	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,177
P-72	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,851
P-73	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	11,711
P-74	6400 Commercial - Central	2719 Automotive or Marine: Automotive or Marine	1		1,439
P-83	6400 Commercial - Central	1517 Regional Shopping Center: Commercial - Total Value	1		9,026
P-94	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	10,072
P-95	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,889
P-96	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	9,299
P-97	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,490
P-98	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	8,307
P-99	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	7,488
P-100	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	10,984
P-101	0100 Single Family - General	0101 Residential - Single Family: 1 Unit		1	14,561
P-103	2300 Estates - 1 Acre	0101 Residential - Single Family: 1 Unit	1		589
P-104	2300 Estates - 1 Acre	7241 Educational/Scientific - Ex Educational - Private		1	101,287
P-109	6100 Commercial - Neighborhood	1111 Store: Retail Outlet		1	24,233
P-110	6200 Commercial - Arterial	2626 Service Station: Service Station - Automotive		1	29,206
P-111	6072 UC Core - Mixed Use Corridor (Mc) 6 Max Ht	1111 Store: Retail Outlet	1		1,195



SR 826/Palmetto Expressway Express Lanes PD&E Study Sociocultural Effects Evaluation Report



Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
P-112	6072 UC Core - Mixed Use Corridor (Mc) 6 Max Ht	1611 Community Shopping Center: Retail Outlet	1		12,832
P-113	5000 Hotels & Motels - General	3921 Hotel Or Motel: Hotel	1		87
P-114	3900 Multi-Family - 38-62 U/A	0000 Reference Folio	1		2,011
P-115	3900 Multi-Family - 38-62 U/A	0000 Reference Folio	1		6,980
P-116	6111 DKUC Edge Sub District	0000 Reference Folio	1		3,578
P-117	5700 Duplexes - General	0802 Multifamily 2-9 Units: 2 Living Units	1		766
	1	NEW ADDED PARCELS (117-135)			1
P-118	6400 Commercial - Central	1081 Vacant Land - Commercial: Vacant Land	1		7,235
P-119	6400 Commercial - Central	2626 Service Station: Service Station - Automotive		1	10,842
P-120	6400 Commercial - Central	2211 Drive-In Restaurant: Retail Outlet	1		2,470
P-121	6400 Commercial - Central	2211 Drive-In Restaurant: Retail Outlet	1		1,633
P-122	6400 Commercial - Central	2211 Drive-In Restaurant: Retail Outlet	1		1,237
P-123	6400 Commercial - Central	2719 Automotive or Marine: Automotive or Marine	1		3,371
P-124	2100 Estates - 15000 SQFT Lot	0101 Residential - Single Family: 1 Unit		1	1,383
P-125	2100 Estates - 15000 SQFT Lot	0101 Residential - Single Family: 1 Unit		1	741
P-126	2100 Estates - 15000 SQFT Lot	0101 Residential - Single Family: 1 Unit	1		2,430
P-127	6112 DKUC Center Sub District	1913 Professional Service Bldg.: Office Building		1	9,976
P-128	6112 DKUC Center Sub District	1713 Office Building - One Story: Office Building		1	6,991
P-129	6112 DKUC Center Sub District	1813 Office Building - Multistory: Office Building	1		1,274
P-130	6112 DKUC Center Sub District	1111 Store: Retail Outlet		1	18,978
P-131	6900 Semi Professional Office	1913 Professional Service Bldg.: Office Building	1		4,858
P-132	2300 Estates - 1 Acre	7081 Vacant Land - Institutional: Vacant Land	1		2,548
P-133	2300 Estates - 1 Acre	0101 Residential - Single Family: 1 Unit	1		3,996



SR 826/Palmetto Expressway Express Lanes PD&E Study Sociocultural Effects Evaluation Report



Parcel ID	Primary Zone	Primary Land Use	Partial Impact	Potential Relocation	Area (S.F.)
P-134	2300 Estates - 1 Acre	0081 Vacant Residential: Vacant Land	1		607
P-135	2300 Estates - 1 Acre	0101 Residential - Single Family: 1 Unit	1		1,040
P-142	6100 Commercial - Neighborhood	2313 Financial Institution: Office Building	1		776
Parcel Impacts			24	30	1.86
Total Parcel Impacts				54	9.80
Total Area Impact (S.F)					507,647
TOTAL AREA IMPACT (Acre)					11.65





PUBLIC INVOLVEMENT PROGRAM

SR 826/Palmetto Expressway Express Lanes Project Development and Environment (PD&E) Study

FDOT Financial Project Identification Number: 432639-1-22-02 Efficient Transportation and Decision Making (ETDM) Number: 14308

Project Study Limits:

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
Miami-Dade County, Florida

Prepared for:



FDOT District Six 1000 NW 111th Avenue Miami, Florida 33172

Prepared by:

Media Relations Group, LLC 18001 Old Cutler Road, Suite 459 Palmetto Bay, FL 33157

In Coordination with:

The Corradino Group 4055 NW 97th Avenue Miami, FL 33178

November 2017







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PUBLIC INVOLVEMENT PROGRAM

The Florida Department of Transportation (FDOT) recognizes that the success of any transportation improvement is dependent upon a proactive and consistent successful public outreach effort. As such, FDOT is committed to conducting a Public Involvement Program (PIP) that focuses on soliciting community interaction and incorporates an extensive evaluation of community impacts and opinions throughout the public involvement process. The positive value of implementing a strong and proactive public involvement effort generally results in public awareness of and support for the project.

The PIP is a working document which will be updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques as they evolve during the life of the Project Development and Environment (PD&E) Study. The program outlines the public involvement approach and activities required to be undertaken with the project, including lists of the contact persons (officials, agencies, stakeholders, community organizations, and media) and the means used to involve them in the process. The project team will prepare responses to all public inquiries as a result of the public involvement process for use by FDOT. The collection of public input occurs throughout the duration of the entire PD&E Study.

This PIP is in compliance with the FDOT's PD&E Manual, Part I, Chapter 11; Section 339.155 Florida Statutes, Executive Orders 11990 and 11988, Council on Environmental Quality Regulations for implementing the Procedural Provisions of the National Environmental Policy Act (NEPA); and 23 Code of Federal Regulations 771. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration and FDOT. This project will be conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. To ensure compliance with Title VI of the U.S. Civil Rights Act of 1964, and other related statutes, minority groups will be identified as an element of the concerned public. FDOT is dedicated to implementing a PIP that will successfully obtain community input and at the same time is flexible to change during the PD&E Study process, if warranted by the community's or the project's changing needs.





1.0 PROJECT DESCRIPTION

FDOT District Six has recently started a PD&E Study for SR 826 (Palmetto Expressway) from US 1/SR 5 to SR 836 (Dolphin Expressway), a distance of approximately seven miles (see *Figure 1.1*). The PD&E Study is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project is located in Miami-Dade County, Florida and is contained within unincorporated Miami-Dade.

The PD&E Study will evaluate the following potential types of improvements:

- Implementation of dynamically priced express lanes.
- Access and ramp connections to and from the express lanes (ingress and egress access points).
- Interchange improvements Modification of existing entrance and exit ramps serving the interchanges within the project limits.
- Intersection improvements Widening and turn lane modifications along the cross streets to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

SR 826 Corridor – SR 826 is one of the most traveled transportation corridors in Miami-Dade County. This multilane expressway extends north-south from US 1 to the Golden Glades Interchange for a distance of approximately 25 miles. 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-95, I-75, SR 924 (Gratigny Parkway) and SR 874 (Don Shula Expressway). SR 826 is part of the Strategic Intermodal System (SIS) and National Highway System (NHS). SR 826 is listed as a local evacuation route in Miami-Dade County.

SR 826, between US 1 and SR 874, consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is functionally classified as an Urban Other Freeway/Expressway and has a posted





Figure 1.1 – Project Location Map





speed limit of 55 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are ten existing interchanges within the project limits. Eight of the ten interchanges provide connection to arterial/collector facilities. Two major system-to-system interchanges within the project limits are SR 826 with SR 874 and SR 826 with SR 836. These system-to-system interchanges provide a connection between major expressways, which services and distributes traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County.

1.1 PD&E STUDY PROCESS

The PD&E Study process is a formal process that FDOT uses to ensure that consideration is given to the environmental and social impacts, public input, engineering design and project costs when evaluating the type, design and location of improvements to the project corridor. It is an integrated work effort involving engineering analysis and environmental evaluation, all accomplished within the context of a public participation program as described in *Part 1*, *Chapter 11 of the PD&E Manual*. The study process begins with gathering of data and refinement of the project needs and objectives. Public involvement during this phase of the study is very important to the process. It includes meetings with elected officials and the public as well as news releases to the media. The information gathered will be used by the project team to develop preliminary design alternatives for the corridor. *Figure 1.2* shows the key components and steps of the PD&E Study process.



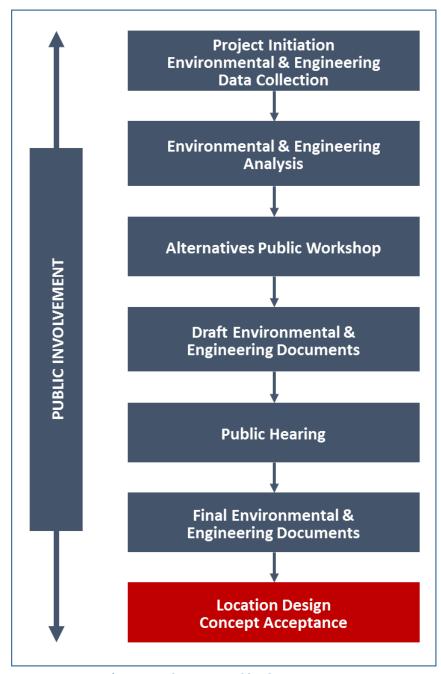


Figure 1.2 - PD&E Study Process





A number of meetings will be planned to inform elected officials, municipal staff, Miami-Dade Transportation Planning Organization (TPO) and its committees, Miami-Dade Expressway Authority (MDX), and Miami-Dade Transportation and Public Works Department about the objectives, timeframe and future coordination for this study. They will be asked to provide input on the design concept for the proposed improvements.

The public involvement team will work hand-in-hand with the communities within the study limits. Bilingual (English and Spanish) letters, newsletters and project updates will be provided both electronically and in-person. These notifications will include the PD&E Study project team contact information (email address, phone number and mailing address). A database will be created to ensure that interested stakeholders receive updates prior to each public meeting about the study. It is the public involvement team's goal to notify and update all stakeholders and officials within the project limits about the study's development. All inquiries on the study project will be addressed in a timely fashion and included in the public information record for the project. The general content of this study is briefly described below.

 Public Participation – The public participation effort is woven throughout the study process and involves a series of public meetings and a continuing process of public outreach and information gathering. Briefings will be conducted as needed with local elected officials to keep them informed and engage constituents. An Elected Officials/Agencies Kick-Off Meeting, Public Kick-Off Meeting, Alternatives Public Workshop and Public Hearing will be held during the study. Public participation techniques are discussed more thoroughly in the subsequent sections.

Additionally, a website will serve as a constant source of information, providing the public an opportunity to engage the project team at any point and be included in the comments for this project (http://www.fdotmiamidade.com/826expresssouth). Stakeholders will be connected to the website via active links to project information of other related SR 826 projects in the area.

 Partnering with Local Agencies – This phase involves continuous coordination with all identified local agencies involved in the development of this project. FDOT will partner with these agencies to assist with the process of getting information out about project-related items to the





community and their stakeholders. All available communication resources of these agencies will be utilized to gain greater participation from both the agency and its specific constituents. All meetings and comments will be kept as part of the public information record for the project.

- Data Assembly This process will involve assembly and gathering of all relevant information, traffic data, and the collection of engineering and environmental data.
- Conceptual Design Analysis Utilizing collected data, this work effort will include analysis and refinement of various alternatives, including the No-Build Alternative, while taking into consideration the results of the environmental impact analysis.
- Engineering Analysis and Concept Plans All preliminary engineering analysis requirements are completed, and a conceptual set of project plans is prepared, including a key sheet, typical sections and plan sheets.
- **Environmental Analysis and Reports** All environmental impact analyses and associated memorandums or reports are prepared in draft form in accordance with the PD&E Manual.
- Draft Reports A Draft Preliminary Engineering Report (PER), Environmental Report and documents are assembled in preparation for the Public Hearing.
- Final Documents A Final PER, Environmental Report, engineering and environmental supporting documents, and a Public Involvement Summary report are prepared at the project's culmination.

2.0 PROJECT NEEDS/GOALS

The need for this project is to add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. Other considerations for the Purpose and Need of this project include safety, system linkage, freight movement and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below.

Capacity – The project traverses four of the six transportation planning areas (Central, Northwest, South, and West) as identified within the Miami-Dade TPO





2040 Long Range Transportation Plan. The greatest population and employment growth between the years 2010 and 2040 within Miami-Dade County is expected to occur within the South transportation planning area. Population within this area is projected to increase by 49.6% while employment is projected to increase by 64.5%. The other three transportation planning areas are also anticipated to grow modestly between this same period. Population within Central is projected to increase by 27.9% and employment by 32.5%. Population within Northwest is projected to increase by 20% and employment by 41.9%. Population within West is projected to increase by 12.5% and employment by 42.5%. The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826 corridor.

Safety – According to the FDOT Crash Analysis Reporting System there were a total of 2,531 crashes along the corridor within the project limits between the years 2011 and 2013, of which 1,522 (60.1%) were rear-end crashes and 259 (10.2%) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and operational weaving conditions within the project area. The majority (547) of the total crashes occurred between milepost 5.7 and 6.8 (between SW 24th Street and north of Flagler Street), resulting in 811 injuries and one fatality.

Safety along the corridor will be enhanced with the construction of the express lanes. Implementing express lanes will improve mobility, reduce congestion and provide additional travel options along the corridor. Diverting some of the future traffic volumes off the general purpose lanes to the express lanes, will help increase gaps along the general purpose lanes providing more space for vehicles entering SR 826. The express lanes will also help reduce tailgating and improve traffic flow while at the same time separating long distance trips from local trips. Separating these trips will reduce weaving and sideswipe crashes. The express lanes will also create added capacity helping the corridor to operate more efficiently during emergency evacuation events.

System Linkage – SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest eastwest transportation corridor, SR 836. The corridor provides system-level connections to I-95, I-75, Florida's Turnpike and SR 874. In addition, SR 826 is designated as an SIS facility. The section of SR 826 from US 1 to SR 836 serves the major western Miami-Dade County growth areas along SW 8th Street, SW 40th





Street and the Dadeland South area. The corridor also provides access to the Miami International Airport north and east of SR 836 and to the Dadeland Mall at SW 88th Street. The proposed improvements along SR 826 from US 1 to SR 836 is the final segment of a larger express lanes project for the SR 826 corridor. This project is the southern segment of the western leg of the system. The northern segment, which extends from SR 836 to I-75, is already under construction. When complete, this regional system will greatly improve capacity, safety, connectivity and peak hour travel times.

Freight – SR 826 is an integral component of the regional freight network carrying over 10,000 trucks a day according to the 2014 Miami-Dade County Freight Plan Update. The plan identifies the construction of a separate barriered truck lane with manageable entry and exit points along SR 826 as a freight priority highway need of Miami-Dade County. The addition of express lanes along SR 826 would create a more efficient roadway network, improving traffic flow in the general purpose lanes. While trucks are not allowed in express lanes, the enhanced traffic conditions along SR 826 would aid in the movement and delivery of freight.

Emergency Evacuation – In accordance with the Miami-Dade's Comprehensive Development Master Plan, SR 826 is listed as a local evacuation route in Miami-Dade County. This corridor is critical in facilitating traffic movement during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network.

The overall goals and objectives of the PD&E Study are described below:

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation.
- Identify the appropriate express lanes typical section that, combined with strategic ingress and egress locations, will service the users of the area and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.





- Maintain consistency with the current SR 826 Express Lanes and local projects.
- Once a conceptual alternative is selected, the improvements will be prioritized based on the area needs (short-term vs. long-term), logical segmentation and funding.

3.0 IDENTIFICATION OF STAKEHOLDERS

The PIP and the identification of stakeholders must take into consideration issues related to needed improvements identified along the project limits.

As an integral part of the PIP, a list of agencies, organizations and individuals having an interest in, or jurisdiction over the project, will be developed and maintained. These lists will be used to notify individuals and agencies about upcoming meetings and to inform them of progress on study alternatives and recommendations. Additionally, any person interested in the project and requesting to be added to the mailing list will be added. A preliminary mailing and contact list is included in *Appendix A*.

3.1 LOCAL ELECTED AND APPOINTED OFFICIALS

Meetings with local elected officials are necessary to discuss particular issues, explain the study process, request feedback and engage their participation throughout the study period. The public involvement coordinator will generate and maintain a matrix of all briefings with elected officials as well as a record of any action items that may arise throughout the study. All elected officials will be encouraged to attend all public meetings and will be asked to distribute project information through their communications resources in their respective districts. A list of current elected and appointed officials with their contact information is also included in *Appendix A*.

3.2 FEDERAL, STATE AND LOCAL AGENCIES

The project has been screened through the Efficient Transportation Decision Making (EDTM) Process. The first ETDM Summary Report was published on March 30, 2017 and then republished on June 14, 2017. The ETDM Process, https://etdmpub.fla-etat.org/est/, establishes an ongoing tracking system for the project from project development through construction. This process aims to





engage agencies and review their feedback early in the project and continues throughout the life of the project. The Summary report can be viewed under ETDM #14308.

The Advanced Notification was distributed during the programming screening event, which occurred on June 16, 2017.

3.3 CONCERNED CITIZENS AND PROPERTY OWNERS

A mailing list will be developed that includes major businesses, all property owners and stakeholders in the study area. Careful attention will be placed to the assembly of this mailing list satisfying Section 339.155 (6) Florida Statutes. FDOT will give notice to those whose property lies, in whole or in part, at least 500 feet on either side of the SR 826 corridor and cross streets' right of way line.

This mailing list will be used for meeting notifications and will be updated throughout the life of the project. Any additional concerned citizens or interest groups who participate in meetings or contact the project team will be added to the list.

3.4 MEDIA

Various media outlets have been identified as effective resources to inform the public of the project's purpose, needs and public meeting events. Prior to any public meeting, the project team intends to publish advertisements in the Miami Herald Neighbors North West and South-East zones, and El Nuevo Herald. In accordance with the regulations discussed in *Chapter 11 of the PD&E Manual*, advertisements will also run in the Florida Administrative Register before any public meeting. The project team will coordinate with the FDOT's Communications Manager for final approval on advertisements, the approval and distribution of press releases and any contact or inquiries from the media. For this project, other municipal communication resources have been identified, which will be used to continue to inform all residents who live and work in the area and may not receive notification through any other form of media or notice. They include:



City of Miami

- o Events Calendar (City website)
- o Social Media (Twitter, Facebook)
- o Community News Outlet (Miami Today)
- o Television (Channel 77)

City of Doral

- o Events Calendar (City website)
- o Social Media (Twitter, Facebook)
- o Community News Outlet (Doral Tribune)
- o Television (Doral TV Channel 77)

Village of Pinecrest

- o Events Calendar (City website)
- o Newsletter
- o Social Media (Twitter, Facebook)
- o Community News Outlet (Pinecrest Tribune)

City of West Miami

- o Events Calendar (City website)
- o Social Media (Twitter, Facebook)
- o Television (Channel 18)
- o Newsletter

• City of South Miami

- o Events Calendar (City website)
- o Social Media (Twitter, Facebook)
- o Television (Channel 77)

Office of Miami-Dade County Commissioner Rebeca Sosa, District 6

- o District 6 E-Newsletter (distributed weekly)
- o Social Media (Twitter, Facebook)

• Office of Miami-Dade County Commissioner Xavier L. Suarez, District 7

- o District 7 E-Newsletter (distributed monthly)
- o Social Media (Twitter, Facebook)





- Office of Miami-Dade County Commissioner Javier D. Souto, District 10
 - o District 10 E-Newsletter (distributed monthly)
 - o Town Hall Meetings (West Dade Regional Library)
 - o Social Media (Twitter, Facebook)
- Office of Miami-Dade County Commissioner Jose "Pepe" Diaz, District 12
 - o District 12 E-Newsletter (distributed monthly)
 - o Social Media (Twitter, Facebook)

4.0 Public Notification

The project team will work to make the public involvement process as inclusive and conclusive as possible. The team will use several techniques to maximize existing public information resources in the County as well as those additional techniques listed in this plan to provide for a high level of public participation. The team has existing relationships and techniques that have netted our project information to reach thousands of additional stakeholders in this area where they are used to looking for the latest developments on key projects in the area. All collateral materials for public dissemination will be developed in accordance with the established "plain language" initiative required by FDOT and will be published in English and in Spanish for this project.

The Corradino Group will serve as the public involvement coordinator for FDOT with the assistance from Media Relations Group, LLC (MRG). MRG will maintain the lists developed for public and agency notification and will be in charge of ensuring all interested organizations and stakeholders are involved in the process. A database of stakeholders, elected officials and people who request to be added to the contact list will be maintained and updated throughout the PD&E Study as previously mentioned. This list will be used to notify individuals and groups of upcoming meetings and progress on design alternatives through meeting notifications.

The project team will also work very closely with both municipal and County public information staff to provide project information to residents through existing communication resources, some of which are listed in **Section 3.4**. Among the resources that will be utilized are newsletters, websites, local cable channels and e-mail distributions to interested persons and residents. A project information distribution matrix (see **Appendix B**) has been assembled with specific contacts





and distribution methods that include use of local gathering areas like malls, schools, elected official offices, homeowners' associations, chambers and event areas to distribute project information and updates regularly. Prior to every major public meeting or milestone, the matrix will be reviewed to make sure it is extensive enough in distributing information in a cost-effective manner while reaching all potential corridor stakeholders.

4.1 NEWSLETTERS

Three editions of the project newsletter will be developed throughout the life of the PD&E Study and used to inform residents and officials in the project area. They will also serve as tools to explain the project objectives, design alternatives and public involvement program results. Prior to the production of each, a content meeting will take place with the project team and the FDOT's Project Manager. Content and design layouts will receive final approval by the FDOT's Project Manager. Elected officials and municipalities will be contacted to serve as distribution sites for these informational materials as well as areas of high community traffic such as libraries, shopping malls and community centers.

The newsletters will be available in English and Spanish to accommodate all members of the affected community in accordance with the Limited English Proficiency (LEP) guideline specified in *Chapter 11 of the PD&E Manual*. LEP requirements are further discussed in *Section 7.0*.

4.2 ADVERTISEMENTS

Public meetings will be preceded by display advertisements in local newspapers including the Miami Herald Neighbors North West and South-East zones, and El Nuevo Herald, as well as the Florida Administrative Register in accordance with Chapter 11 of the PD&E Manual.

4.3 SPECIAL INTEREST GROUP MEETINGS

As required and approved by FDOT, informal/unscheduled meetings with the TPO and its committees, chambers of commerce, civic groups, elected officials and concerned citizens groups will be conducted as requested. All requests for these meetings will be evaluated and the decision to conduct them will ultimately be made by the FDOT's Project Manager.





4.4 Project Information Contact Number

Project information can be obtained by contacting the FDOT's District Six Project Manager, Maria Perdomo, P.E. Phone numbers will be advertised so that interested persons may call to obtain project information. The phone number to call for project information is (305) 640-7186. The appropriate email address is Maria.Perdomo@dot.state.fl.us.

4.5 INVITATIONAL LETTERS

In addition to news releases and public meeting advertisements, invitational letters will be mailed to elected officials, affected agencies, property owners and business owners located at least 500 feet on either side of the SR 826 corridor and cross streets' right of way line. The invitational letters will be emailed to elected officials and agencies between 23 and 25 days prior to any public meeting, and they will be sent to property owners at least 21 days in advance. The project team will follow the guidelines specified in Sections 11-2.9.3.4 and 11-2.9.3.4 in Chapter 11 of the PD&E Manual. Native Americans Letters will be mailed.

5.0 Public Meeting Program

Four public meetings are anticipated for this project, including an Elected Official/Agencies Kick-Off Meeting, Public Kick-Off Meeting, Alternatives Public Workshop and Public Hearing. The general content and structure of these public meetings is described below. Prior to these public meetings, the FDOT, with the support of the project team, will provide an update to the TPO and any other requested committees.

• Elected Official/Agencies Kick-Off Meeting – An Elected Official/Agencies Kick-Off Meeting will be held with local officials/agencies to notify them of the commencement of the PD&E Study. The Kick-Off Meeting will outline the project process, scope and schedule, and will be conducted on the same day as the Public Kick-Off Meeting. The meeting will be conducted in an informal, open-house format with a short presentation. This meeting is beneficial in establishing all agency and elected official contact personnel and to allow the project team to convey all necessary documentation and information related to the project. Elected officials will receive calls to confirm receipt of invitation. The project team will prepare graphics and





other relevant information for the meeting, and will coordinate other activities such as the sign-in table, comments received, and meeting follow up.

- Public Kick-Off Meeting The Public Kick-Off Meeting will introduce the project, establish the need and explain to the public how they can be part of the project's public involvement process. The meeting will be conducted in an informal, open-house format with a short presentation. The project team will prepare graphics and other relevant information for the meeting, and will coordinate other activities such as the sign-in table, newsletter, comments received, newspaper and advertisements. Information received from this meeting will be documented, summarized, and presented on the website.
- Alternatives Public Workshop The Alternatives Public Workshop will present several viable project alternatives including the No-Build Alternative. The meeting will be conducted in an informal, open-house format with a short presentation. The project team will be present to answer any questions posed by the public at this workshop. Information received from this workshop will be documented, summarized, and presented on the website.
- Public Hearing A Public Hearing will be conducted as required by Federal regulation and state law, subsequent to the draft engineering and environmental documents approval by the Federal agencies, or as directed by the District Office of Planning and Environmental Management. The project team will prepare a formal presentation outlining the project, recommended alternative and study results. The project team will prepare graphics and other relevant information for the hearing and will coordinate other activities such as the sign-in table, newsletter, newspaper and advertisements. A Public Hearing Transcript will be prepared following the Public Hearing.

5.1 UNSCHEDULED ELECTED OFFICIALS/AGENCIES AND PUBLIC MEETINGS

Additional meetings and project briefings may be conducted at the request of elected officials, public agencies and interested stakeholders to discuss specific aspects of the project. These meetings will be held at the request of the





concerned party as approved by FDOT. It is estimated that there will be 20 meetings throughout the life of the study.

5.2 MEETING LOCATION

All public meetings will be held as close to the project location as practical. A preliminary identified location for the public meetings is the West Dade Regional Library located at 9445 Coral Way, in the neighborhood of Westchester in unincorporated Miami-Dade County. The library is a Miami-Dade County Facility.

Any selected meeting site must meet Americans with Disabilities Act (ADA) requirements, must comply with Florida statutes such as the Jessica Lunsford Act and, when applicable, Department Environmental Protection Green Lodging requirements in accordance with FDOT Procedure 001-350-001-a. FDOT is required to comply with various non-discrimination laws and regulations, including the Title VI of the Civil Rights Act of 1964.

5.3 Presentation Techniques

This study may be presented using communication techniques such as:

- Concept Plans on Aerial Photography Alternative concept plan diagrams
 will be prepared on aerial photographs. Project improvements will be
 illustrated using colored line work and shading to make them clear and
 comprehensible to the general public.
- Renderings Simple diagrams will be used to describe project elements.
 The graphic presentations will be user-friendly and much more understandable to the public than engineering drawings.
- **Photographs** The project team will use photographs of existing conditions and other similar projects to explain the proposed improvements.
- Newsletters The project team will prepare concise, easy-to-read bilingual newsletters. These newsletters will provide a summary of current project information and solicit further feedback from the community.
- **PowerPoint Presentations** Presentations will be given by the project team as a method of conveying project information to the public.





 Display Boards – Other diagrams will be featured on large-scale display boards at public meetings in order to clearly explain project alternatives and processes.

6.0 Public Input Analysis and Evaluation

All public input will be documented in a public involvement binder and fully evaluated. Comment sheets and/or cards will be distributed at public meetings and those returned will be logged and responded to within ten days. All other meetings including one-on-one meetings will be similarly recorded, and input received at these meetings will be documented and responded to within ten days. The project website (http://www.fdotmiamidade.com/826expresssouth) will also serve the public as an additional venue to provide input on all phases of the project at any time. Letters received from public agencies will be accumulated and logged for reference. All concerns expressed by the public will be addressed by the project team and incorporated into the project record, as appropriate. The public involvement binder will be provided electronically to the FDOT Project Manager at the end of the study for review and approval. Hard copy of the binder will be made available as requested.

Public comments will be tracked through a Matrix Comment Log that makes note of the date a comment was received, the name of the person submitting the comment, his/her address, phone number, email address, and a thorough description of his/her comment or concern as well as the FDOT's response date. If determined appropriate, a list of Frequently Asked Questions will be posted on the website for public reference and assistance.

7.0 KEY PROJECT ISSUES

The project team is already aware of a number of pertinent engineering, environmental and public involvement issues. Additional project issues will most certainly emerge as the study progresses and public participation will be required on these important issues. Below is a description of some of the issues the project team has already begun to explore:

Demographics – FDOT District Six in coordination with the Miami-Dade TPO will solicit input from the general public targeting the transportation disadvantaged and LEP populations on potential project effects related to community cohesion





and social interaction as well as potential solutions to ensure that both the social and transportation needs of the surrounding communities are addressed through the project.

In the last five years, Miami-Dade County has experienced significant population growth from 2,445,374 persons in 2010 to 2,639,042 persons in 2015, respectively. The demographic characteristics for Miami-Dade County within a 500-foot project buffer contains higher White and Hispanic population percentages, a lower Other Race population percentage, a slightly lower African American population percentage, a slightly higher percentage of individuals age 65 and over, a slightly lower percentage of individuals age 18 and under, a notably higher percentage of housing units with no vehicle available, and a lower median family income. In addition, 122 census blocks within the 500-foot project buffer contain a minority population totaling 84.89% (2,240,342 individuals). LEP accommodations will also be required during public outreach efforts of the project development phase as census block groups encompassing the project contain 531,023 persons that "speak English less than very well".

The project corridor lies within Miami Urbanized Area and spans more than 10 US Census designated places including Doral, Pinecrest, Sweetwater, West Miami, South Miami, Coral Terrace, Fontainebleau, Kendall, Olympia Heights, and Westchester. The community is very diverse and requires fluency in English and Spanish. Collateral materials will be developed in both languages to ensure a widespread understanding of the project. All activities should be coordinated with an understanding that there will be potential impacts to the local business community and residential stakeholders along the corridor.

Adjacent Projects and Studies – Any other studies in the vicinity of the corridor should be coordinated in conjunction with this study to ensure a smooth transition of projects and to minimize the impact to the community. Information from other surrounding projects will also be available at all project public meetings.

Stakeholders Needs – Land adjacent to the corridor predominantly consists of residential uses (including single family dwelling units and multi-family establishments) as well as commercial/retail/office activities with pockets of recreational, industrial, and institutional uses. Balancing the needs of both stakeholder groups will present a challenge on how the proposed study will impact the community.





Potential Right of Way Impacts – The project limits have a long history of construction projects with varied levels of impact stemming from the SR 826 Expansion Project, which just completed its last segment last year. It is important to note that due to the extensive right of way acquisition from that project in the area of Coral Way and Bird Road, coupled with the recent completion of the NW 25th Street Viaduct, residents and business owners in the project area are very sensitive to future construction projects and potential right of way impacts from this PD&E Study. FDOT is aware of residents being contacted by local attorneys about potential right of way takes that have alerted the public to be concerned about this project and its impacts. The public information team and FDOT Project Manager have been handling these calls and concerns on an individual basis as they come in to make sure the correct information is communicated.

Noise Impacts – Along this corridor some portions have existing noise walls while other communities that expressed great interest in having noise walls do not have them. The community will demand answers about noise from the onset of the project. A Noise Study will be conducted to evaluate all potential noise impacts and levels as part of the PD&E Study. Our public involvement team has worked for years on this issue with these communities and will prepare materials and an approach as the study progresses to make sure concise and clear information is distributed on the noise public involvement process.

Existing Traffic Congestion – The SR 826 corridor and interchanges have recurring congestion with failing mainline weaving sections, deteriorating operations at the interchange ramp terminals, off-ramp spillovers to the mainline and interchange speed differentials.

Projected Growth – Projected growth in the area will result in a significant increase in travel demand and further deteriorating conditions of the already congested SR 826 corridor.

Crashes – According to the FDOT Crash Analysis Reporting System, there were a total of 2,531 crashes along the corridor within the project limits between the years 2011 and 2013, of which 1,522 (60.1%) were rear-end crashes and 259 (10.2%) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and operational weaving conditions within the project area.



Freight – SR 826 is an integral component of the regional freight network carrying over 10,000 trucks a day according to the 2014 Miami-Dade County Freight Plan Update. Corridor improvements are needed to make a more efficient roadway network that can improve traffic flow within the area. Enhancing traffic conditions along SR 826 would aid in the movement and delivery of freight.

Emergency Evacuation – SR 826 is listed as a local evacuation route in Miami-Dade County. This corridor is critical in facilitating traffic movement during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network. Corridor improvements are needed to make a more efficient roadway network that can improve traffic flow within the area.

8.0 PROJECT SCHEDULE

A project schedule that will accomplish the FDOT's objective of completing the project within 24 months has been prepared. *Figure 8.1* shows the project summary schedule along with the study milestones.

STUDY MILESTONES	20	2017		2018		2019			
	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep
Begin Study	\Q								
Data Collection									
Public Kick-off Meeting		\Q							
Engineering and Environmental Analyses									
Alternatives Public Workshop						\rightarrow			
Draft Documentation									
Public Hearing							\rightarrow		
Final Documentation									
Location and Design Concept Acceptance (Study Completed)									\langle
Public Involvement									

Schedule Subject to Change

Figure 8.1 - Project Summary Schedule





9.0 Evaluation of the Public Involvement Program

A public involvement evaluation process will be developed to assess the effectiveness of the public involvement efforts utilized throughout the PD&E Study. This process will include the identification of the public involvement tools, establishment of performance measures, performance evaluations, and identification of improvement strategies.



826

APPENDIX APublic Involvement Contact Lists





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yolandaaguilar@cityofwestmiami.org	





CITY OF SOUTH MIAMI ELEC	CTED/APPOINTED OFFICIALS
The Honorable Phillip L Stoddard	The Honorable Robert Welsh
Mayor	Vice Mayor, Group III
City of South Miami	City of South Miami
City Hall, First Floor	City Hall, First Floor
6130 Sunset Drive	6130 Sunset Drive
South Miami, FL 33143	South Miami, FL 33143
pstoddard@southmiamifl.gov	bwelsh@southmiamifl.gov
Election: 2/13/2018	
The Honorable Gabriel Edmond	The Honorable Josh Liebman
Commissioner, Group I	Commissioner, Group II
City of South Miami	City of South Miami
City Hall, First Floor	City Hall, First Floor
6130 Sunset Drive	6130 Sunset Drive
South Miami, FL 33143	South Miami, FL 33143
gedmond@southmiamifl.gov	jliebman@southmiamifl.gov
Election: 2/13/2018	
The Honorable Walter Harris	Ms. Maria M. Menendez, CMC, FCRM
Commissioner, Group IV	City Clerk
City of South Miami	City of South Miami
City Hall, First Floor	City Hall, First Floor
6130 Sunset Drive	6130 Sunset Drive
South Miami, FL 33143	South Miami, FL 33143
wharris@southmiamifl.gov	mmenendez@southmiamifl.gov
Election: 2/13/2018	
Mr. Steven Alexander	Chief Rene Landa
City Manager	Police Department
City of South Miami	City of South Miami
City Hall, First Floor	City Hall, First Floor
6130 Sunset Drive	6130 Sunset Drive
South Miami, FL 33143	South Miami, FL 33143
salexander@southmiamifl.gov	rlanda@southmiamifl.gov
Mr. Steven A. David	
CRA Director	
City of South Miami	
5825 SW 68th Street	
Suite 4, Office 400	
South Miami, FL 33143	
sdavid@southmiamifl.gov	





NATIVE AMERICAN TRI	BES & REPRESENTATIVES
Mr. Jason Watts	Mr. Buddy Cunill
FDOT Director, Office of Environmental	FHWA Native American Coordinator
Management	benito.cunill@dot.gov
FDOT Native American Coordinator	
jason.watts@dot.state.fl.us	
Mr. James Floyd	Historic and Cultural Preservation
Chief Elect – Office of the Administration	Department
Muscogee (Creek) Nation	Muscogee (Creek) Nation Cultural
P. O. Box 580	Preservation
Okmulgee, OK 74447	section106@MCN-NSN.gov
The Honorable Billy Cypress	Mr. Fred Dayhoff
Chairman	Section 106 Coordinator and NAGPRA
Miccosukee Tribe of Indians of Florida	Representative
PO Box 440021	Miccosukee Tribe of Indians of Florida
Miami, FL 33144	PO Box 440021
	Miami, FL 33144
The Honorable Leonard M. Harjo	Ms. Theodore Isham
Principal Chief	Tribal Historic Preservation Officer
Seminole Nation of Oklahoma	Seminole Nation of Oklahoma
PO Box 1498	PO Box 1498
Wewoka, OK 74884	Wewoka, OK 74884
The Honorable Marcellus W. Osceola	Mr. Paul Backhouse, Ph.D.
Chairman	Tribal Historic Preservation Officer
Seminole Tribe of Florida	Seminole Tribe of Florida
6300 Stirling Road	30290 Josie Billie Highway
Hollywood, FL 33024	PMB 1004
	Clewiston, FL 33440
Ms. Alison Swing	Ms. Stephanie A. Bryan
Compliance Analyst	Tribal Chair & CEO
Seminole Tribe of Florida	Poarch Band of Creek Indians
6300 Stirling Road	Muscogee (Creek) Nation Cultural
Hollywood, FL 33024	Preservation
	Altamonte, AL 36502
Ms. Anne Mullins, MCRP	
Compliance Review Supervisor – Tribal	
Historic Preservation Office	
Seminole Tribe of Florida	
30290 Josie Billie Highway, PMB 1004	
Clewiston, FL 33440	





MAJOR LOCAL STAKEHOLDERS	S/COMMUNITY ORGANIZATIONS
Ms. Maria Prado	Ms. Terri Teply-Smith
Dadeland Mall	Mall of the Americas
7535 N Kendall Drive	7827 West Flagler Street,
Kendall, FL 33156	Miami, FL 33144
Mr. Baron DaParre	Home Depot
Barons DaParre Photo Studio & Modeling	7899 W Flagler Street
7365 SW 8 Street	Miami, FL 33144
Miami, FL 33144	
Costco Wholesale	Westchester General Hospital
7795 West Flagler Street	2500 SW 75th Avenue
Miami, FL 33144	Miami FL 33155
Dadeland Cove Section One	City of Miami Flagami NET Office
Homeowners' Association	5135 NW 7th Street
9990 SW 77 Ave #209	Miami, FL 33126
Miami, FL 33156	
City of Miami Overtown NET Office	Gallowood Condominium
1490 NW 3rd Avenue, #112B	8475 SW 94th Street
Miami,FL 33136	Miami, FL 33156
The Reserve of Pinecrest	Colony at Dadeland Apartments
7504 SW 102 Street	9355 SW 77th Avenue
Miami,FL 33156	Miami, FL 33156
Dadeland Place Condo Association	Summit Towers
9143 SW 77th Avenue	9125 SW 77th Avenue
Miami, FL 33156	Miami, FL 33156
Imperial at Kendall	Baptist Hospital of Miami
7788 SW 90th Street	8900 North Kendall Drive
Miami, FL 33156	Miami, FL 33176
South Miami Kendall Bar Association	Paradise at Dadeland
9085 SW 87th Avenue	7725 North Kendall Drive
Miami,FL 33176	Miami,FL 33156
Kings Creek South Condominium	Camino Circle Condo Association
7735 SW 86th Street	7900 Camino Circle
Miami, FL 33143	Miami, FL 33143
Sunset West Shopping Center	South Miami Hospital
8710 SW 72 Street	6200 SW 73rd Street
Miami, FL 33173	Miami, FL 33143
Lakeview Gardens Condo	Coral Way Shopping Center
Association5425 SW 77th Court	8415 Coral Way
Miami, FL 33155	Miami, FL 33155





Tropicaire Shopping Center	Ludlam Point Apartments
7751 Bird Road	6880 SW 44th Street
Miami, FL 33155	Suite 100
	Miami, FL 33155
La Roma Shopping Center	Flagler Park Plaza
8300 West Flagler St	8341 West Flagler St
Miami, FL 33144	Miami, FL 33126
72nd Avenue Apartments	Montecarlo Apartments Inc
355 NW 72nd Avenue	305 NW 72nd Avenue
Miami, FL 33126	Miami, FL 33126
Miami Palmetto Senior High	Palmetto Middle School
7460 SW 118 Street	7351 SW 128 Street
Pinecrest, FL 33156	Pinecrest, FL 33156
Pinecrest Elementary School	Emerson Elementary School
10250 SW 57 Avenue	8001 SW 36th Street
Pinecrest, FL 33156	Miami, FL 33155
West Miami Middle School	South Miami Senior High
7525 SW 24 Street	6856 SW 53 Street
Miami, FL 33155	Miami, FL 33155
Banyan Elementary School	Rockway Middle School
3060 SW 85 Avenue	9393 SW 29 Terrace
Miami, FL 33155	Miami, FL 33165
Southwest Miami Senior High	Seminole Elementary School
8855 SW 50 Terrace	121 SW 78 Place
Miami, FL 33165	Miami, FL 33144
Kenwood K-8 Center	Miami Killian Senior High
9300 SW 79 Avenue	10655 SW 97 Avenue
Miami, FL 33156	Miami, FL 33176
Glades Middle School	West Miami Middle School
9451 SW 64 Street	7525 Coral Way
Miami, FL 33173	Miami, FL 33155
St. Thomas The Apostle Catholic School	Florida International University
7303 Southwest 64 Street	11200 SW 8 Street
Miami, FL 33143	Miami,FL 33199
Riviera Preparatory School	Rosemont Academy
9775 SW 87th Avenue	9400 SW 87th Avenue
Miami, FL 33176	Miami, FL 33176
Cattoira Montessori School	City College Miami
9385 SW 79th Avenue	9300 South Dadeland Blvd, Suite #200
Miami, FL 33156	Miami, FL 33156





My First Place Preschool	Carrie Brazer Center for Autism
8040 SW 81st Drive	7530 Sunset Drive
Miami, FL 33143	Miami, FL 33143
South Miami Lutheran Church School	Ludlam Elementary School
7190 Sunset Drive	6639 SW 74th Street
Miami, FL 33143	Miami, FL 33143
Pineview Preschools Sunset	Gulliver Preparatory School
6333 Sunset Drive	Miller Drive Campus
Miami, FL 33143	8000 SW 56th Street
	Miami, FL 33155
Gulliver Executive Office	The Learning Experience
9350 South Dixie Highway,	5651 SW 82nd Avenue Road
11th Floor	Miami, FL 33143
Miami, FL 33156	
South Miami K-8 Center	St. Brendan Catholic Elementary School
6800 SW 60th Street	8755 SW 32nd Street
Miami, FL 33143	Miami, FL 33165
Christopher Columbus High School	St. John Vianney College Seminary
3000 SW 87th Avenue	2900 SW 87th Avenue
Miami, FL 33165	Miami, FL 33165
St. Brendan High School	La Casa Montessori Learning
2950 SW 87th Avenue	7845 Coral Way
Miami, FL 33165	Miami, FL 33155
Florida Medical College	Coral Terrace Elementary School
4953 SW 74th Court	6801 SW 24th Street
Miami, FL 33155	Miami, FL 33155
Everglades K-8 Center	Miami Coral Park Senior High
8375 SW 16th Street	8865 SW 16th Street
Miami, FL 33155	Miami, FL 33165
Flagami Elementary School	Apple Learning Center
920 SW 76th Avenue	860 SW 76th Court
Miami, FL 33144	Miami, FL 33144
Arrowhead Nursery & Kindergarten	Chase Bank
1210 SW 78th Court	10301 South Dixie Highway
Miami, FL 33144	Miami, FL 33156
Azhar's Oriental Rugs	Carl's Patio Furniture
10175 South Dixie Highway	10045 South Dixie Highway
Miami, FL 33156	Miami, FL 33156





Trimline Custom Cabinetry	Baer's Furniture
10001 South Dixie Highway	7501 SW 100 Street
Miami, FL 33156	Miami, FL 33156
Boga Style Home & Calligaris Studio	Kings Creek South Condominiums
9875 South Dixie Highway	7735 SW 86 Street
Miami, FL 33156	Miami, FL 33143
Mercantile Bank	Publix Supermarket at Dadeland
8211 South Dixie Highway	9105 South Dixie Highway
Miami, FL 33143	Miami, FL 33156
Colonade At Dadeland Condos	A Bella Casa
8390 SW 72 Avenue	7265 SW 48 Street
Miami,FL 33143	Miami, FL 33155
Palmetto Carpet Company	Anhinga Clay Studios
4741 SW 75 Avenue	4600 SW 75 Avenue
Miami, FL 33155	Miami,FL 33155
Hangmen Inc	Caribbean Canvas & Marine
4546 SW 75 Avenue	4544 SW 75 Avenue
Miami, FL 33155	Miami,FL 33155
Total Bank	Stanfill Funeral Home
10207 South Dixie Highway	10545 South Dixie Highway
Miami, FL 33156	Miami,FL 33156
Austin's Diving Center	Keg South
10525 South Dixie Highway	10414 South Dixie Highway
Miami, FL 33156	Miami,FL 33156
Kendall United Methodist Church	Mobil Gas Station
7600 SW 104 Street	10345 South Dixie Highway
Miami,FL 33156	Miami,FL 33156
Miami Dade Fire Rescue Station	Anthonys Coal Fired Pizza
7825 Southwest 104 Street	10205 South Dixie Highway
Miami,FL 33156	Miami, FL 33156
Tattoos by Lou-Kendall	Florida Baptist Childrens
9820 South Dixie Highway	7745 Southwest 95 Terrace
Miami,FL 33156	Miami,FL 33156
Wayside Upward Sports	Enterprise Rent-A-Car
7701 Southwest 98 Street	9800 South Dixie Highway #1
Miami,FL 33156	Miami,FL 33156
Kentucky Fried Chicken	Captains Tavern
9690 South Dixie Highway	9625 South Dixie Highway
Miami,FL 33156	Miami,FL 33156





Socker Locker of Miami	EVOS Pinecrest
9601 South Dixie Highway	9537 South Dixie Highway
Pinecrest, FL 33156	Pinecrest, FL 33156
Atelier Monnier Dadeland Boutique 9563	Yogurtland
South Dixie Highway	9455 South Dixie Highway
Pinecrest, FL 33156	Pinecrest, FL 33156
Trader Joe's	Burger King
9205 South Dixie Highway	9201 South Dixie Highway
Miami, FL 33156	Miami,FL 33156
Dadeland South MetroRail Station	Shorty's Barbecue Dadeland South9200
9150 Dadeland Boulevard	South Dixie Highway
Miami,FL 33156	Miami,FL 33156
Bank of American Financial Center9101	Kendall House Apartments
South Dixie Highway	9117 Southwest 72 Avenue
Miami,FL 33156	Miami, FL 33156
Miami Marriot Dadeland	Courtyard by Marriot Dadeland
9090 South Dadeland Boulevard	9075 South Dadeland Boulevard
Miami,FL 33156	Miami,FL 33156
Cold Stone Creamery	Rollo's Liquors
9059 South Dixie Highway	9100 South Dixie Highway
Miami, FL 33156	Miami,FL 33156
Pollo Topical	World of Beer
8945 South Dixie Highway	9010 Southwest 72 Place
Miami,FL 33156	Miami,FL 33156
Brandsmart USA	Old Navy
7260 North Kendall Drive	7220 North Kendall Drive
Miami,FL 33156	Miami,FL 33156
The Container Store	Pasion del Cielo Coffee
7200 North Kendall Drive	8915 Southwest 72 Avenue
Miami,FL 33156	Miami, FL 33156
Wells Fargo Bank	Panera Bread
7100 North Kendall Drive	8870 Southwest 72 Court
Miami,FL 33156	Miami, FL 33156
Downtown Dadeland Administration	Chilis Grill & Bar
Office 7250 North Kendall Drive	8815 Southwest 72 Place
Miami,FL 33156	Miami,FL 33156
Lime Fresh Mexican Grill	HomeGoods
9005 Southwest 72 Place	7770 North Kendall Drive
Miami, FL 33156	Miami,FL 33156





Guitar Center	The Greenery Mall Administrative Office
7736 North Kendall Drive	7700 North Kendall Drive
Miami,FL 33156	Miami,FL 33156
Jamba Juice	Jo-Ann Fabrics and Crafts
7704 North Kendall Drive	7706 North Kendall Drive
Miami,FL 33156	Miami,FL 33156
Starbucks Coffee	Family Christian
7708 North Kendall Drive	7710 North Kendall Drive
Miami, FL 33156	Miami,FL 33156
Norman Brothers Produce	Galloway Farm Nursery Inc.
7621 Southwest 87 Avenue	7790 Southwest 87 Avenue
Miami,FL 33173	Miami,FL 33173
BrandsMart USA	Korean Church
of Miami	7410 Sunset Drive
7701 Southwest 76 Avenue	Miami,FL 33143
Miami,FL 33143	
La Scuola	St. Thomas the Apostle Catholic Church
7412 Sunset Drive	7377 Southwest 64 Street
Miami,FL 33143	Miami,FL 33143
Yoga Research Foundation	Bellas and Beaux Consignment Closet and
6111 Southwest 74 Avenue	More
Miami,FL 33143	5948 Southwest 73 Avenue
	Miami,FL 33143
Mount Nebo/Kendall Memorial Gardens	The Coral Gables Congregational Church
5900 Southwest 77 Avenue	5651 Southwest 82 Avenue
Miami,FL 33143	Miami,FL 33143
Vapor Shark 5000 Southwest 75 Avenue	Modis Architects
#123	4955 Southwest 75 Avenue
Miami,FL 33155	Miami,FL 33155
Ocaquatics Swim School Tropical	Midtown Video
4950 Southwest 75 Avenue	4824 Southwest 74 Court
Miami,FL 33155	Miami, FL 33155
The Score Group	Childhood Way Boutique
5001 Southwest 74 Court	4908 Southwest 72 Avenue
Miami, FL 33155	Miami,FL 33155
Unique Vacations Inc	Laser Training Center
4950 Southwest 72 Avenue	4953 Southwest 74 Court
Miami, FL 33155	Miami, FL 33155



Bomnin Chevrolet Dadeland	Camilo Office Furniture
8455 South Dixie Highway	4400 Southwest 75 Avenue
Miami,FL 33143	Miami,FL 33155
Roller Skate USA	Super Stone Inc
7340 Southwest 48 Street	4900 Southwest 75 Avenue
Miami,FL 33155	Miami, FL 33155
Tarmac America Inc.	Stitching Around
7355 Southwest 48 Street	4862 Southwest 72 Avenue
Miami,FL 33155	Miami,FL 33155
Dance Gallery	Prinzzesa Boutique
4840 Southwest 72 Avenue	4700 Southwest 72 Avenue
Miami,FL 33155	Miami, FL 33155
Urban Loft	J&J Rattan
4664 Southwest 72 Avenue	4702 Southwest 72 Avenue
Miami,FL 33155	Miami, FL 33155
Miami Mini Store-It	Gulfeagle Supply
4555 Southwest 72 Avenue	4241 Southwest 70 Court
Miami, FL 33155	Miami,FL 33155
IHOP	Burger King
7378 Bird Road	7070 Bird Road
Miami,FL 33155	Miami,FL 33155
Tropical Park	Taco Bell
7900 Southwest 40 Street	7745 Southwest 40 Street
Miami, FL 33155	Miami, FL 33155
Taco Rico	McDonalds
7921 Southwest 40 Street	7901 Bird Road
Miami, FL 33155	Miami, FL 33155
American Blinds Corporation	Surayabaya Furniture
4232 SW 75 Avenue	4222 SW 75 Avenue
Miami, FL 33155	Miami,FL 33155
Nadeau Furniture	Classic Metals Suppliers
4196 SW 74 Court	4220 SW 75 Avenue
Miami, FL 33155	Miami, FL 33155
Chevron Bird Road	Maribelle Day Spa
7625 SW Bird Road	7501 SW Bird Road
Miami,FL 33155	Miami,FL 33155
Shell Gas Station	TD Bank
7460 SW Bird Road	7400 SW 40 Street
Miami,FL 33155	Miami,FL 33155





Subway	Hertz Rent-A-Car
7379 SW 40 Street	7401 SW 40 Street
Miami, FL 33155	Miami, FL 33155
Tamiami Baptist Church	Apple Learning Center
8670 Coral Way	860 SW 76 Court
Miami, FL 33144	Miami,FL 33144
Shell Gas Station	Metal Master Shop
7850 SW 8 Street	7484 NW 8 Street
Miami,FL 33144	Miami, FL 33126
Tikal District and Rhino Boots	Univista Insurance
7432 NW 8 Street	7330 NW 8 Street
Miami,FL 33126	Miami,FL 33126
Mobil Gas Station	Safeguard Self Storage
701 NW 72 Avenue	7691 NW 12 Street
Miami, FL 33126	Miami, FL 33126
Costco Wholesale	Bank United
7795 W Flagler Street	7703 W Flagler Street
Miami, FL 33144	Miami,FL 33144
Mattress Firm Mall of the Americas	AT&T
7703 W Flagler Street	7703 W Flagler Street Suite C
Miami,FL 33144	Miami, FL 33144
Bank of America Financial Center 7760	Jiffy Lube
W Flagler Street	7798 Coral Way
Miami,FL 33144	Miami, FL 33155
Shell Gas Station	Preferred Care Partners Medical Group
7798 Coral Way	7800 Coral Way
Miami,FL 33155	Miami, FL 33155
Vicky Bakery	American Signature Furniture
7830 Coral Way	7775 Bird Road
Miami,FL 33155	Miami, FL 33155
Target	Publix Supermarket
7795 Bird Road	7805 Bird Road
Miami,FL 33155	Miami, FL 33155
Best Buy	AT&T
7751 Bird Road	7711 Bird Road
Miami, FL 33155	Miami,FL 33155
Miami Memorial Park	Mary's Coin Wash and Dry Cleaning
6200 SW 77 Avenue	9711 SW 77 Avenue
Miami,FL 33143	Miami,FL 33156





Marcus Centre Lawyers	Target
9990 SW 77 Avenue	7800 SW 104 Street
Miami,FL 33156	Miami,FL 33156
Williamson Cadillac	Miami Center for Dermatology
7815 SW 104 Street	7700 SW 104 Street
Miami, FL 33156	Miami,FL 33156
Maruti	Outback Steakhouse
7863 SW 40 Street	8255 W Flagler Street
Miami,FL 33155	Miami,FL 33144
BuyBuy Baby	Michaels
8241 W Flagler Street	8287 W Flagler Street
Miami,FL 33144	Miami, FL 33144
Jo-Ann Fabrics and Crafts	PetSmart
8257 W Flagler Street	8241 W Flagler Street #101
Miami,FL 33144	Miami, FL 33144
Party City	Valsan of Flagler
8301 W Flagler Street	8313 W Flagler Street
Miami,FL 33144	Miami,FL 33144
H&R Block	Salonz Beauty & Spa Suites
8317 W Flagler Street	8315 W Flagler Street
Miami, FL 33144	Miami,FL 33144
Tropicana-Food by the Pound	Walgreens
8323 W Flagler Street	8327 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Madrag	Expo Home Décor
8331 W Flagler Street #258	8263 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Dollar House	Lee Spa Nails
8245 W Flagler Street	82451 W Flagler Street
Miami, FL 33144	Miami,FL 33126
Taco Bell	Regions Bank
8363 W Flagler Street	8373 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Jimmy John's	Luany Jewelers IV
8343 W Flagler Street	8339 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Carvel	Chevron Miami
8349 W Flagler Street	8219 W Flagler Street
Miami,FL 33144	Miami,FL 33144



Venetian Banquet Hall	OneMain Financial
8300 W Flagler Street #118	8223 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Olive Garden Italian	Jiffy Lube
8201 W Flagler Street	8215 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Comfort Health	La Roma Plaza Shopping Center
8300 W Flagler Street	8300 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Little Caesar/s Pizza	D'Class Banquet Hall
8300 W Flagler Street	8250 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Fast Signs	Mattress One
8240 W Flagler Street	8200 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Metro PCS Authorized Dealer	Gus Figueredo State Farm Insurance
8198 W Flagler Street	7950 W Flagler Street #103
Miami,FL 33144	Miami,FL 33144
BB&T	McDonalds
7900 W Flagler Street	7993 W Flagler Street
Miami,FL 33144	Miami, FL 33144
Burger King	Wendys
7955 W Flagler Street	7901 W Flagler Street
Miami, FL 33144	Miami,FL 33144
Check Cashing USA	Shell Gas Station
90 NW 79 Avenue	7895 W Flagler Street
Miami,FL 33126	Miami,FL 33144
Private Investigator Miami	Ramalco Corporation
7880 W Flagler Street	7882 W Flagler Street
Miami,FL 33144	Miami,FL 33144
In Motion Studio Design	Taste of Style Catering
7590 W Flagler Street	7575 W Flagler Street
Miami,FL 33144	Miami,FL 33144
Avante Insurance Agency	Servicios de Inmigracion y Gestion de
7490 W Flagler Street	Documentos Legales
Miami, FL 33144	7455 W Flagler Street
	Miami,FL 33144
La Belle Beauty Academy	Nuñez Tire
7390 W Flagler Street	7401 W Flagler Street
Miami, FL 33144	Miami,FL 33144



Herma's Do It Upholstery	Chevron Gas Station
7385 W Flagler Street	7350 W Flagler Street
Miami, FL 33144	Miami,FL 33144
E-Vapors Electronic Cigarette	Bio-Tech Clinical Laboratories
7341 W Flagler Street	85 Grand Canal Drive #203
Miami,FL 33144	Miami, FL 33144
ABC Bartending School	Palmetto Subacute Care Center Inc
7329 W Flagler Street	7600 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Camacho, Manuel MD PA	Sonias Seafood
7500 SW 8 Street	7501 SW 8 Street
Miami,FL 33144	Miami, FL 33144
PandeBono Bakery	Florida Traffic School Program
7473 SW 8 Street	7469 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Cuban Cigars and Wines	El Encanto Joyeria
750 Flagami Boulevard	7467 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Simple Mobile Authorized Dealer	VaporizeMe Smoke and Tobacco
7465 SW 8 Street	7485 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Ceviche 7 Mares Miami	Smart City Tires
7451 SW 8 Street	7420 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Willy's Supermarket	Western Union
7400 SW 8 Street	7400 SW 8 Street
Miami,FL 33144	Miami,FL 33144
La Fuente Hotel	Palmetto Sports Cars
7470 SW 8 Street	7900 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Tires Plus	Mi Galito Bakery
855 SW 79 Avenue	7962 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Canton Palace Chinese Restaurant	Mojitos Restaurant
7980 SW 8 Street	8000 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Coco Boutique	Yrma Pharmacy Discount
7970 SW 8 Street	7958 SW 8 Street
Miami,FL 33144	Miami,FL 33144





T.K Chinese Groceries	Gasparini Tires Inc.
7992 SW 8 Street	7358 SW 8 Street
Miami,FL 33144	Miami,FL 33144
Prado Auto Sales	Metro Life Church
7300 SW 8 Street	8100 SW 104th Street
Miami,FL 33144	Miami, FL 33156
Miami Baptist Association	Jewish Community Services of South
7855 SW 104th Street	Florida 7875 SW 104th Street,
#210	Suite 101
Miami,FL 33156	Miami,FL 33156
Coral Pine Park	Continental Park
6955 SW 104th Street	10000 SW 82 Avenue
Miami,FL 33156	Miami,FL 33156
Continental Tennis Center	Wayside Baptist Church
10001 SW 82 Avenue	7701 SW 98th Street
Miami,FL 33156	Miami,FL 33156
Raw South Juice Company	Nations Bankers Mortgage
9804 SW 77th Avenue	Corporation9990 SW 77 Avenue, #202
Miami,FL 33156	Miami,FL 33156
Smile Miami	Universal Health Staffing Services
9840 SW 77th Avenue, Suite 201	9830 SW 77th Avenue, Suite 135
Miami,FL 33156	Miami,FL 33156
Tailor Shop Hombre Couture	A La Mode
9824 SW 77th Avenue	9812 SW 77th Avenue
Miami,FL 33156	Miami,FL 33156
Dadeland Shoe Repair	Gold Bug
9820 SW 77th Avenue	9806 South Dixie Highway
Miami,FL 33156	Miami,FL 33156
Congregation Dor Chadash	Vanden Bosch Medical Center
9400 SW 87th Avenue	8600 SW 92 Street #202
Miami,FL 33176	Miami,FL 33156
Greater Miami Youth for Christ	The Original Crab House
9350 SW 79th Avenue	9636 SW 77th Avenue
Miami,FL 33156	Miami,FL 33156
Teknica Martial Arts	Kwik Stop
9620 SW 77th Avenue	7695 SW 98th Street
Miami,FL 33156	Miami,FL 33156
Supershine	Jiffy Lube
9790 South Dixie Highway	9736 South Dixie Highway
Miami,FL 33156	Miami,FL 33156





Pego Lamps	Oscar Salon and Spa
9855 South Dixie Highway	9616 SW 77th Avenue
Miami,FL 33156	Miami,FL 33156
Shiraz Market	Dominos Pizza
9630 SW 77th Avenue	9612 SW 77th Avenue
Miami,FL 33156	Miami,FL 33156
Che Pibe	Florida Baptist Childrens
9600 SW 77th Avenue	7748 SW 95th Terrace
Miami,FL 33156	Miami,FL 33156
AvMed Medicare	Pinnacle Housing Group
9400 South Dadeland Blvd #315	9400 South Dadeland Blvd
Miami,FL 33156	Miami,FL 33156
Gastro Health	The Parlour
9500 South Dadeland Blvd	9700 South Dixie Highway #650
Miami, FL 33156	Miami,FL 33156
Ethan Allen	Firestone Complete Auto Care
9775 South Dixie Highway	9799 South Dixie Highway
Miami,FL 33156	Miami,FL 33156
First Bank Florida	Western Union
9795 South Dixie Highway	18485 South Dixie Highway
Miami,FL 33156	Miami,FL 33157
Leeds Professional Resources	Preemo IT Support
9769 South Dixie Highway	9655 South Dixie Highway
Miami,FL 33156	Miami,FL 33156
Accordions by De Vincenzo, LLC	Evenings Delight Spas & Hot Tubs
9655 South Dixie Highway #109	9621 South Dixie Highway
Miami,FL 33156	Miami,FL 33156
Body Remedy Miami	Capital Bank
9619 South Dixie Highway	9579 South Dixie Highway
Miami,FL 33156	Miami,FL 33156
Dadeland Car Wash	Farma International
9650 South Dixie Highway	9501 Old Dixie Highway
Miami,FL 33156	Miami,FL 33156
Modern Nail Spa	Body Mind Spirit Natural Health Center
11431 South Dixie Highway	9449 Old Dixie Highway
Miami,FL 33156	Miami,FL 33156
DXL Destination XL	Internet Wire Transfer LLC
9492 South Dixie Highway	9480 South Dixie Highway
Miami,FL 33156	Miami,FL 33156





Herff Jones	Gulfstream Co
9443 Old Dixie Highway	9405 Old Dixie Highway
Miami,FL 33156	Miami,FL 33156
Mattress One	AvMed Health Plans
9408 South Dixie Highway	9400 South Dadeland Blvd #120
Miami,FL 33156	Miami,FL 33156
Brais Brais Rusak	Independent Purchasing Co-Op
9300 South Dadeland Blvd #101	9200 South Dadeland Blvd #800
Miami,FL 33156	Miami,FL 33156
Shorty's Catering	Aloft Miami Dadeland
9150 SW 87th Avenue #205	7600 North Kendall Drive
Miami,FL 33176	Miami,FL 33156
St. Andrew Greek Orthodox Church	Caridad Machado, PharmD
7901 North Kendall Drive	7840 Camino Real
Miami,FL 33156	Miami, FL 33143
FemCare Ob-Gyn, LLC	Dentistry of Miami, Randy L. Furshman
7800 SW 87th Avenue	D.D.S. & Associates
#A-120	7800 SW 87th Avenue #A-140
Miami,FL 33173	Miami,FL 33173
Associates in Advanced Maternal Fetal	Galloway Farm Nursery Inc.
Medicine, LLC	7790 SW 87th Avenue
7765 SW 87th Avenue	Miami,FL 33173
Miami, FL 33173	
Urology Specialty Care	Norman Brothers Produce
7600 SW 87th Avenue #206	7621 SW 87th Avenue
Miami,FL 33173	Miami,FL 33173
Baptist Health Primary Care	Baptist Health South FL
7400 SW 87th Avenue #260	9165 SW 87th Avenue
Miami,FL 33173	Miami,FL 33176
South Florida Rehabilitation Consultants,	Orthodontic Specialists of Florida
Inc	8740 North Kendall Drive
9055 SW 87th Avenue #312	Miami,FL 33176
Miami, FL 33176	
Miami Center-Excellence	Skeletal Dynamics Inc
8700 North Kendall Drive #208	8905 SW 87th Avenue
Miami,FL 33176	Miami,FL 33176
Baptist Health South Florida Federal	Winn-Dixie
Credit Union	8710 SW 72 Street
7315 SW 87th Ave #300	Miami,FL 33173
Miami,FL 33173	





Kampai	Sunset Corners Wines & Liquors
8741 SW 72 Street	8701 SW 72 Street
Miami, FL 33173	Miami,FL 33173
Chevron	Miami Veterinary Specialists
8645 SW 72 Street	8601 Sunset Drive
Miami,FL 33143	Miami,FL 33143
Salvation Army	St. Matthew the Apostle Episcopal Church
8445 Sunset Drive	7410 Sunset Drive
Miami,FL 33143	Miami,FL 33143
Cultivate Church Miami	Ann's Swimming School
9415 Sunset Drive, Suite 125	7050 Sunset Drive
Miami,FL 33173	Miami,FL 33143
Fellowship Church South Miami	University Christian Church
6767 Sunset Drive	6750 Sunset Drive
Miami,FL 33143	Miami,FL 33143
MDFR Firehouse 13 - Miami Dade	Miami Dade County of Supply Bur
6000 SW 87th Avenue	6000 SW 87th Avenue
Miami,FL 33173	Miami,FL 33173
Data Processing and Communication	Mount Nebo/Kendall Memorial Gardens
Center (DPCC)	5900 SW 77th Avenue
5680 SW 87th Avenue	Miami,FL 33143
Miami,FL 33173	
Southeast Pastoral Institute	Alpha & Omega Church
7700 SW 56th Street	7800 Miller Drive
Miami,FL 33155	Miami,FL 33155
La Carreta Restaurant	Pollo Tropical
8650 Bird Road	8700 Bird Road
Miami,FL 33155	Miami,FL 33165
Chevron Miami	Denny's
8698 SW 40th Street	8503 SW 40th Street
Miami,FL 33155	Miami,FL 33155
Sedanos Supermarket	Office Depot
8601 Bird Road	8605 Bird Road
Miami,FL 33155	Miami,FL 33155
City National Bank	St. Brendan Catholic Church
8701 SW 40th Street	8725 SW 32nd Street
Miami,FL 33165	Miami,FL 33165
Publix Supermarket	Chase Bank
8680 SW 24th Street	8700 SW 24th Street
Miami,FL 33155	Miami,FL 33165





TD Bank	Wells Fargo Bank
8690 SW 24th Street	8550 SW 24th Street
Miami FL 33155	Miami,FL 33155
Walgreens	Walmart Supercenter
8450 Coral Way	8400 Coral Way
Miami,FL 33155	Miami,FL 33155
T.J. Maxx	CVS
8546 SW 24th Street	8695 Coral Way
Miami,FL 33155	Miami,FL 33155
Bank of America Financial Center	Party City
8585 Coral Way	8651 SW 24th Street
Miami,FL 33155	Miami,FL 33155
Coral Way United Methodist Church	Bella Quinces & Photography
7900 Coral Way	7890 Coral Way
Miami,FL 33155	Miami,FL 33155
Interamerican Dialysis Institute	LA Fitness
7815 Coral Way #115	8310 Bird Road
Miami,FL 33155	Miami,FL 33155
Caballero Rivero Woodlawn Home	Bernardo Garcia Funeral Homes
8200 Bird Road	8215 Bird Road
Miami,FL 33155	Miami,FL 33155
Publix Supermarket	Memorial Plan Miami Memorial Park
7805 SW 40th Street	6200 SW 77th Avenue
Miami,FL 33155	Miami,FL 33143
Bank of America Financial Center	Winn-Dixie
4020 SW 67th Avenue	6770 Bird Road
Miami,FL 33155	Miami,FL 33155
Pet Supermarket	McDonald's
6824 Bird Road	6700 Bird Road
Miami,FL 33155	Miami,FL 33155
Braman Honda	US Post Office
7000 Coral Way	6901 Coral Way
Miami, FL 33155	Miami,FL 33155
Coral Park Ministries	Chase Bank
8755 SW 16th Street	8534 SW 8th Street
Miami,FL 33165	Miami,FL 33144
El Palacios De Los Jugos	Brave Church
8700 SW 8th Street	1300 SW 87th Avenue
Miami,FL 33174	Miami, FL 33174





Publix Supermarket	Midway Ford
8341 West Flagler Street	8155 West Flagler Street
Miami,FL 33144	Miami,FL 33144
Sedanos Supermarket	Muslim Communities Associates
6709 West Flagler Street	7350 NW 3rd Street
Miami, FL 33144	Miami,FL 33126
SpringHill Suites Miami Airport	Universal Tire International
6700 NW 7th Street	6701 NW 7th Street #199
Miami,FL 33126	Miami,FL 33126
Cambria Hotel & Suites Miami	Aeropost
Airport6750 NW 7th Street	6703 NW 7th Street
Miami,FL 33126	Miami,FL 33126
Miami Airport Convention Center	Days Inn Miami International
711 NW 72 Avenue	7250 NW 11 Street
Miami,FL 33126	Miami,FL 33126
El Dorado Furniture	Fast Box Paraguay LLC
1260 NW 72nd Avenue	7311 NW 12th Street
Miami,FL 33126	Miami,FL 33126
Newalink of South Florida LLC	Porcelanosa Florida Corporation
6910 NW 12th Street	8700 NW 13th Terrace
Miami, FL 33126	Miami,FL 33172
Chili's Grill & Bar	Flanigan's Seafood Bar and Grill
8696 NW 13th Terrace	8695 NW 12th Street
Miami,FL 33126	Miami,FL 33126
Doral Buick GMC	Sam's Club
8447 NW 12th Street	8425 NW 13th Terrace
Miami,FL 33126	Miami, FL 33126
Hooters	Walmart Supercenter
8695 NW 13th Terrace	8651 NW 13th Terrace
Miami,FL 33126	Miami,FL 33126
Office Max	University Health Care Center
8515 NW 13th Terrace	8210 NW 17th Street
Miami,FL 33126	Miami,FL 33122
Miami Dade County Health Department	Pollo Tropical
8600 NW 17th Street #200	1555 NW 87th Avenue
Miami,FL 33126	Miami,FL 33172
Longhorn Steakhouse	Sunshine Gasoline Distributors
1630 NW 87th Avenue	1650 NW 87th Avenue
Miami,FL 33172	Miami,FL 33172





Exxon	Wells Fargo Bank
1690 NW 87th Avenue	1700 NW 87th Avenue
Miami,FL 33172	Miami,FL 33172
Romano's Macaroni Grill	City National Bank
8700 NW 18th Terrace	8725 NW 18th Terrace #100
Miami,FL 33172	Miami,FL 33172
Miami Firehouse 48-Miami Dade Fire	Dade County Police Department
Rescue	1701 NW 87th Avenue #100
8825 NW 18th Terrace	Miami,FL 33172
Miami,FL 33172	
Extended Stay America Miami Airport	U.S. Century Bank
Doral	2301 NW 87th Avenue
8655 NW 21 Terrace	Miami, FL 33172
Miami, FL 33122	
Tire Kingdom	McDonald's
2401 NW 87th Avenue	2405 NW 87th Avenue
Miami, FL 33172	Miami, FL 33172
Chase Bank	Chevron
2495 NW 87th Avenue	2498 NW 87th Avenue
Miami,FL 33172	Miami,FL 33172
TotalBank	Mercantil Bank
8790 NW 25th Street	2500 NW 87th Avenue
Miami,FL 33172	Miami,FL 33172
Intercontinental at Doral Miami	DHL Express
2505 NW 87th Avenue	8400 NW 25th Street
Miami,FL 33172	Miami, FL 33122
Aero Maintenance Group	Florida Grand Opera
2200 NW 84th Avenue	8390 NW 25th Street
Miami,FL 33122	Miami,FL 33122
Museum of The Americas	Pilot Freight Services
2500 NW 79th Avenue #104	2323 NW 82nd Avenue
Miami, FL 33122	Miami,FL 33122
Brazaviva Steakhouse	Biscayne Bay Brewing Company
7910 NW 25th Street	8000 NW 25th Street #500
Miami,FL 33122	Miami,FL 33122
TecnoShip Group	SunFlowers Farms Distributor Inc
2217 NW 79th Avenue	7927 NW 21 Street
Miami,FL 33122	Miami,FL 33122







APPENDIX B

Project Information Distribution Matrix





NAME	ADDRESS	CONTACT	PHONE	DISTRIBUTION FORMAT
Florida International University	11200 SW 8 th Street Miami, FL 33199	Dr. Pablo Ortiz Vice President, Regional Academic Locations and Institutional Development portiz@fiu.edu Christina Schettini, Assistant cschettini@fiu.edu	(305) 348-8178	Have previously accepted distributions via email.
Florida Medical College	4953 SW 74 th Court Miami, FL 33155	Gina Thompson fmedcollege@gmail.com	(305) 417-8316	Do accept distributions via email.
Dolphin Mall	11401 NW 12 th Street Miami, FL 33172	Pete Marrero, Property Manager pmarrero@taubman.com	(305) 599-3000	Distribution runs to tenants happen on Tuesdays and we are welcome to drop off meeting fliers with no limit to be incorporated in Tuesday runs.
Mall of the Americas	7795 West Flagler Street Miami, FL 33144	Terri Teply-Smith, Property Manager tsmith@sterlingorganization.com Xiomara Fraga Xfraga@sterlingorganization.com	(305) 261-8773 x2406 (954) 943-4683 x2801	Can contact Ms. Fraga. We can go to Mall of the Americas and do a distribution to public with no limit in courtyard and they distribute to store owners.





Dadeland Mall	7535 North Kendall Drive Miami, FL 33156	Maria Prado <u>Mprado@simon.com</u>	(305) 665-6227	Can contact Ms. Prado. We can go to Dadeland Mall and distribute to public with no limit and they can distribute to store owners.
International Mall	1455 NW 107 th Avenue Doral, FL 33172	Teri Hernandez, General Manager <u>Teresita.Hernandez@simon.com</u>	(305) 593-1777	Have previously accepted distributions via email.
Flagami NET Office	5135 NW 7 th Street Miami, FL 33126	Ana Rodriguez, Administrator arodriguez@miamigov.com	(305) 960-2891	Can contact Ms. Rodriguez. Have worked with them previously and we are able to distribute to the office for them to distribute to the public.
Versailles Gardens II Condominium	9400 West Flagler Street Miami, FL 33172	Carmen Naumann, Board Member Windygirl527@gmail.com	(305) 223-7362	Can contact Ms. Naumann. Have worked with them previously and we are able to distribute to the office for them to distribute to the public.
Flagler Corporate Center	9250 West Flagler Street Miami, FL 33172	Gordon Messinger, Managing Director gordon.messinger@cushwake.com Evelyn Mercado	(305) 351 2461 (786) 762-3444	Can contact Mr. Messinger. Have worked with them previously and we are able to distribute to the office for them to distribute to the public.





The Greenery Mall Administrative Office	7700 North Kendall Drive Miami, FL 33156	Amy Neledia Amyneledia@franklinst.com	(305) 595-8001	Can contact Ms. Neledia. They can distribute to store owners and offices in the center.
Downtown Dadeland Administrative Office	7250 North Kendall Drive Miami, FL 33156	Rafael Romero	(305) 779-3173	Can contact Mr. Romero.
The Honorable	District 6	Districtsiv@migmidado.gov	(305) 267-6377	Have previously worked with them and we are able to
Rebeca Sosa's Office	1000 SW 57 th Avenue Miami, FL 33144	<u>Districtsix@miamidade.gov</u>	(305) 372-6090 (Fax)	distribute to the district office with no limit.
The Honorable Xavier L. Suarez's Office	District 7 6130 Sunset Drive South Miami, FL 33143	Joanne Padron (Executive Aide to Commissioner) 305-375-5680 <u>Joanne.padron@miamidade.gov</u>	(305) 669-4003	Have previously worked with them and we are able to distribute to the district office with no limit.
The Honorable Javier Souto's Office	District 10 9766 Coral Way Suite One Miami, FL 33165	John Montes John.montes@miamidade.gov Aldo Gonzalez (Chief of Staff) Aldo.gonzalez@miamidade.gov Andre Naumann Andre.naumann@miamidade.gov	(305) 222-2116 (305) 222-2120 (Fax)	Have previously worked with them and we are able to distribute to the district office with no limit.



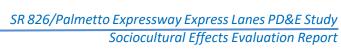


The Honorable Jose "Pepe" Diaz's Office	District 12 8345 NW 12 th Street Miami, FL 33126	Belkisr@miamidade.gov Jose "Pepe" Diaz jpdiaz@miamidade.gov	(305) 599-1200 (305) 470-1791 (Fax)	Have previously worked with them and we are able to distribute to the district office with no limit.
West Dade Regional Library	9445 SW 24 th Street Miami, FL 33165	Harry Varela <u>varelah@mdpls.org</u> David Samuels <u>Samuelsd@mdpls.org</u>	(305) 553-1134	Have previously worked with them and we are able to distribute.
South Miami Branch Library	6000 Sunset Drive Miami, FL 33143	Javier Corredor <u>Corredorj@mdpls.org</u>	(305) 667-6121	Can contact Mr. Corredor. We can distribute to public.
Sunset Branch Library	10855 SW 72 nd Street Miami, FL 33173	Javier Corredor <u>Corredorj@mdpls.org</u>	(305) 270-6368	Can contact Mr. Corredor. We can distribute to public.
Kendall Branch Library	9101 SW 97 th Avenue Miami, FL 33176	Pamela Hogue <u>Hoguep@mdpls.org</u>	(305) 279-0520	Can contact Ms. Hogue. We can distribute to public.
Village of Pinecrest	12645 Pinecrest Parkway Miami, FL 33156	Stephen Olmsted solmsted@pinecrest-fl.gov	(305) 234-2121	Can contact Mr. Olmsted and distribute in person and via email.
Alpha & Omega Church	7800 Miller Drive Miami, FL 33155	-	(305) 273-1263	Left voicemail for the assistant to the church, awaiting a response.





Suniland Shopping Center	11325 South Dixie Highway	Teresa Madrid tmadrid@crec.com	(303) 228-2200	Can contact Ms. Madrid. We would be able to distribute to management and have them to distribute to corresponding store owners.
Pinecrest Gardens	11000 Red Road Miami, FL 33156	Alana Perez asperez@pinecrest-fl.gov	(305) 669-6990 (305) 669-6944 (Fax)	Can contact Ms. Perez. Would be able to do a distribution.







Florida Department of Transportation

RICK SCOTT GOVERNOR

605 Suwannee Street Tallahassee, FL 32399-0450 MIKE DEW SECRETARY

ETDM Summary Report

Project #14308 - SR 826/Palmetto Expressway Express Lanes

Final Programming Screen - Published on 03/13/2018

Generated by Lauren Brooks (on behalf of FDOT District 6)

Printed on: 3/13/2018

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Screening Summary Report

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 recommendations 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.

#14308 SR 826/Palmetto Expressway Express Lanes

District:District 6Phase:Programming ScreenCounty:Miami-DadeFrom:US 1/South Dixie HighwayPlanning Organization:FDOT District 6To:SR 836/Dolphin Expressway

Federal Involvement: FHWA Funding Other Federal Permit

Contact Information: Curlene Thomas (305) 470-5408 Curlene.Thomas@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Re-published on 03/13/2018 by Lauren Brooks

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

	Social and Economic			Cı	ultu	ral	Natural				Physical										
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 From: US 1/South Dixie Highway To: SR 836/Dolphin Expressway Re-Published: 03/13/2018 Reviewed from 11/30/2016 to 01/14/2017)	2	4	4	N/A	3	2	1	4	3	4	3	4	3	3	2	3	2	4	3	2	3

Purpose and Need

Purpose and Need

The purpose of the SR 826/Palmetto Expressway project from US 1/South Dixie Highway to SR 836/Dolphin Expressway is to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety, and regional express lane network connectivity. The need for the project is based on the following criteria:

CAPACITY/TRANSPORTATION DEMAND (Improve Capacity & Traffic Operations)

The project traverses four of the six transportation planning areas (central, northwest, south, and west) as identified within the Miami-Dade Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan. The greatest population and employment growth between 2010 and 2040 within Miami-Dade County is expected to occur within the south transportation planning area; population within this area is projected to increase by 49.6% while employment is projected to increase by 64.5%. The other three transportation planning areas are also anticipated to grow modestly between this same time period as follows: central - 27.9% population growth and 32.5% employment growth, northwest - 20.0% population growth and 41.9% employment growth, and west - 12.5% population growth and 42.5% employment growth. The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826/Palmetto Expressway corridor.

Existing and future traffic conditions of the corridor are presented below.

Existing Conditions

According to 2015 FDOT Florida Traffic Online data, the highest existing Annual Average Daily Traffic (AADT) volumes along the SR 826/Palmetto Expressway project segment are 194,500 vehicles per day (vpd) [1100 feet north of SW 24th Street] and 194,000 vpd [1000 feet north of Flagler Street]. A CORSIM model was developed for the Feasibility Study to evaluate the existing traffic conditions along the corridor. Results of the analysis indicate that many mainline segments, merge/diverge areas, and ramp terminal junctions with side streets operate at or near capacity. During the AM and PM peak periods of travel, the SR 836/Dolphin Expressway interchange area experiences significant delays with movements that operate at deficient levels of service (LOS) E and F. Other areas of severe congestion along the corridor occur at NW 25th Street and Flagler Street.

Future Conditions

The Feasibility Study developed 2040 traffic projections for each of the seven corridor concepts and the No-Build scenario using the Southeast Florida Regional Planning Model, version 7.0 (SERPM 7.0). The 2040 traffic projections were then used to evaluate the future conditions of the corridor. Future traffic operations analysis indicates that Concepts 4 and 5 show the most general use lanes congestion relief when implementing express lanes. The traffic model runs show that vehicles will shift from the general use lanes to the express lanes to complete their trips allowing the general use lanes to operate/flow better. The implementation of the express lanes in these concepts will basically increase the travel speeds along the general use lanes. Concepts 4 and 5 also show the highest corridor total traffic throughput and express lanes utilization.

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

SAFETY (Improve Safety Conditions)

According to the FDOT Crash Analysis Reporting System there were a total of 2,531 crashes along the study corridor between 2011 and 2013, of which 1,522 (60.1%) were rear-end crashes and 259 (10.2%) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and operational weaving conditions within the project area. The majority (547) of the total crashes between 2011 and 2013 occurred between milepost 5.7 and 6.8 (roughly north of SW 24th Street and north of SE 8th Street), resulting in 811 injuries and one fatality.

Safety along the corridor will be enhanced with the construction of the express lanes. Implementing express lanes will improve mobility, reduce congestion and provide additional travel options along the corridor. By diverting some of the future traffic volume off of the general use lanes, the express lanes will help increase gaps providing more space for vehicles entering SR 826/Palmetto Expressway to safely merge. The express lanes will also help reduce tailgating and improve traffic flow while at the same time separating long distance trips from local trips, reducing weaving and sideswipe crashes. The express lanes will also create added capacity helping the corridor to operate more efficiently during emergency evacuation events.

SYSTEM LINKAGE (Improve Regional Express Lane Network Connectivity)

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 874/Don Shula Expressway, and I-95. In addition, SR 826/Palmetto Expressway is designated as a Strategic Intermodal System (SIS) facility.

The section of SR 826/Palmetto Expressway from US 1/South Dixie Highway to SR 836/Dolphin Expressway serves the major western Miami-Dade County growth areas along SW 8th Street, SW 40th Street and the Dadeland South area, and provides access to Miami International Airport at SR 836/Dolphin Expressway and the Dadeland Mall at SW 88th Street.

The proposed improvements along SR 826/Palmetto Expressway from US 1/South Dixie Highway to SR 836/Dolphin Expressway is the final portion of a larger express lanes project in southeastern Florida. This project is the southern segment of the western leg of the system; the northern segment (which extends along SR 836/Dolphin Expressway and I-75) is already under construction. When complete, this regional system will greatly improve capacity, safety, connectivity and peak hour travel times.

FREIGHT (Improve Freight/Goods Movement)

SR 826/Palmetto Expressway is an integral component of the regional freight network carrying over 10,000 trucks a day according to the 2014 Miami-Dade County Freight Plan Update. The plan identifies the construction of a separate barriered truck lane with manageable entry and exit points along SR 826/Palmetto Expressway as a freight priority highway need of Miami-Dade County. The addition of express lanes would create a more efficient road network, improving traffic flow in the general purpose lanes. While trucks are not allowed in express lanes, the enhanced traffic conditions along SR 826/Palmetto Expressway would aid in the movement and delivery of freight.

Project Description

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 874/Don Shula Expressway, and I-95. In addition, SR 826/Palmetto Expressway is designated as a Strategic Intermodal System (SIS) facility. The project limits extend along SR 826/Palmetto Expressway from US 1/South Dixie Highway to SR 836/Dolphin Expressway for approximately 7 miles.

The SR 826/Palmetto Expressway Express Lanes project is intended to complement and support the following improvements by addressing the north/south and east/west mobility needs in this area of Miami-Dade County:

SR 826/SR 836 Interchange Improvements (Section Five): This Florida Department of Transportation (FDOT) project was recently completed improving all of the system-to-system ramps and adjacent connections to the surrounding arterial corridors.

SR 826 Express Lanes Project - This FDOT project is currently under construction adding one/two express lanes between south of SR 836/Dolphin Expressway and I-75.

The FDOT District Six recently evaluated the feasibility of implementing express lanes on SR 826/Palmetto Expressway from US 1 to SR 836/Dolphin Expressway as part of the regional express lanes system. The study evaluated and screened concepts which focused on preliminary engineering efforts and future traffic projections. A conceptual design analysis evaluated corridor concepts to identify logical project termini, a preliminary typical section and the alignment of the proposed express lanes system. The analysis included both physical and operational conditions, as well as a review of crash statistics within the study limits.

Based on the seven corridor concepts evaluated within the Feasibility Study, Concepts 4 and 5 are proposed to be advanced for further consideration in the Project Development and Environment (PD&E) Study. The right-of-way impacts, construction costs and traffic conceptual analysis were the major factors to identify the feasibility and viability of these concepts. Concept 4 proposes one express lane in each direction between US 1 and SR 874/Don Shula Expressway and two express lanes between SR 874/Don Shula Expressway and SR 836/Dolphin Expressway. The express lanes will be constructed along SR 826/Palmetto Expressway with major widening to the outside, approximately 26-30 feet, with a set of bridge overpasses crossing over SR 874/Don Shula Expressway. Concept 5 proposes one express lane in each direction between US 1/South Dixie Highway and SR 836/Dolphin Expressway and two elevated reversible express lanes between SR 874/Don Shula Expressway and SR 836/Dolphin Expressway. The express lanes can be constructed along SR 826/Palmetto Expressway with major widening to the outside, approximately 18-23 feet, with a set of bridge overpasses crossing over SR 874/Don Shula Expressway. The elevated reversible express lanes will be located along the median and the at-grade one-lane express lanes will be located between the median and the general use lanes.

TRANSPORTATION PLAN CONSISTENCY

SR 826/Palmetto Expressway Express Lanes from US 1/South Dixie Highway to SR 836/Dolphin Expressway is identified in the Miami-Dade Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP) as a partially funded project. This project is additionally included within the FDOT 2010/2011 - 2015/2016 Work Program, the FDOT 2015/2016 - 2018/2019 Statewide Transportation Improvement Program (STIP), and the Miami-Dade MPO 2016/2017 - 2020/2021 Transportation Improvement Program (TIP) with funding allocated for the Transportation Planning/PD&E phase; no other future phases [Preliminary Engineering, Right-of-Way, or Construction] nor future year funding is indicated. During future project phases, FDOT will coordinate with Miami-Dade County and the Miami-Dade MPO, respectively, to ensure that the project is consistent with the local government comprehensive plan(s) and that required project funding is identified in the TIP, LRTP, STIP, and Work Program.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Planning Consistency Status

LRTP Pages - https://www.fla-etat.org/est/servlet/blobViewer?blobID=21677

TIP Pages - https://www.fla-etat.org/est/servlet/blobViewer?blobID=21678

STIP Pages - https://www.fla-etat.org/est/servlet/blobViewer?blobID=21678

Attachments

Federal Consistency Determination

Date of Determination: 01/11/2018 by Chris Stahl

FDEP Clearinghouse Determination: CONSISTENT, WITH COMMENTS with Coastal Zone Management Program.

Comment:

Please see the comments made by the Florida Fish and Wildlife Conservation Commission.

Lead Agency

FDOT Office of Environmental Management

Participating and Cooperating Agencies

Participating and Cooperating agencies are not applicable for this class of action.

Exempted Agencies

Agency Name	Justification	Date
US Coast Guard	US Coast Guard has requested to be exempt from reviewing any projects that do not impact navigable waterways.	10/05/2016
oo oodot oddi'd	as not impact natiguate materina / si	10,00,2010
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	10/05/2016

Community Desired Features

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

User Defined Communities Within 500 Feet

No user defined communities were found within a 500 ft. buffer distance for this project.

Census Places Within 500 Feet

No census places were found within a 500 ft. buffer distance for this project.

Purpose and Need Reviews

FDOT Office of Environmental Management

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	, -, -	Shereen Yee Fong (shereen.yeefong@dot .state.fl.us)	No Purpose and Need comments found.

FL Department of Agriculture and Consumer Services

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	01/11/2017	Steve Bohl (Steve.Bohl@freshfro mflorida.com)	The Homestead Forestry Station should not be impacted during or after construction.

FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	01/13/2017	Matt Preston (matt.preston@deo.m yflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	. , , .	Suzanne Ray (plan.review@dep.stat e.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/30/2016	Ginny Jones (ginny.jones@dos.myfl orida.com)	none

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	01/05/2017	Jennifer Goff (jennifer.goff@MyFWC .com)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/05/2016	Brandon Howard (Brandon.Howard@no aa.gov)	None

Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	, - ,	Rick Robbins (rick.a.robbins@fl.usd a.gov)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood		Tarrie Ostrofsky (Tarrie.L.Ostrofsky@us ace.army.mil)	The purpose and need is understood.

US Coast Guard

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/09/2016	Randall Overton (randall.d.overton@us cg.mil)	No involvement

US Environmental Protection Agency

03 Elivii olillielita	i Protection Agency				
Acknowledgment	Date Reviewed	Reviewer	Comments		
Not Understood	01/29/2017	Kim Gates (gates.kim@epa.gov)	Current data was not provided to support characterizing the project corridor as "already congested." The Purpose & Need referenced a feasibility study that was conducted to evaluate existing traffic conditions along the corridor. "Results of the analysis indicate that many mainline segments, merge/diverge areas, and ramp terminal junctions with side streets operate at or near capacity. During the AM and PM peak periods of travel, the SR 836/Dolphin Expressway interchange area experiences significant delays with movements that operate at deficient levels of service (LOS) E and F. Other areas of severe congestion along the corridor occur at NW 25th Street and Flagler Street." However, the Purpose & Need did not acknowledge that 'existing conditions' included the construction associated with the Palmetto 5 project (http://www.826-836.com/home/), which entailed reconstruction of the SR 826/SR 836, SR 826/Flagler Street, and SR 836/NW 72nd Avenue interchanges. Nor was it mentioned that data from field observations performed during the feasibility study was collected during this construction effort, which began in November 2009 and concluded in September 2016. Please explain in the ETDM Programming Screen Summary Report how data collected during construction of the Palmetto 5 project accurately reflects current conditions. Also, tolled express lanes were added to SR 826 from W. Flagler Street to NW 154 Street as part of ETDM Project #11560 (FM #418423-3-22-01). Please indicate in the summary report whether data has been collected.		

since September 2016 to demonstrate the inadequacy of both projects in alleviating traffic congestion.

The total length of project was not discussed in the Purpose & Need. The only information provided was a question mark in the Total Length column of the Alternative Description table and this reference to an analysis conducted during the feasibility study: "A conceptual design analysis evaluated corridor concepts to identify logical project termini, a preliminary typical section and the alignment of the proposed express lanes system." However, logical termini were not defined in the feasibility study, which states that "[t]he project is located in western Miami-Dade County and is approximately 7 miles in length. The project limits extend along SR 826/Palmetto Expressway, from US 1/SR 5/South Dixie Highway to SR 836/Dolphin Expressway (see Figure 2.1)." However, the approximate 7-mile length is not consistent with the 7.224 miles specified in the Miami-Dade MPO 2017 TIP or the 7.22 miles in the FDOT STIP. Please provide an explanation for these discrepancies in the summary report.

Furthermore, the project termini are not clearly defined. The Purpose & Need, Miami-Dade MPO 2040 LRTP, Miami-Dade MPO 2017 TIP, and FDOT STIP all identify the project as from US 1/South Dixie Highway to SR 836/Dolphin Expressway. However, two managed lanes each way have already been added to the Palmetto Expressway from south of W. Flagler Street north to NW 154th Street as part of ETDM Project #11560. Construction of these express lanes coincided with the Palmetto 5 project, the limits of which were defined as from 1,270 feet south of Flagler Street to 1,375 feet south of N.W. 25th Street (http://apcte.com/water-resources-design-projects.html). The inclusion in the project (in the Feasibility Study and the GIS analyses generated by the EST) of the 0.6-mile segment of US 1 extending south from the Palmetto Expressway/US 1 interchange past the bridge crossing the C-100A (Cutler Drain) Canal adds further confusion. Please define the project termini in the ETDM Programming Summary Report.

Printed on: 3/13/2018

US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/01/2016	John Wrublik (john_wrublik@fws.go v)	No Purpose and Need comments found.

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

Alternative #1

Alternative Description

Name	From	То	Туре	Status	Total Length	Cost	Modes	SIS	
Alternative	US 1/South	SR							
was not	Dixie	836/Dolphin		AN Review					
named.	Highway	Expressway	Widening	Complete	? mi.		Roadway	Υ	

Project	Effects	Overviev	y for <i>l</i>	Alternat	ive #1
			1		

Issue	Degree of Effect	Organization	Date Reviewed	
Social and Economic	203.00 0. 200	Organization .	Date Noviewed	
Land Use Changes	0 None	FL Department of Economic Opportunity	01/13/2017	
Land Use Changes	2 Minimal	FDOT District 6	01/06/2017	
Social	4 Substantial	US Environmental Protection Agency	01/29/2017	
Social	3 Moderate	FDOT District 6	01/06/2017	
Relocation Potential	4 Substantial	FDOT District 6	01/06/2017	
Farmlands	N/A N/A / No Involvement	Natural Resources Conservation Service	12/01/2016	
Aesthetic Effects	3 Moderate	FDOT District 6	01/06/2017	
Economic	1 Enhanced	FL Department of Economic Opportunity	01/13/2017	
Economic	2 Minimal	FDOT District 6	01/06/2017	
Mobility	1 Enhanced	FDOT District 6	01/06/2017	
Cultural				
Historic and Archaeological Sites	3 Moderate	FL Department of State	12/30/2016	
Recreation Areas	4 Substantial	National Park Service	01/13/2017	
Recreation Areas	2 Minimal	South Florida Water Management District	12/21/2016	
Natural				
Wetlands and Surface Waters	3 Moderate	US Environmental Protection Agency	01/29/2017	
Wetlands and Surface Waters	2 Minimal	FL Department of Environmental Protection	01/05/2017	
Wetlands and Surface Waters	2 Minimal	South Florida Water Management District	12/21/2016	
Wetlands and Surface Waters	2 Minimal	US Army Corps of Engineers	12/16/2016	
Wetlands and Surface Waters	2 Minimal	US Fish and Wildlife Service	12/07/2016	
Wetlands and Surface Waters	2 Minimal	National Marine Fisheries Service	12/05/2016	
Water Quality and Quantity	4 Substantial	US Environmental Protection Agency	01/29/2017	
Water Quality and Quantity	3 Moderate	South Florida Water Management District	12/21/2016	
Floodplains	3 Moderate	South Florida Water Management District	12/21/2016	
Wildlife and Habitat	3 Moderate	FL Department of Agriculture and Consumer Services	01/11/2017	

Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	01/05/2017
Wildlife and Habitat	3 Moderate	US Fish and Wildlife Service	12/07/2016
Coastal and Marine	2 Minimal	South Florida Water Management District	12/21/2016
Coastal and Marine	0 None	National Marine Fisheries Service	12/05/2016
Physical			
Air Quality	2 Minimal	US Environmental Protection Agency	01/09/2017
Contamination	4 Substantial	US Environmental Protection Agency	01/29/2017
Contamination	3 Moderate	FL Department of Environmental Protection	01/05/2017
Contamination	3 Moderate	South Florida Water Management District	12/21/2016
Navigation	2 Minimal	US Army Corps of Engineers	12/16/2016
Navigation	N/A N/A / No Involvement	US Coast Guard	12/09/2016
Special Designations			
Special Designations	3 Moderate	US Environmental Protection Agency	01/29/2017
Special Designations	2 Minimal	South Florida Water Management District	12/21/2016
Special Designations	3 Moderate	US Fish and Wildlife Service	12/07/2016

ETAT Reviews and Coordinator Summary: Social and EconomicLand Use Changes

Project Effects

Coordinator Summary Degree of Effect:

2 Minimal assigned 03/30/2017 by FDOT District 6

Comments:

Miami International Airport, Developments of Regional Impact, brownfield areas, and a Planned Unit Development are located within the project vicinity. Land adjacent to the corridor predominantly consists of residential uses as well as commercial/retail/office activities with pockets of recreational, industrial, and institutional uses. According to the Miami-Dade County Future Land Use Map, the corridor will remain relatively unchanged as it will continue to support these uses. FDEO noted that increased capacity provided by the project would potentially enhance mobility to and from Miami International Airport, two Urban Centers, the Dadeland Metropolitan Center (Dadeland Mall), and the Mall of the Americas. FDEO also indicated that the project is not within an Area of Critical State Concern or the Coastal High Hazard Area, nor does it encroach on any military base. FDEO further recommended that FDOT analyze potential impacts to any present 4(f) resources. FDEO additionally noted that while the project is consistent with the Miami-Dade County Comprehensive Development Master Plan, the Future Transportation Map should be updated to include the project.

The project is identified in the Miami-Dade Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP), the Miami-Dade MPO 2016/2017 - 2020/2021 Transportation Improvement Program (TIP), the FDOT 2015/2016 - 2018/2019 Statewide Transportation Improvement Program (STIP), and the FDOT 2010/2011 - 2015/2016 Work Program.

Surrounding parcels are proposed to be impacted resulting in potential relocations. However, no changes to land use patterns are anticipated. For this reason and due to the fact that the project is consistent with the vision and character of the area, a Summary Degree of Effect of Minimal has been assigned to the Land Use Changes issue.

During the Project Development phase, a Public Involvement Plan (in accordance with Part 1, Chapter 11 of the PD&E Manual) will be implemented by FDOT District Six in coordination with the Miami-Dade MPO to obtain feedback from residents and business owners that may be impacted by the project on potential project effects of the proposed build alternatives, as well potential mitigative solutions. In addition, FDOT District Six will coordinate with all appropriate municipalities, Miami-Dade County, and the Miami-Dade MPO, respectively, to ensure that the project is consistent with the local government comprehensive plan(s) and that

required project funding is identified in the LRTP, TIP, STIP, and Work Program.

Degree of Effect: 0 None assigned 01/13/2017 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comprehensive Plan(s) Reviewed:

Miami-Dade County Comprehensive Development Master Plan (CDMP), adopted October 2, 2013; and, Miami-Dade CDMP Future Land Use Map, adopted in January of 2016.

Comments on Effects to Resources:

Compatibility with Community Development Goals and Comprehensive Plan:

Based upon input provided by the Miami-Dade County Department of Regulatory and Economic Resources, the project is compatible with the County's development goals. Given that the project is for an existing facility, it does not encroach upon existing neighborhoods in any substantial way, nor pose a threat to environmental resources of the County.

The project is consistent with Miami-Dade CDMP Transportation Element Policy TE-3C, which enables the development of all the transportation facilities identified in the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and the CDMP Transportation Element as soon as feasible, in accordance with the LRTP phasing program.

Future Transportation Map:

The project is not included on Miami-Dade County's Future Transportation Map. DEO staff recommends that the County update its map to include this project.

Land Uses:

Future Land Use Map categories surrounding the project, include: Residential Estate Density, Residential Low Density, Residential Low-Medium Density, Residential Medium Density, Residential Medium-High Density, Parks and Recreation, Environmentally Protected Park, Medium Density, Industrial and Office, Restricted Industrial and Office, Business and Office, and Office Residential.

Humble Mini Park, Tropical Park, Miami Memorial Park, Trinity Pineland County Park (Environmentally Protected Park) are within a quarter mile of the project. FDOT should analyze potential impacts to these 4(f) resources.

Area of Critical State Concern (ACSC), Coastal High Hazard Area (CHHA), and Military Bases:

The project is not located within an Area of Critical State Concern, or the CHHA; nor does it encroach on any military bases.

Other Planning-Related Items:

The project is within a half mile of the Miami International Airport. The increased capacity would potentially enhance mobility for trips to and from the airport. Additionally, two Urban Centers, the Dadeland Metropolitan Center (Dadeland Mall) and the Mall of the Americas, are immediately adjacent to the Palmetto Expressway segment of this project.

Contact Information:

Mark Woerner (Miami-Dade County) - Phone Number: (305) 375-2835.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 01/06/2017 by Lauren Brooks, FDOT District 6

Page 11 of 114 Summary Report - Project #14308 - SR 826/Palmetto Expressway Express Lanes Printed on: 3/13/2018 Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Miami-Dade County Comprehensive Development Master Plan

100-Foot Buffer:

2010 Census Designated Places (8)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester

Brownfield Location Boundaries (3)

- Fountainbleau
- Sweetwater D
- Westchester

Developments of Regional Impact (2)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Local Florida Parks and Recreational Facility Boundaries (4)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park

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

- 1110 FIXED SINGLE FAMILY UNITS / 5.56 / 1.09%
- 1210 FIXED SINGLE FAMILY UNITS / 62.98 / 12.38%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 4.08 / 0.80%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 5.57 / 1.10%
- 1400 COMMERCIAL AND SERVICES / 12.74 / 2.50%
- 1411 SHOPPING CENTERS / 6.77 / 1.33%
- 1480 CEMETERIES / 2.29 / 0.45%
- 1550 OTHER LIGHT INDUSTRY / 9.12 / 1.79%
- 1700 INSTITUTIONAL / 0.87 / 0.17%
- 1710 EDUCATIONAL FACILITIES / 0.95 / 0.19%
- 1850 PARKS AND ZOOS / 9.88 / 1.94%
- 1900 OPEN LAND / 0.42 / 0.08%
- 5120 CHANNELIZED WATERWAYS CANALS / 18.61 / 3.66%
- 5300 RESERVOIRS / 8.92 / 1.75%
- 8140 ROADS AND HIGHWAYS / 359.87 / 70.75%

500-Foot Buffer:

2010 Census Designated Places (9)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester

- Miami

Brownfield Location Boundaries (4)

- Fountainbleau
- Sweetwater D
- Westchester
- Glenvar Heights

Developments of Regional Impact (3)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]
- Miami International Airport [ADA NO: 1979-014]

Planned Unit Development (1)

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Local Florida Parks and Recreational Facility Boundaries (5)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park
- Flagler Grove Park

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

- 1110 FIXED SINGLE FAMILY UNITS / 38.14 / 2.60%
- 1210 FIXED SINGLE FAMILY UNITS / 404.58 / 27.53%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 44.15 / 3.00%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 48.03 / 3.27%
- 1400 COMMERCIAL AND SERVICES / 143.08 / 9.74%
- 1411 SHOPPING CENTERS / 75.94 / 5.17%
- 1480 CEMETERIES / 23.81 / 1.62%
- 1490 COMMERCIAL AND SERVICES UNDER CONSTRUCTION / 2.45 / 0.17%
- 1550 OTHER LIGHT INDUSTRY / 49.84 / 3.39%
- 1700 INSTITUTIONAL / 16.52 / 1.12%
- 1710 EDUCATIONAL FACILITIES / 26.16 / 1.78%
- 1850 PARKS AND ZOOS / 42.94 / 2.92%
- 1900 OPEN LAND / 11.69 / 0.80%
- 5120 CHANNELIZED WATERWAYS CANALS / 38.76 / 2.64%
- 5300 RESERVOIRS / 45.71 / 3.11%
- 8120 RAILROADS AND RAILYARDS / 1.60 / 0.11%
- 8140 ROADS AND HIGHWAYS / 456.09 / 31.04%

1,320-Foot (Quarter-Mile) Buffer:

2010 Census Designated Places (9)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester
- Miami

Brownfield Location Boundaries (4)

- Fountainbleau
- Sweetwater D
- Westchester
- Glenvar Heights

Developments of Regional Impact (3)

- Dadeland Mall [ADA NO: 1994-015]

- Green Datran Center [ADA NO: 1986-009]
- Miami International Airport [ADA NO: 1979-014]

Planned Unit Development (1)

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Florida Forever Board of Trustees (BOT) Projects (1)

- Dade County Archipelago Florida Forever BOT Project

Local Florida Parks and Recreational Facility Boundaries (6)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park
- Flagler Grove Park
- Trinity Pineland Park

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

- 1110 FIXED SINGLE FAMILY UNITS / 128.69 / 3.75%
- 1210 FIXED SINGLE FAMILY UNITS / 1,314.67 / 38.30%
- 1310 FIXED SINGLE FAMILY UNITS / 4.84 / 0.14%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 126.84 / 3.70%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 103.67 / 3.02%
- 1400 COMMERCIAL AND SERVICES / 358.54 / 10.45%
- 1411 SHOPPING CENTERS / 187.08 / 5.45%
- 1480 CEMETERIES / 67.63 / 1.97%
- 1490 COMMERCIAL AND SERVICES UNDER CONSTRUCTION / 15.52 / 0.45%
- 1550 OTHER LIGHT INDUSTRY / 114.51 / 3.34%
- 1700 INSTITUTIONAL / 42.18 / 1.23%
- 1710 EDUCATIONAL FACILITIES / 43.97 / 1.28%
- 1850 PARKS AND ZOOS / 110.28 / 3.21%
- 1900 OPEN LAND / 29.11 / 0.85%
- 4110 PINE FLATWOODS / 2.72 / 0.08%
- 4220 BRAZILIAN PEPPER / 2.59 / 0.08%
- 5120 CHANNELIZED WATERWAYS CANALS / 62.14 / 1.81%
- 5300 RESERVOIRS / 120.32 / 3.51%
- 7430 SPOIL AREAS / 4.98 / 0.15%
- 8110 AIRPORTS / 19.81 / 0.58%
- 8120 RAILROADS AND RAILYARDS / 3.65 / 0.11%
- 8140 ROADS AND HIGHWAYS / 568.74 / 16.57%

Comments on Effects to Resources:

The project corridor lies within the Miami Urbanized Area and spans eight US Census designated places including Doral, Pinecrest, Coral Terrace, Fontainebleau, Glenvar Heights, Kendall, Olympia Heights, and Westchester. Land adjacent to the corridor predominantly consists of residential uses (including single family dwelling units and multi-family establishments) as well as commercial/retail/office activities with pockets of recreational, industrial, and institutional uses.

Specifically, two Developments of Regional Impact (Dadeland Mall and Green Datran Center) are present at the intersection of SR 826/Palmetto Expressway and US 1/South Dixie Highway (the southern project terminus). Miami International Airport, also a Development of Regional Impact, is located immediately north of the project segment. In addition, two brownfield areas are located at the northern project terminus (Sweetwater D and Fountainbleau) and one brownfield area is located at SW 40th Street/Bird Road (Westchester) within the central portion of the corridor [all are situated to the west]; another brownfield area (Glenvar Heights) is located at SW 40th Street/Bird Road to the east of the corridor. One Planned Unit Development occurs to the east of the corridor at SR 94/Kendall Drive. Further, one additional US Census designated place (Miami), two cemeteries, one Florida Forever Board of Trustees project (Dade County Archipelago - located east of the corridor near SR 878), and six local Florida parks and recreational facility boundaries (one is a designated National Park Project and Florida Managed Area) are present within the 1,320-foot project buffer.

The Miami-Dade County Future Land Use Map suggests that the land use character of the corridor will remain relatively unchanged as residential and commercial/retail/office activities will continue to be supported. While surrounding parcels are proposed to be

impacted resulting in potential relocations, no changes to land use patterns are anticipated. For this reason and due to the fact that the project is consistent with the vision and character of the area, overall changes and effects to surrounding lands uses as a result of the project are anticipated to be minimal.

Transportation Plan Consistency:

The project is identified in the Miami-Dade Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP), the Miami-Dade MPO 2016/2017 - 2020/2021 Transportation Improvement Program (TIP), the Florida Department of Transportation (FDOT) 2015/2016 - 2018/2019 Statewide Transportation Improvement Program (STIP), and the FDOT 2010/2011 - 2015/2016 Work Program.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

During the Project Development phase, FDOT District Six will engage residents and business owners in coordination with the Miami-Dade MPO to solicit input on potential project effects to surrounding communities and work to identify potential solutions. FDOT District Six will also coordinate with all appropriate municipalities, Miami-Dade County, and the Miami-Dade MPO, respectively, to ensure that the project is consistent with the local government comprehensive plan(s) and that required project funding is identified in the LRTP, TIP, STIP, and Work Program.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Social

Project Effects

Coordinator Summary Degree of Effect: 4 Substantial assigned 03/30/2017 by FDOT District 6

Comments:

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 874/Don Shula Expressway, and I-95. Land adjacent to the corridor predominantly consists of residential uses as well as commercial/retail/office activities with pockets of recreational, industrial, and institutional uses. Given that the project is located within a dense urban environment, a significant number of community features are present within the 100-foot project buffer. Major attractors within the project vicinity include Miami International Airport, Mall of the Americas, Dadeland Mall, Westchester General Hospital, and West Gables Rehabilitation Hospital. Developments of Regional Impact, brownfield areas, and a Planned Unit Development are also located within the project area.

Compared to the demographic characteristics for Miami-Dade County, the 500-foot project buffer contains higher White and Hispanic population percentages, a similar Other Race population percentage, a significantly lower African American population percentage, a slightly higher percentage of individuals age 65 and over, a comparable percentage of individuals age 18 and under, a notably lower percentage of housing units with no vehicle available, and a dramatically higher median family income (\$22,773 more). In addition, 168 census blocks within the 500-foot project buffer contain a minority population greater than 40% (a total of 22,539 individuals). Limited English Proficiency (LEP) accommodations will also be required during public outreach efforts of the Project Development phase as census block groups encompassing the project contain 21,646 persons or 36.93% that "speak English less than very well".

USEPA further analyzed the 22 census block groups in the project corridor and cited that all have minority populations above the state average, with percentages ranging from 69% to 100%; 5 have low income populations above the state average; 19 contain higher linguistically isolated populations than the state average; 16 have higher populations with less than a high school education than the state average; 3 have higher populations of children less than 5 years old than the state average; and 10 have higher

populations of people over the age of 64 than the state average. USEPA stated that it appears that the project will have disproportionately high and adverse human health or environmental effects on minority, low income, and special populations. USEPA indicated that given the higher than average populations of children under 5 years of age in three census block groups and the presence of twelve schools within the quarter-mile project buffer, a Children's Health Assessment should be conducted during the PD&E phase to define these populations and identify other sensitive receptors that could be impacted; the resulting report needs to specifically address potential air quality and noise impacts on children's health and safety. It should be noted that FDOT conducted additional coordination with USEPA regarding provided project comments (see EST Attachment titled "14308 FDOT Responses to USEPA Comments").

The project is intended to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety (including emergency service response time), and regional express lane network connectivity, as well as complement other projects within the area. No neighborhood division or social isolation nor disproportionate effects on special populations (primarily minority and low income populations) are anticipated as a result of the project. However, a Summary Degree of Effect of Substantial has been assigned to the Social issue given 1) USEPA's concerns regarding potential disproportionate effects on special populations; 2) potential relocations/modified access (both temporary and permanent) to proximate residences, businesses, and community features along the project corridor; and 3) potential visual effects to surrounding communities if an additional elevated structure(s) is required to accomplish project objectives.

During the Project Development phase, a Public Involvement Plan (in accordance with Part 1, Chapter 11 of the PD&E Manual) will be implemented by FDOT District Six in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input from the general public (targeting the transportation disadvantaged and LEP populations) on potential project effects related to community cohesion and social interaction as well as potential solutions to ensure that both the social and transportation needs of the surrounding communities are addressed through the project. Public outreach activities will include LEP accommodations.

Degree of Effect: 4 Substantial assigned 01/29/2017 by Kim Gates, US Environmental Protection Agency

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

Sociocultural Effects (SCE) Evaluation Technical Memorandum that includes the results of the Children's Health Assessment (PD&E Manual, Part 2, Chapter 9; FDOT's Sociocultural Effects Evaluation Handbook)

Direct Effects

Identified Resources and Level of Importance:

Resources & Level of Importance:

Resources: Low-income, disadvantaged, minority, and other special populations (including Indian tribes)

Level of importance is discussed in FDOT's ETDM Manual, PD&E Manual, Sociocultural Effects Evaluation Handbook, and Public Involvement Handbook. Applicable authorities include, but are not limited to:

- Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations [February 11, 1994]
- USDOT Order 5610.2: Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations [April 1997]
- USDOT Order 6640.23: FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations [December 1998]

Note: See the comprehensive listing of relevant legal authorities in FDOT's Sociocultural Effects Evaluation Handbook.

Comments on Effects to Resources:

Utilizing the 1/4-mile buffer prescribed in the FDOT PD&E Manual (Part 2, Chapter 9) for urban areas and EJSCREEN* (http://www2.epa.gov/ejscreen), the following demographics characterize the population in the project corridor:

Total Population = 14,704 Minority Population = 81% [State Average = 43%] Low Income Population = 32% [State Average = 38%] Linguistically Isolated Population = 25% [State Average = 7%] Population with Less than High School Education = 15% [State Average = 14%] Population Under 5 Years of Age = 6% [State Average = 6%] Population Over 64 Years of Age = 16% [State Average = 18%]

However, this data summarizes demographics along the entire 7-mile corridor. Census Blockgroup data provides a more accurate picture of the communities along the Palmetto Expressway. Of the 22 Census Blockgroups in the project corridor, all of them have minority populations above the state average, with percentages ranging from 69 to 100%. Five Blockgroups have low income populations above the state average. Nineteen Blockgroups contain higher linguistically isolated populations than the state average. Sixteen Blockgroups have higher populations with less than a high school education than the state average. Three Blockgroups have higher populations of children less than 5 years old than the state average. And ten Blockgroups have higher populations of people over the age of 64 than the state average.

Utilizing information in the Express Lanes Feasibility Study regarding right-of-way that will be needed for the project, residential impacts will affect the following four Census Blockgroups:

Blockgroup #120860060022

Population = 3454

% minority = 83

% low income = 27

% linguistically isolated = 18

% less than high school = 24

% under age 5 = 6

% over age 64 = 16

Blockgroup #120860077012

Population = 1839

% minority = 78

% low income = 33

% linguistically isolated = 19

% less than high school = 21

% under age 5 = 1

% over age 64 = 18

Blockgroup #120860077013

Population = 1564

% minority = 96

% low income = 43

% linguistically isolated = 22

% less than high school = 24

% under age 5 = 13

% over age 64 = 18

Blockgroup #120860089012

Population = 2304

% minority = 98

% low income = 15

% linguistically isolated = 21

% less than high school = 18

% under age 5 = 2

% over age 64 = 22

In addition, the EST reported twelve pre-K, elementary, middle, and high schools in the 1/4-mile buffer area. Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, directs federal agencies (and their designees) to minimize environmental health and safety risks to children, and to prioritize the identification and assessment of environmental health and safety risks that may have a disproportionate impact on children. Given the higher than average populations of children under 5 years of age in three Census Blockgroups and the presence of the schools, the USEPA recommends conducting a Children's Health Assessment during the PD&E phase to define these populations and identify other sensitive receptors that could be impacted. The resulting report needs to specifically address potential air quality and noise impacts on children's health and safety. Information about protecting children's environmental health is available online at https://www.epa.gov/children.

Based on our analysis and the Substantial Degree of Effect assigned to other sociocultural factors, including Relocation Potential, Section 4(f) Potential, and Recreation Areas, it appears the project will have disproportionately high and adverse human health or environmental effects on minority, low income, and special populations. As a result, the USEPA is assigning a Substantial Degree of Effect (DoE) to Social. Please provide an explanation in the ETDM Programming Screen Summary Report for assigning a lower DoE to Social than the Substantial DoE given to other sociocultural resources. In particular, the explanation should address the statement in the Preliminary Environmental Discussion Comments Report (PED) that "[d]ue to the extensive number of properties anticipated to be impacted as a result of the proposed improvements, including modifications to property access (both temporary and permanent), substantial involvement regarding relocation potential is anticipated."

It is also not clear why 100- and 500-foot buffer areas were used in the PED to assess the potential social impacts of the project. The FDOT PD&E Manual (Part 2, Chapter 9) prescribes use of a 1/4-mile buffer area in urban areas and a 1-mile buffer area for rural areas. As stated in the PED, "[t]he project corridor lies within the Miami Urbanized Area. The PED also states that "additional right-of-way is anticipated to accommodate the proposed improvements along the corridor" even though the Express Lanes Feasibility Study reports the current extent of limited access right-of-way as ranging from 187 to 252 feet along the US 1 to SR 874/Don Shula Expressway section of SR 826 and from 200 to 459 feet along the SR 874/Don Shula Expressway to SR 836/Dolphin Expressway section. As a result, the USEPA does not understand how the 100- and 500-foot buffer distances are adequate to assess impacts on resources in the project corridor. Nor do we understand why the prescribed 1/4-mile buffer was not used. Please provide an explanation in the ETDM Programming Screen Summary Report.

Of note is that the PD&E Manual (Part 2, Chapter 9) also mandates using the 1/4-mile buffer during the PD&E Study. As stated in the FDOT Sociocultural Effects Evaluation Handbook (page 6-11), the "1/4 Mile buffer is the preferred buffer for SCE evaluations to allow for the inclusion of community facilities and address connectivity."

According to FDOT's PD&E Manual, Part 1, Chapter 11 Public Involvement, "[p]rojects processed through the ETDM EST have undergone a Sociocultural Effects Evaluation (SCE) as part of the screening process prior to the PD&E phase." And, according to FDOT's Practical Application Guides for SCE Evaluations - ETDM Process (April 23, 2013), "The timing of the SCE evaluation process for Planning and Programming screens [is] generally within the 45-day review period during which the Environmental Technical Advisory Team (ETAT) reviews and comments on a project." However, based on available information, the USEPA could not determine if a Sociocultural Effects Evaluation will be conducted for this project. Please address this discrepancy in the ETDM Summary Report and indicate if a Sociocultural Effects Evaluation will be conducted utilizing the appropriate buffer distance.

Development of a public involvement plan (PIP) was also not discussed in the project documentation available in the EST. The only reference to activities involving the public was the statement in PED that "Limited English Proficiency (LEP) accommodations will be required during public involvement efforts of the Project Development phase as 36.93% or 21,646 persons within the census block groups covering the project area "speak English less than very well." The USEPA would appreciate confirmation in the ETDM Programming Screen Summary Report that a PIP will be prepared consistent with the PD&E Manual (Part 1, Chapter 11) and FDOT's Public Involvement Handbook (http://www.fdot.gov/environment/pubs/public_involvement/PI Handbook_July 2015.pdf).

*Although use of EJSCREEN is discussed in USEPA policy (https://www.epa.gov/sites/production/files/2016-05/documents/052216_ej_2020_strategic_plan_final_0.pdf), it is a pre-decisional screening tool. It was not designed to be the basis for agency decision-making or determinations regarding the existence or absence of EJ concerns, nor should it be used to identify or label an area as an "EJ Community." Rather, EJSCREEN highlights locations that may be candidates for further review and/or outreach. EJSCREEN data needs to be supported by community-specific demographic information and local knowledge. [https://www.epa.gov/sites/production/files/2015-05/documents/ejscreen_technical_document_20150505.pdf]

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Given the potentially substantial impact on minority populations and sociocultural resources, the USEPA urges conducting a Sociocultural Effects Evaluation to better define the demographics of the affected communities, to identify community concerns and preferences, and to determine the most appropriate public involvement activities for incorporation in the Public Involvement Plan. To ensure community concerns are adequately identified, we also encourage outreach to key interest groups, such as civic and business associations, neighborhood/homeowner associations, environmental organizations, and other active special interest groups.

Additional Comments (optional):

Sociocultural Effects (SCE) Evaluation Technical Memorandum that includes the results of the Children's Health Assessment (PD&E Manual, Part 2, Chapter 9; FDOT's Sociocultural Effects Evaluation Handbook)

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 Moderate assigned 01/06/2017 by Lauren Brooks, FDOT District 6

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

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

2010 Census Designated Places (8)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester

Brownfield Location Boundaries (3)

- Fountainbleau
- Sweetwater D
- Westchester

Developments of Regional Impact (2)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Geocoded Health Care Facilities (3)

- Concentra Medical Center
- Pinecrest Family Dental
- Pinecrest Pediatrics Group, LLC

Geocoded Homeowner and Condominium Associations (1)

- Lakeview Gardens Condo

Group Care Facilities (2)

- The Children's House (2)

Religious Centers (1)

- Mount Nebo/Kendall Memorial Gardens & Chapel

Florida Site File Archaeological or Historic Sites (1)

- DA01073 - Ineligible for NRHP; Not evaluated by SHPO

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

Florida Site File Historic Standing Structures (3)

- DA10035 Ineligible for NRHP
- DA10041 Ineligible for NRHP
- DA10045 Ineligible for NRHP

Florida Site File Resource Groups (10)

- Tamiami Canal [DA06453] Eligible for NRHP
- Tamiami Canal [DA06510] Eligible for NRHP
- FEC Railway [DA10107] Eligible for NRHP
- CSX Railroad [DA10753] Eligible for NRHP
- Spur of the Seaboard Air Line Railroad [DA11507] Eligible for NRHP
- Bird Road Historic Highway [DA04584] Ineligible for NRHP

- Sunset Drive [DA06486] Ineligible for NRHP
- Flagler Street [DA10448] Ineligible for NRHP
- Snapper Creek Canal [DA10754] Ineligible for NRHP
- North Line Canal [DA10050] Ineligible for NRHP

State Historic Highways (2)

- Sunset Drive
- SR 90/Calle Ocho

Florida Site File Field Survey Project Boundaries (16)

FDOT RCI Bridges (39)

Local Florida Parks and Recreational Facility Boundaries (4)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park

Existing Recreational Trails (2)

- South Dade Trail
- No Name Provided Dade

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (2)

- Snapper Creek Trail Corridor
- South Dade Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (3)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor

Bus Transit Routes (54)

Fixed -Guideway Transit Network Stations (1)

- Metrorail Line Terminus

Fixed -Guideway Transit and Ferry Network (1)

- Metrorail

Railroads in the State of Florida

- CSX Transportation

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010 (2)

- Miami-Dade Transit
- Logisticare Solutions, LLC

500-Foot Buffer:

2010 Census Designated Places (9)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester
- Miami

Brownfield Location Boundaries (4)

- Fountainbleau
- Sweetwater D
- Westchester
- Glenvar Heights

Developments of Regional Impact (3)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]
- Miami International Airport [ADA NO: 1979-014]

Planned Unit Development (1)

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Community Centers (2)

- Moose Family Center 1825 West Dade
- Lakeview Community Centers

Cultural Centers (2)

- City College-Miami Library
- AMC Mall of the Americas 14

Geocoded Civic Centers (2)

- Regus Business Centers
- Gateways Unlimited

Geocoded Fire Stations (1)

- Miami-Dade County Fire Department and Rescue Station 23 (Suniland/Pinecrest)

Geocoded Government Buildings (2)

- Florida Department of Highway Safety and Motor Vehicles Service Center
- US Post Office Pinecrest

Geocoded Health Care Facilities (41)

Geocoded Homeowner and Condominium Associations (9)

- Lakeview Gardens Condo
- The Banyans of South Miami
- Kendall Trace, a Condo
- Kings Creek South Condo
- Dadeland Place, a Condo
- Lakewood Villas Condo
- Miller Lake Condo
- Dadeland Breezes Condo
- Wayside Condo

Geocoded Hospitals (1)

- Westchester General Hospital

Geocoded Laser Facilities (23)

Geocoded Schools (8) - 5 of 8 are also Group Care Facilities

- City College
- Gulliver Schools Pinecrest High School
- The Roig Academy
- The Learning Experience School
- The Children's House
- West Miami Middle School
- Flagami Elementary School
- Southeast Pastoral Institute

Geocoded Social Service Facilities (1)

- Pinnacle Housing Group

Group Care Facilities (21)

Religious Centers (9)

- Mount Nebo/Kendall Memorial Gardens & Chapel
- Kendall United Methodist Church
- Young Israel of Kendall
- Tamiami Baptist Church
- Unitarian Universalist Congregation of Miami
- Wayside Baptist Church
- Florida Baptist Childrens Homes
- Alpha & Omega Church
- Temple Zion Israelite Center

Florida Site File Archaeological or Historic Sites (3)

- DA01073 Ineligible for NRHP; Not evaluated by SHPO
- DA00036 Ineligible for NRHP; Not evaluated by SHPO
- DA01053 Ineligible for NRHP

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

Florida Site File Historic Standing Structures (31)

- Likely eligible for NRHP; Not evaluated by SHPO (1)
- Not evaluated by Recorder; Not evaluated by SHPO (2)
- Ineligible for NRHP; Not evaluated by SHPO (1)
- Ineligible for NRHP (27)

Florida Site File Resource Groups (10)

- Tamiami Canal [DA06453] Eligible for NRHP
- Tamiami Canal [DA06510] Eligible for NRHP
- FEC Railway [DA10107] Eligible for NRHP
- CSX Railroad [DA10753] Eligible for NRHP
- Spur of the Seaboard Air Line Railroad [DA11507] Eligible for NRHP
- Bird Road Historic Highway [DA04584] Ineligible for NRHP
- Sunset Drive [DA06486] Ineligible for NRHP
- Flagler Street [DA10448] Ineligible for NRHP
- Snapper Creek Canal [DA10754] Ineligible for NRHP
- North Line Canal [DA10050] Ineligible for NRHP

State Historic Highways (3)

- Sunset Drive
- SR 90/Calle Ocho
- Killian Drive

Florida Site File Field Survey Project Boundaries (18)

FDOT RCI Bridges (49)

Local Florida Parks and Recreational Facility Boundaries (5)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park
- Flagler Grove Park

Existing Recreational Trails (2)

- South Dade Trail
- No Name Provided Dade

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (3)

- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (4)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (3)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor
- Perimeter Trail

Aviation Transportation Facilities (1)

- Miami International Airport

Bus Transit Routes (57)

Fixed -Guideway Transit Network Stations (1)

- Metrorail Line Terminus

Fixed -Guideway Transit and Ferry Network (1)

- Metrorail

Railroads in the State of Florida

- CSX Transportation

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010 (2)

- Miami-Dade Transit
- Logisticare Solutions, LLC

1,320-Foot (Quarter-Mile) Buffer:

2010 Census Designated Places (9)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester
- Miami

Brownfield Location Boundaries (4)

- Fountainbleau
- Sweetwater D
- Westchester
- Glenvar Heights

Developments of Regional Impact (3)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]
- Miami International Airport [ADA NO: 1979-014]

Planned Unit Development (1)

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Community Centers (4)

- Moose Family Center 1825 West Dade
- Lakeview Community Centers
- Lions Club West Miami Sunshine
- YMCA Greater Miami

Cultural Centers (2)

- City College-Miami Library
- AMC Mall of the Americas 14

Geocoded Assisted Housing (1)

- Vizcaya Villas

Geocoded Civic Centers (7)

- Regus Business Centers
- Gateways Unlimited
- Conex Group
- Gables Banquet Hall
- Days Inn Miami International Airport
- Tropical Equestrian Center
- Cascades Lounge Radisson Mart Plaza Hotel

Geocoded Fire Stations (1)

- Miami-Dade County Fire Department and Rescue Station 23 (Suniland/Pinecrest)

Geocoded Government Buildings (3)

- Florida Department of Highway Safety and Motor Vehicles Service Center
- US Post Office Pinecrest
- US Post Office Miami Employee Assistance Program Office Space

Geocoded Health Care Facilities (89)

Geocoded Homeowner and Condominium Associations (54)

Geocoded Hospitals (2)

- Westchester General Hospital
- West Gables Rehabilitation Hospital

Geocoded Laser Facilities (28)

Geocoded Schools (15) - 10 of 15 are also Group Care Facilities

Geocoded Social Service Facilities (4)

- Pinnacle Housing Group
- Miami Unit 23E

Florida Baptist Childrens Homes Regional Office/Campus (2)

Group Care Facilities (55)

Religious Centers (16)

Florida Site File Archaeological or Historic Sites (3)

- DA01073 Ineligible for NRHP; Not evaluated by SHPO
- DA00036 Ineligible for NRHP; Not evaluated by SHPO
- DA01053 Ineligible for NRHP

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

Florida Site File Historic Standing Structures (56)

- Likely eligible for NRHP; Not evaluated by SHPO (1)
- Not evaluated by Recorder; Not evaluated by SHPO (6)
- Ineligible for NRHP; Not evaluated by SHPO (2)
- Ineligible for NRHP (44)
- Insufficient Information; Ineligible for NRHP (3)

Florida Site File Resource Groups (12)

State Historic Highways (3)

- Sunset Drive
- SR 90/Calle Ocho
- Killian Drive

Florida Site File Field Survey Project Boundaries (23)

FDOT RCI Bridges (52)

Florida Forever Board of Trustees (BOT) Projects (1)

- Dade County Archipelago Florida Forever BOT Project

Local Florida Parks and Recreational Facility Boundaries (6)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park
- Flagler Grove Park
- Trinity Pineland Park

Existing Recreational Trails (3)

- South Dade Trail
- No Name Provided Dade
- M-Path

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (3)

- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (4)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (3)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor
- Perimeter Trail

Aviation Transportation Facilities (1)

- Miami International Airport

Bus Transit Routes (58)

Fixed -Guideway Transit Network Stations (2)

- Metrorail Line Terminus
- Dadeland South

Fixed -Guideway Transit and Ferry Network (2)

- Metrorail (2)

Railroads in the State of Florida

- CSX Transportation

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010 (2)

- Miami-Dade Transit
- Logisticare Solutions, LLC

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

- 1110 FIXED SINGLE FAMILY UNITS / 128.69 / 3.75%
- 1210 FIXED SINGLE FAMILY UNITS / 1,314.67 / 38.30%
- 1310 FIXED SINGLE FAMILY UNITS / 4.84 / 0.14%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 126.84 / 3.70%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 103.67 / 3.02%
- 1400 COMMERCIAL AND SERVICES / 358.54 / 10.45%
- 1411 SHOPPING CENTERS / 187.08 / 5.45%
- 1480 CEMETERIES / 67.63 / 1.97%
- 1490 COMMERCIAL AND SERVICES UNDER CONSTRUCTION / 15.52 / 0.45%
- 1550 OTHER LIGHT INDUSTRY / 114.51 / 3.34%
- 1700 INSTITUTIONAL / 42.18 / 1.23%
- 1710 EDUCATIONAL FACILITIES / 43.97 / 1.28%
- 1850 PARKS AND ZOOS / 110.28 / 3.21%
- 1900 OPEN LAND / 29.11 / 0.85%
- 4110 PINE FLATWOODS / 2.72 / 0.08%
- 4220 BRAZILIAN PEPPER / 2.59 / 0.08%
- 5120 CHANNELIZED WATERWAYS CANALS / 62.14 / 1.81%
- 5300 RESERVOIRS / 120.32 / 3.51%
- 7430 SPOIL AREAS / 4.98 / 0.15%
- 8110 AIRPORTS / 19.81 / 0.58%
- 8120 RAILROADS AND RAILYARDS / 3.65 / 0.11%
- 8140 ROADS AND HIGHWAYS / 568.74 / 16.57%

Comments on Effects to Resources:

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 874/Don Shula Expressway, and I-95. The project corridor lies within the Miami Urbanized Area and spans eight US Census designated places including Doral, Pinecrest, Coral Terrace, Fontainebleau, Glenvar Heights, Kendall, Olympia Heights, and Westchester. Two Developments of Regional Impact (Dadeland Mall and Green Datran Center) and three brownfield areas (Sweetwater D, Fountainbleau, and Westchester) are also present along the corridor. One additional US Census designated place (Miami), one additional Development of Regional Impact (Miami International Airport), one additional brownfield area (Glenvar Heights), and one Planned Unit Development are located within the 1,320-foot project buffer. Land adjacent to the corridor predominantly consists of residential uses (including single family dwelling units and multi-family establishments) as well as commercial/retail/office activities with pockets of recreational, industrial, and institutional uses.

Community features identified within the 1,320-foot project buffer include: two cemeteries, four community centers, two cultural centers, one assisted housing facility, seven civic centers, one fire station, three government buildings, eighty-nine health care facilities, fifty-four homeowner and condominium associations, two hospitals, twenty-eight laser facilities, fifteen schools (ten are also group care facilities), four social service facilities, fifty-five group care facilities, sixteen religious centers, three Florida Site File archaeological or historic sites, two Florida Site File historic bridges, fifty-six Florida Site File historic standing structures, twelve Florida Site File resource groups, three state historic highways, twenty-three Florida Site File field survey project boundaries, fifty-two FDOT RCI bridges, one Florida Forever Board of Trustees project, six local Florida parks and recreational facility boundaries (one is a designated National Park Project and Florida Managed Area), three existing recreational trails, three Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which are the same three trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida, one other OGT multi-use trail opportunity [CSX Railroad Corridor], one aviation transportation facility, fifty-eight bus routes, two Metrorail lines, two Metrorail stations, and two Transportation Disadvantaged Service Provider Areas. The project additionally crosses CSX Transportation railroad tracks. Major attractors within the project vicinity include Miami International Airport, Mall of the Americas, Dadeland Mall, Westchester General Hospital, and West Gables Rehabilitation Hospital.

The table below presents the demographic data for both the 500-foot project buffer and Miami-Dade County. Compared to Miami-Dade County, the 500-foot project buffer contains higher White and Hispanic population percentages, a similar Other Race population percentage, a significantly lower African American population percentage, a slightly higher percentage of individuals age 65 and over, a comparable percentage of individuals age 18 and under, and a notably lower percentage of housing units with no

vehicle available. While the median family income within the 500-foot project buffer ranges from \$33,750 to \$250,001, the average median family income for the census block groups composing the buffer area is \$72,838; this is dramatically higher compared to Miami-Dade County as a whole (\$50,065).

Demographic / 500-Foot Buffer / Miami-Dade County

White (Race)* / 89.8% / 73.8%

African-American (Race)* / 4.1% / 18.9%

Other*** (Race)* / 6.1% / 7.3%

Hispanic (Ethnic Group)* / 76.8% / 65.0%

Age 65+** / 16.7% / 14.1%

Under Age 18** / 18.8% / 21.9%

Housing Units w/o Vehicle** / 6.1% / 11.1%

Median Family Income** / \$72,838 / \$50,065

- * Source: US Census Bureau (2010 US Census)
- ** Source: US Census Bureau (2010 American Community Survey)
- *** Other includes Asian, American Indian, Native Hawaiian & Other Pacific Islander Alone, Some Other Race, & Two or More Races.

Minority Population Greater than 40%:

There are 168 census blocks within the 500-foot project buffer that contain a minority population greater than 40%; a total of 22,539 individuals comprise the minority population of these census blocks.

Limited English Proficiency (LEP) Accommodations:

It is important to note that the census block groups encompassing the project contain 21,646 persons or 36.93% that "speak English less than very well". According to issued guidance, Limited English Proficiency (LEP) accommodations should be considered based on the number or proportion of LEP persons in the eligible service population/affected area, the frequency of which LEP persons may come into contact with project development activities, the importance of the proposed project service/action to LEP persons, and resources available. Given the notable percentage and number of persons in the area that "speak English less than very well", Limited English Proficiency (LEP) accommodations will be required during public outreach efforts of the Project Development phase.

The project is intended to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety (including emergency service response time), and regional express lane network connectivity. The project is also intended to complement and support the recently completed SR 826/Palmetto Expressway and SR 836/Dolphin Expressway interchange improvements and the addition of express lanes along SR 826/Palmetto Expressway between south of SR 836/Dolphin Expressway and I-75. While no neighborhood division or social isolation nor disproportionate effects on special populations (primarily minority and low income populations) are anticipated as a result of the project, several surrounding properties (predominantly residential) are proposed to be affected resulting in potential relocations. For this reason and given 1) modified access (both temporary and permanent) to proximate residences, businesses, and community features along the project corridor as well as 2) potential visual effects to surrounding communities if an additional elevated structure(s) is required to accomplish project objectives, overall impacts on the social environment and community cohesion as a result of the project are anticipated to be moderate.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

During the Project Development phase, FDOT District Six will engage residents and business owners in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input on potential project effects related to community cohesion and social interaction as well as potential solutions to ensure that both the social and transportation needs of the surrounding communities are addressed through the project. Public outreach activities will include LEP accommodations.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Relocation Potential

Project Effects

Coordinator Summary Degree of Effect: 4 Substantial assigned 03/30/2017 by FDOT District 6

Comments:

The project is located within the densely developed Miami Urbanized Area. Land adjacent to the corridor predominantly consists of residential uses as well as commercial/retail/office activities with pockets of recreational, industrial, and institutional uses. According to the Miami-Dade County Future Land Use Map, the corridor will remain relatively unchanged as it will continue to support these uses.

Concept 4 is anticipated to impact a total of sixty-eight parcels (seventeen industrial, forty-six residential, one commercial, two recreational, two county-owned). A total of fifty-three parcels (seventeen industrial, thirty-two residential, zero commercial, two recreational, two county-owned) are likely to be impacted as a result of Concept 5.

Due to the potential for extensive right-of-way acquisition (and ultimately, effects to a number of properties) as a result of the proposed improvements, as well as both temporary and permanent access impacts to proximate residences and businesses, a Summary Degree of Effect of Substantial has been assigned to the Relocation Potential issue.

During the Project Development phase, a Public Involvement Plan (in accordance with Part 1, Chapter 11 of the PD&E Manual) will be implemented by FDOT District Six in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input from surrounding property owners on potential project effects to adjacent properties and alternatives that may minimize impacts. A detailed assessment of relocation effects will be conducted during the Project Development phase as further evaluation and refinement of the project alternative(s) occurs and specific information regarding right-of-way needs becomes available.

Degree of Effect: 4 Substantial assigned 01/06/2017 by Lauren Brooks, FDOT District 6

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

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

2010 Census Designated Places (8)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester

Brownfield Location Boundaries (3)

- Fountainbleau
- Sweetwater D
- Westchester

Developments of Regional Impact (2)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Geocoded Homeowner and Condominium Associations (1)

- Lakeview Gardens Condo

Group Care Facilities (2)

- The Children's House (2)

Florida Site File Archaeological or Historic Sites (1)

- DA01073 - Ineligible for NRHP; Not evaluated by SHPO

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

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Florida Site File Historic Standing Structures (3)

- DA10035 Ineligible for NRHP
- DA10041 Ineligible for NRHP
- DA10045 Ineligible for NRHP

Florida Site File Resource Groups (10)

- Tamiami Canal [DA06453] Eligible for NRHP
- Tamiami Canal [DA06510] Eligible for NRHP
- FEC Railway [DA10107] Eligible for NRHP
- CSX Railroad [DA10753] Eligible for NRHP
- Spur of the Seaboard Air Line Railroad [DA11507] Eligible for NRHP
- Bird Road Historic Highway [DA04584] Ineligible for NRHP
- Sunset Drive [DA06486] Ineligible for NRHP
- Flagler Street [DA10448] Ineligible for NRHP
- Snapper Creek Canal [DA10754] Ineligible for NRHP
- North Line Canal [DA10050] Ineligible for NRHP

State Historic Highways (2)

- Sunset Drive
- SR 90/Calle Ocho

Florida Site File Field Survey Project Boundaries (16)

FDOT RCI Bridges (39)

Local Florida Parks and Recreational Facility Boundaries (4)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park

Existing Recreational Trails (2)

- South Dade Trail
- No Name Provided Dade

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (2)

- Snapper Creek Trail Corridor
- South Dade Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (3)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor

Fixed -Guideway Transit Network Stations (1)

- Metrorail Line Terminus

Fixed -Guideway Transit and Ferry Network (1)

- Metrorail

Railroads in the State of Florida

- CSX Transportation

2008 SFWMD Residential Areas / Acres / Percent

- 1110 FIXED SINGLE FAMILY UNITS / 5.56 / 1.09%
- 1210 FIXED SINGLE FAMILY UNITS / 62.98 / 12.38%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 4.08 / 0.80%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 5.57 / 1.10%

500-Foot Buffer:

2010 Census Designated Places (9)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights

- Kendall
- Olympia Heights
- Westchester
- Miami

Brownfield Location Boundaries (4)

- Fountainbleau
- Sweetwater D
- Westchester
- Glenvar Heights

Developments of Regional Impact (3)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]
- Miami International Airport [ADA NO: 1979-014]

Planned Unit Development (1)

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Cultural Centers (2)

- City College-Miami Library
- AMC Mall of the Americas 14

Geocoded Homeowner and Condominium Associations (9)

- Lakeview Gardens Condo
- The Banyans of South Miami
- Kendall Trace, a Condo
- Kings Creek South Condo
- Dadeland Place, a Condo
- Lakewood Villas Condo
- Miller Lake Condo
- Dadeland Breezes Condo
- Wayside Condo

Geocoded Hospitals (1)

- Westchester General Hospital

Group Care Facilities (21)

Florida Site File Archaeological or Historic Sites (3)

- DA01073 Ineligible for NRHP; Not evaluated by SHPO
- DA00036 Ineligible for NRHP; Not evaluated by SHPO
- DA01053 Ineligible for NRHP

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

Florida Site File Historic Standing Structures (31)

- Likely eligible for NRHP; Not evaluated by SHPO (1)
- Not evaluated by Recorder; Not evaluated by SHPO (2)
- Ineligible for NRHP; Not evaluated by SHPO (1)
- Ineligible for NRHP (27)

Florida Site File Resource Groups (10)

- Tamiami Canal [DA06453] Eligible for NRHP
- Tamiami Canal [DA06510] Eligible for NRHP
- FEC Railway [DA10107] Eligible for NRHP
- CSX Railroad [DA10753] Eligible for NRHP
- Spur of the Seaboard Air Line Railroad [DA11507] Eligible for NRHP
- Bird Road Historic Highway [DA04584] Ineligible for NRHP
- Sunset Drive [DA06486] Ineligible for NRHP
- Flagler Street [DA10448] Ineligible for NRHP
- Snapper Creek Canal [DA10754] Ineligible for NRHP
- North Line Canal [DA10050] Ineligible for NRHP

State Historic Highways (3)

- Sunset Drive
- SR 90/Calle Ocho

- Killian Drive

Florida Site File Field Survey Project Boundaries (18)

FDOT RCI Bridges (49)

Local Florida Parks and Recreational Facility Boundaries (5)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park
- Flagler Grove Park

Existing Recreational Trails (2)

- South Dade Trail
- No Name Provided Dade

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (3)

- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (4)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (3)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor
- Perimeter Trail

Aviation Transportation Facilities (1)

- Miami International Airport

Fixed -Guideway Transit Network Stations (1)

- Metrorail Line Terminus

Fixed -Guideway Transit and Ferry Network (1)

- Metrorail

Railroads in the State of Florida

- CSX Transportation

2008 SFWMD Residential Areas / Acres / Percent

- 1110 FIXED SINGLE FAMILY UNITS / 38.14 / 2.60%
- 1210 FIXED SINGLE FAMILY UNITS / 404.58 / 27.53%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 44.15 / 3.00%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 48.03 / 3.27%

Comments on Effects to Resources:

The project corridor lies within the dense Miami Urbanized Area and spans eight US Census designated places including Doral, Pinecrest, Coral Terrace, Fontainebleau, Glenvar Heights, Kendall, Olympia Heights, and Westchester. Land adjacent to the corridor predominantly consists of residential uses (including single family dwelling units and multi-family establishments) as well as commercial/retail/office activities with pockets of recreational, industrial, and institutional uses. According to the Miami-Dade County Future Land Use Map, the land use character of the corridor will remain relatively unchanged as residential and commercial/retail/office activities will continue to be supported.

The purpose of the SR 826/Palmetto Expressway Express Lanes project is to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety (including emergency service response time), and regional express lane network connectivity. Based on the May 2016 Feasibility Study conducted for this project, additional right-of-way is anticipated to accommodate the proposed improvements along the corridor. Concept 4, as recommended to advance to the Project Development phase per the Feasibility Study, is the widest corridor concept. Concept 4 proposes one express lane in each direction between US 1 and SR 874/Don Shula Expressway and two express lanes between SR 874/Don Shula Expressway and SR 836/Dolphin Expressway. The express lanes will be constructed along SR 826/Palmetto Expressway with major widening to the outside, approximately 26-30 feet, with a set of bridge overpasses crossing over SR 874/Don Shula Expressway. Concept 5, also recommended to advance to the Project Development phase per the Feasibility Study, falls within the footprint for Concept 4. Concept 5 proposes one express lane in each direction between US 1/South Dixie Highway and SR 836/Dolphin Expressway and two elevated reversible express lanes between SR 874/Don Shula Expressway and SR 836/Dolphin Expressway. The express lanes can

be constructed along SR 826/Palmetto Expressway with major widening to the outside, approximately 18-23 feet, with a set of bridge overpasses crossing over SR 874/Don Shula Expressway. The elevated reversible express lanes will be located along the median and the at-grade one-lane express lanes will be located between the median and the general use lanes.

Concept 4, as depicted in the Feasibility Study, is anticipated to impact a total of sixty-eight parcels (seventeen industrial, forty-six residential, one commercial, two recreational, two county-owned). A total of fifty-three parcels (seventeen industrial, thirty-two residential, zero commercial, two recreational, two county-owned) are likely to be impacted as a result of Concept 5.

Due to the extensive number of properties likely to be affected as a result of the proposed improvements, including modifications to property access (both temporary and permanent), potential relocation impacts are anticipated to be substantial.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

During the Project Development phase, FDOT District Six will engage appropriate property owners in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input on potential project effects to adjacent properties and identify alternatives that may minimize impacts. Further assessment of relocation effects will be conducted during the Project Development phase as more detailed and finalized project information regarding right-of-way needs becomes available.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Farmlands

Project Effects

Coordinator Summary Degree of Effect: N/A N/A / No Involvement assigned 03/30/2017 by FDOT District 6

Comments:

NRCS determined that there are no Prime, Unique, or Locally Important Farmland soils or active agricultural lands within any of the project buffers. In addition, the project occurs within the Miami Urbanized Area and is anticipated to continue to support residential and commercial uses. For these reasons, a Summary DOE of N/A / No Involvement has been assigned to the Farmlands issue.

During the Project Development phase, the Farmland Conversion Impact Rating form for corridor projects (NRCS-CPA-06) will be completed by FDOT District Six and submitted to the NRCS ETAT representative to confirm that no farmland resources are impacted by the project alternative(s).

Degree of Effect: N/A N/A / No Involvement assigned 12/01/2016 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Involvement

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:

There are no Important Farmland soils (Unique, Prime, Local) at any buffer width (except 5280 feet). In addition, there are no agricultural lands at any buffer width within the Project footprint. Therefore, No Involvement.

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Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Aesthetic Effects

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 03/30/2017 by FDOT District 6

Comments:

Specific community features associated with aesthetics that occur within the 500-foot project buffer include: four brownfield areas, two cemeteries, nine homeowner and condominium associations, twenty-one group care facilities, several recreational features, and a number of historic and archaeological resources.

While the proposed improvements along SR 826/Palmetto Expressway appear to be consistent with the future land use vision of the area and are intended to improve capacity, traffic operations, safety conditions, and network connectivity, the project may require an additional elevated structure(s) which could result in visual impacts to surrounding communities. The project is additionally anticipated to affect several surrounding properties (including residential and recreational parcels) resulting in potential relocations. For these reasons, a Summary Degree of Effect of Moderate has been assigned to the Aesthetic Effects issue.

During the Project Development phase, a Public Involvement Plan (in accordance with Part 1, Chapter 11 of the PD&E Manual) will be implemented by FDOT District Six in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input from residents and business owners on potential project effects as well as opinions and preferences regarding general design concepts related to corridor aesthetics.

Degree of Effect: 3 Moderate assigned 01/06/2017 by Lauren Brooks, FDOT District 6

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

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

2010 Census Designated Places (8)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester

Brownfield Location Boundaries (3)

- Fountainbleau
- Sweetwater D
- Westchester

Cemeteries (2)

- Miami Memorial Park Memorial Plan

- Mount Nebo/Kendall Memorial Gardens

Geocoded Homeowner and Condominium Associations (1)

- Lakeview Gardens Condo

Group Care Facilities (2)

- The Children's House (2)

Florida Site File Archaeological or Historic Sites (1)

- DA01073 - Ineligible for NRHP; Not evaluated by SHPO

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

Florida Site File Historic Standing Structures (3)

- DA10035 Ineligible for NRHP
- DA10041 Ineligible for NRHP
- DA10045 Ineligible for NRHP

Florida Site File Resource Groups (10)

- Tamiami Canal [DA06453] Eligible for NRHP
- Tamiami Canal [DA06510] Eligible for NRHP
- FEC Railway [DA10107] Eligible for NRHP
- CSX Railroad [DA10753] Eligible for NRHP
- Spur of the Seaboard Air Line Railroad [DA11507] Eligible for NRHP
- Bird Road Historic Highway [DA04584] Ineligible for NRHP
- Sunset Drive [DA06486] Ineligible for NRHP
- Flagler Street [DA10448] Ineligible for NRHP
- Snapper Creek Canal [DA10754] Ineligible for NRHP
- North Line Canal [DA10050] Ineligible for NRHP

State Historic Highways (2)

- Sunset Drive
- SR 90/Calle Ocho

Florida Site File Field Survey Project Boundaries (16)

FDOT RCI Bridges (39)

Local Florida Parks and Recreational Facility Boundaries (4)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park
- South Dade Trail Mini Park
- Humble Mini Park

Existing Recreational Trails (2)

- South Dade Trail
- No Name Provided Dade

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (2)

- Snapper Creek Trail Corridor
- South Dade Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (3)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor

2008 SFWMD Residential Areas / Acres / Percent

- 1110 FIXED SINGLE FAMILY UNITS / 5.56 / 1.09%
- 1210 FIXED SINGLE FAMILY UNITS / 62.98 / 12.38%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 4.08 / 0.80%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 5.57 / 1.10%

500-Foot Buffer:

2010 Census Designated Places (9)

- Doral

- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester
- Miami

Brownfield Location Boundaries (4)

- Fountainbleau
- Sweetwater D
- Westchester
- Glenvar Heights

Cemeteries (2)

- Miami Memorial Park Memorial Plan
- Mount Nebo/Kendall Memorial Gardens

Geocoded Homeowner and Condominium Associations (9)

- Lakeview Gardens Condo
- The Banyans of South Miami
- Kendall Trace, a Condo
- Kings Creek South Condo
- Dadeland Place, a Condo
- Lakewood Villas Condo
- Miller Lake Condo
- Dadeland Breezes Condo
- Wayside Condo

Group Care Facilities (21)

Florida Site File Archaeological or Historic Sites (3)

- DA01073 Ineligible for NRHP; Not evaluated by SHPO
- DA00036 Ineligible for NRHP; Not evaluated by SHPO
- DA01053 Ineligible for NRHP

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

Florida Site File Historic Standing Structures (31)

- Likely eligible for NRHP; Not evaluated by SHPO (1)
- Not evaluated by Recorder; Not evaluated by SHPO (2)
- Ineligible for NRHP; Not evaluated by SHPO (1)
- Ineligible for NRHP (27)

Florida Site File Resource Groups (10)

- Tamiami Canal [DA06453] Eligible for NRHP
- Tamiami Canal [DA06510] Eligible for NRHP
- FEC Railway [DA10107] Eligible for NRHP
- CSX Railroad [DA10753] Eligible for NRHP
- Spur of the Seaboard Air Line Railroad [DA11507] Eligible for NRHP
- Bird Road Historic Highway [DA04584] Ineligible for NRHP
- Sunset Drive [DA06486] Ineligible for NRHP
- Flagler Street [DA10448] Ineligible for NRHP
- Snapper Creek Canal [DA10754] Ineligible for NRHP
- North Line Canal [DA10050] Ineligible for NRHP

State Historic Highways (3)

- Sunset Drive
- SR 90/Calle Ocho
- Killian Drive

Florida Site File Field Survey Project Boundaries (18)

FDOT RCI Bridges (49)

Local Florida Parks and Recreational Facility Boundaries (5)

- Tropical Park (also a designated National Park Project & Florida Managed Area)
- Kendall Veterans Wayside Park

- South Dade Trail Mini Park
- Humble Mini Park
- Flagler Grove Park

Existing Recreational Trails (2)

- South Dade Trail
- No Name Provided Dade

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (3)

- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (4)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (3)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor
- Perimeter Trail

2008 SFWMD Residential Areas / Acres / Percent

- 1110 FIXED SINGLE FAMILY UNITS / 38.14 / 2.60%
- 1210 FIXED SINGLE FAMILY UNITS / 404.58 / 27.53%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 44.15 / 3.00%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 48.03 / 3.27%

Comments on Effects to Resources:

The project corridor spans several US Census designated places. Land adjacent to the corridor primarily consists of residential and commercial/retail/office uses with pockets of recreational, industrial, and institutional activities. According to the Miami-Dade County Future Land Use Map, the land use character of the corridor will remain relatively unchanged as residential and commercial/retail/office activities will continue to be supported.

Specific community features associated with aesthetics that occur within the 500-foot project buffer include: four brownfield areas (Sweetwater D, Fountainbleau, Westchester, and Glenvar Heights), two cemeteries, nine homeowner and condominium associations, twenty-one group care facilities, five local Florida parks and recreational facility boundaries (one is a designated National Park Project and Florida Managed Area), two existing recreational trails, three Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which are the same three trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida, one other OGT multi-use trail opportunity [CSX Railroad Corridor], forty-nine FDOT RCI bridges, and a number of historic and archaeological features.

The project is intended to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety (including emergency service response time), and regional express lane network connectivity. While the project appears to be consistent with the future land use vision of the area, the project may require an additional elevated structure(s). An elevated structure(s) could result in visual impacts to surrounding communities. The project is additionally anticipated to affect several surrounding properties (including residential and recreational parcels) resulting in potential relocations. For these reasons, overall project effects to area aesthetics are anticipated to be moderate.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

During the Project Development phase, FDOT District Six will engage residents and business owners in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input on potential project effects as well as opinions and preferences regarding general design concepts related to corridor aesthetics.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

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Recommended Avoidance, Minimization, and Mitigation Opportunities:

Economic

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 03/30/2017 by FDOT District 6

Comments:

Developments of Regional Impact, brownfield areas, a Planned Unit Development, civic centers, government buildings, and several schools (including City College Miami) are located within proximity to the project. Major economic hubs within the project vicinity include Miami International Airport, Mall of the Americas, Dadeland Mall, Westchester General Hospital, and West Gables Rehabilitation Hospital. These notable attractors (including the presence of Developments of Regional Impact and brownfield areas) indicate a potential for area development and redevelopment. According to the Miami-Dade County Future Land Use Map, land surrounding the corridor will remain relatively unchanged as it will continue to support residential and commercial/retail/office uses.

FDEO indicated that quicker travel times and less congestion along the corridor as a result of the project improvements have the potential to enhance development opportunities in the area in the short-term. FDEO further noted that the express lanes may provide additional incentives for attracting new retail, office, and residential development to the area; reduced congestion for freight may also provide an added incentive for logistics/freight companies interested in locating in the area or increasing their workforce presence. FDEO also stated that the initial construction phase of the project would generate jobs, and the congestion alleviation provided by the project has the potential to add jobs in the near-term as a selling point to firms along the corridor. FDEO added that the project is not located within a Rural Area of Opportunity.

The proposed improvements are intended to accommodate future travel demand spurred by population and employment growth by enhancing mobility along the corridor. In turn, the project will improve access to area destinations thereby boosting the local economy. However, a Summary Degree of Effect of Minimal has been assigned to the Economic issue due to 1) anticipated effects to several surrounding properties (including industrial and commercial parcels) resulting in potential relocations and 2) modifications to property access (both temporary and permanent), particularly to proximate businesses, as a result of the project improvements.

During the Project Development phase, a Public Involvement Plan (in accordance with Part 1, Chapter 11 of the PD&E Manual) will be implemented by FDOT District Six in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input from residents and business owners regarding potential economic enhancements/impacts (specifically access to proximate businesses) as a result of the project as well as potential solutions.

Degree of Effect: 1 Enhanced assigned 01/13/2017 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comprehensive Plan(s) Reviewed:

Miami-Dade County Comprehensive Development Master Plan (CDMP), adopted October 2, 2013; and, Miami-Dade CDMP Future Land Use Map, adopted in January of 2016.

Comments on Effects to Resources:

The project is not located within a Rural Area of Opportunity.

In the short-term, quicker travel times and less congestion along the corridor have the potential to enhance development opportunities in the area, as shorter commute times may spur increased land development. Existing County policies encourage greater development intensities and investments in transit facilities in the urban centers along the corridor, such as Dadeland, and the addition of the express lanes may provide additional incentives for attracting new retail, office, and residential development. It is anticipated that these benefits will be minimized through continued induced demand effects.

The initial construction phase of the project would generate jobs. The congestion alleviation has the potential to add jobs in the near -term as a selling point to firms or development projects along the corridor, but the benefits of reduced congestion would likely

decrease over time.

According to the 2014 Miami-Dade County Freight Plan Update, the Palmetto Expressway carries over 10,000 trucks a day, making it a critical component of the regional freight network. The added capacity to the general use lanes, provided by the express lanes, would provide a short-term benefit of reduced congestion for freight. This may provide an added incentive for logistics/freight companies interested in locating in the area or increasing their workforce presence, however, benefits resulting from congestion alleviation will likely be short-term, as induced demand will result in additional longer term traffic volumes on this facility. The additional capacity would likely have minimal impact to increases in overall freight volume, which would probably be the greater trigger in increasing freight related jobs.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 01/06/2017 by Lauren Brooks, FDOT District 6

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

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

2010 Census Designated Places (8)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester

Brownfield Location Boundaries (3)

- Fountainbleau
- Sweetwater D
- Westchester

Developments of Regional Impact (2)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]

Railroads in the State of Florida

- CSX Transportation

500-Foot Buffer:

2010 Census Designated Places (9)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights

- Westchester
- Miami

Brownfield Location Boundaries (4)

- Fountainbleau
- Sweetwater D
- Westchester
- Glenvar Heights

Developments of Regional Impact (3)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]
- Miami International Airport [ADA NO: 1979-014]

Planned Unit Development (1)

Cultural Centers (2)

- City College-Miami Library
- AMC Mall of the Americas 14

Geocoded Civic Centers (2)

- Regus Business Centers
- Gateways Unlimited

Geocoded Government Buildings (2)

- Florida Department of Highway Safety and Motor Vehicles Service Center
- US Post Office Pinecrest

Geocoded Hospitals (1)

- Westchester General Hospital

Geocoded Schools (8) - 5 of 8 are also Group Care Facilities

- City College
- Gulliver Schools Pinecrest High School
- The Roig Academy
- The Learning Experience School
- The Children's House
- West Miami Middle School
- Flagami Elementary School
- Southeast Pastoral Institute

Aviation Transportation Facilities (1)

- Miami International Airport

Railroads in the State of Florida

- CSX Transportation

1,320-Foot (Quarter-Mile) Buffer:

2010 Census Designated Places (9)

- Doral
- Pinecrest
- Coral Terrace
- Fontainebleau
- Glenvar Heights
- Kendall
- Olympia Heights
- Westchester
- Miami

Brownfield Location Boundaries (4)

- Fountainbleau
- Sweetwater D
- Westchester
- Glenvar Heights

Developments of Regional Impact (3)

- Dadeland Mall [ADA NO: 1994-015]
- Green Datran Center [ADA NO: 1986-009]
- Miami International Airport [ADA NO: 1979-014]

Planned Unit Development (1)

Cultural Centers (2)

- City College-Miami Library
- AMC Mall of the Americas 14

Geocoded Civic Centers (7)

- Regus Business Centers
- Gateways Unlimited
- Conex Group
- Gables Banquet Hall
- Days Inn Miami International Airport
- Tropical Equestrian Center
- Cascades Lounge Radisson Mart Plaza Hotel

Geocoded Government Buildings (3)

- Florida Department of Highway Safety and Motor Vehicles Service Center
- US Post Office Pinecrest
- US Post Office Miami Employee Assistance Program Office Space

Geocoded Hospitals (2)

- Westchester General Hospital
- West Gables Rehabilitation Hospital

Geocoded Schools (15) - 10 of 15 are also Group Care Facilities Aviation Transportation Facilities (1)

- Miami International Airport

Railroads in the State of Florida

- CSX Transportation

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

- 1110 FIXED SINGLE FAMILY UNITS / 128.69 / 3.75%
- 1210 FIXED SINGLE FAMILY UNITS / 1,314.67 / 38.30%
- 1310 FIXED SINGLE FAMILY UNITS / 4.84 / 0.14%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 126.84 / 3.70%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 103.67 / 3.02%
- 1400 COMMERCIAL AND SERVICES / 358.54 / 10.45%
- 1411 SHOPPING CENTERS / 187.08 / 5.45%
- 1480 CEMETERIES / 67.63 / 1.97%
- 1490 COMMERCIAL AND SERVICES UNDER CONSTRUCTION / 15.52 / 0.45%
- 1550 OTHER LIGHT INDUSTRY / 114.51 / 3.34%
- 1700 INSTITUTIONAL / 42.18 / 1.23%
- 1710 EDUCATIONAL FACILITIES / 43.97 / 1.28%
- 1850 PARKS AND ZOOS / 110.28 / 3.21%
- 1900 OPEN LAND / 29.11 / 0.85%
- 4110 PINE FLATWOODS / 2.72 / 0.08%
- 4220 BRAZILIAN PEPPER / 2.59 / 0.08%
- 5120 CHANNELIZED WATERWAYS CANALS / 62.14 / 1.81%
- 5300 RESERVOIRS / 120.32 / 3.51%
- 7430 SPOIL AREAS / 4.98 / 0.15%
- 8110 AIRPORTS / 19.81 / 0.58%
- 8120 RAILROADS AND RAILYARDS / 3.65 / 0.11%
- 8140 ROADS AND HIGHWAYS / 568.74 / 16.57%

Comments on Effects to Resources:

The project corridor lies within the Miami Urbanized Area and spans eight US Census designated places including Doral, Pinecrest, Coral Terrace, Fontainebleau, Glenvar Heights, Kendall, Olympia Heights, and Westchester. Two Developments of Regional Impact (Dadeland Mall and Green Datran Center) and three brownfield areas (Sweetwater D, Fountainbleau, and Westchester) are present along the corridor. One additional US Census designated place (Miami), one additional Development of Regional Impact (Miami International Airport), one additional brownfield area (Glenvar Heights), one Planned Unit Development, seven civic centers, three government buildings, and several schools (including City College Miami) are located within the 1,320-foot project buffer. Major economic hubs within the project vicinity include Miami International Airport, Mall of the Americas, Dadeland Mall, Westchester General Hospital, and West Gables Rehabilitation Hospital.

Land adjacent to the project corridor predominantly consists of residential uses (including single family dwelling units and multi-

family establishments) as well as commercial/retail/office activities with pockets of recreational, industrial, and institutional uses. According to the Miami-Dade County Future Land Use Map, the land use character of the corridor will remain relatively unchanged as residential and commercial/retail/office activities will continue to be supported.

As identified within the Miami-Dade Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan, the project traverses four of the six transportation planning areas of Miami-Dade County (central, northwest, south, and west). The greatest population and employment growth between 2010 and 2040 within Miami-Dade County is expected to occur within the south transportation planning area; population within this area is projected to increase by 49.6% while employment is projected to increase by 64.5%. The other three transportation planning areas are also anticipated to grow modestly between this same time period as follows: central - 27.9% population growth and 32.5% employment growth, northwest - 20.0% population growth and 41.9% employment growth, and west - 12.5% population growth and 42.5% employment growth.

This projected growth as well as the presence of Developments of Regional Impact and brownfield areas within the project vicinity indicate a potential for area development and redevelopment. Major attractors within proximity to the project additionally provide opportunity for further growth and investment in the area.

Overall, the project is anticipated to improve mobility along the already congested SR 826/Palmetto Expressway corridor by accommodating future travel demand spurred by population and employment growth. In turn, the project will enhance access to area destinations thereby boosting the local economy. However, minimal economic impacts are anticipated due to 1) anticipated effects to several surrounding properties (including industrial and commercial parcels) resulting in potential relocations and 2) modifications to property access (both temporary and permanent), particularly to proximate businesses, as a result of the project improvements.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

During the Project Development phase, FDOT District Six will engage residents and business owners in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input on potential economic enhancements/impacts (specifically access to proximate businesses) as a result of the project as well as potential solutions.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Mobility

Project Effects

Coordinator Summary Degree of Effect: 1 Enhanced assigned 03/30/2017 by FDOT District 6

Comments:

SR 826/Palmetto Expressway is one of the most traveled transportation corridors in Miami-Dade County. The addition of the express lanes will provide congestion relief allowing the general use lanes to operate/flow better. As such, the express lanes are likely to reduce tailgating while at the same time separating long distance trips from local trips, reducing weaving and sideswipe crashes. The express lanes are additionally anticipated to create added capacity helping the corridor to operate more efficiently during emergency evacuation events. Further, improved traffic flow in the general purpose lanes with the addition of express lanes will aid in the movement and delivery of freight. The segment of SR 826/Palmetto Expressway from US 1/South Dixie Highway to SR 836/Dolphin Expressway is the southern segment of the western leg of the system and final portion of a larger express lanes project in southeastern Florida. When complete, this regional system is intended to improve overall capacity, operations, safety conditions, and regional express lane network connectivity. Therefore, a Summary Degree of Effect of Enhanced has been assigned to the Mobility issue.

During the Project Development phase, a Public Involvement Plan (in accordance with Part 1, Chapter 11 of the PD&E Manual) will be implemented by FDOT District Six in coordination with the Miami-Dade Metropolitan Planning Organization to solicit community opinions and preferences regarding the project, targeting input from transportation disadvantaged populations.

Degree of Effect: 1 Enhanced assigned 01/06/2017 by Lauren Brooks, FDOT District 6

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

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

State Historic Highways (2)

- Sunset Drive
- SR 90/Calle Ocho

FDOT RCI Bridges (39)

Facility Crossings (51)

Federal Aviation Administration Obstructions (7)

Existing Recreational Trails (2)

- South Dade Trail
- No Name Provided Dade

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (2)

- Snapper Creek Trail Corridor
- South Dade Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (3)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor

Bus Transit Routes (54)

Fixed -Guideway Transit Network Stations (1)

- Metrorail Line Terminus

Fixed -Guideway Transit and Ferry Network (1)

- Metrorail

Railroads in the State of Florida

CSX Transportation

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010 (2)

- Miami-Dade Transit
- Logisticare Solutions, LLC

500-Foot Buffer:

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

State Historic Highways (3)

- Sunset Drive
- SR 90/Calle Ocho
- Killian Drive

FDOT RCI Bridges (49)

Facility Crossings (62)

Federal Aviation Administration Obstructions (15)

Existing Recreational Trails (2)

- South Dade Trail
- No Name Provided Dade

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (3)

- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (4)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (3)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor
- Perimeter Trail

Aviation Transportation Facilities (1)

- Miami International Airport

Bus Transit Routes (57)

Fixed -Guideway Transit Network Stations (1)

- Metrorail Line Terminus

Fixed -Guideway Transit and Ferry Network (1)

- Metrorail

Railroads in the State of Florida

- CSX Transportation

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010 (2)

- Miami-Dade Transit
- Logisticare Solutions, LLC

Housing Units with No Vehicle Available: 1,204 (6.1%)

1,320-Foot (Quarter-Mile) Buffer:

Florida Site File Historic Bridges (2)

- #870269 [DA12387] Ineligible for NRHP
- #870270 [DA12388] Ineligible for NRHP

State Historic Highways (3)

- Sunset Drive
- SR 90/Calle Ocho
- Killian Drive

FDOT RCI Bridges (52)

Facility Crossings (71)

Federal Aviation Administration Obstructions (23)

Existing Recreational Trails (3)

- South Dade Trail
- No Name Provided Dade
- M-Path

Office of Greenways and Trails: Hiking Trail Priorities (2013 - 2017) (3)

- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Office of Greenways and Trails: Multi-Use Trail Opportunities (4)

- CSX Railroad Corridor
- Snapper Creek Trail Corridor
- South Dade Trail
- Perimeter Trail

Shared-Use Nonmotorized (SUN) Trail Network in Florida (3)

- South Dade Trail part of East Coast Greenway
- Snapper Creek Trail Corridor
- Perimeter Trail

Aviation Transportation Facilities (1)

- Miami International Airport

Bus Transit Routes (58)

Fixed -Guideway Transit Network Stations (2)

- Metrorail Line Terminus
- Dadeland South

Fixed -Guideway Transit and Ferry Network (2)

Metrorail (2)

Railroads in the State of Florida

- CSX Transportation

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010 (2)

- Miami-Dade Transit
- Logisticare Solutions, LLC

Comments on Effects to Resources:

SR 826/Palmetto Expressway is one of the most traveled transportation corridors in Miami-Dade County. The multi-lane expressway extends from US 1/South Dixie Highway to the Golden Glades Interchange and connects southern Miami-Dade County to northern Miami-Dade County. It additionally 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 874/Don Shula Expressway, and I-95. SR 826/Palmetto Expressway is also designated as a Strategic Intermodal System (SIS) facility.

Based on the May 2016 Feasibility Study conducted for this project, Concepts 4 and 5 are recommended to advance to the Project Development phase. The future traffic operations analysis (performed as part of the Feasibility Study) indicates that Concepts 4 and 5 provide the highest congestion relief on general use lanes with the addition of express lanes due to vehicles shifting from the general use lanes to the express lanes to complete their trips, allowing the general use lanes to operate/flow better. The express lanes in these concepts basically increase travel speeds along the general use lanes.

By diverting some of the future traffic volume off of the general use lanes, the express lanes are anticipated to help increase gaps providing more space for vehicles entering SR 826/Palmetto Expressway to safely merge. As such, the express lanes are likely to reduce tailgating and improve traffic flow while at the same time separating long distance trips from local trips, reducing weaving and sideswipe crashes. The express lanes are additionally anticipated to create added capacity helping the corridor to operate more efficiently during emergency evacuation events. Further, improved traffic flow in the general purpose lanes with the addition of express lanes will aid in the movement and delivery of freight.

It should be noted that the project crosses CSX Transportation railroad tracks and is located within two Transportation Disadvantaged Service Provider Areas (Miami-Dade Transit Agency and Logisticare Solutions, LLC), as well as within the vicinity (1,320-foot project buffer) of two Florida Site File historic bridges, three state historic highways, fifty-two FDOT RCI bridges, three existing recreational trails, three Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which are the same three trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida, and one other OGT multi-use trail opportunity [CSX Railroad Corridor]. Further, Miami International Airport (located immediately north of the project segment), Metrorail (including two stations), and fifty-eight bus routes service the project area.

The segment of SR 826/Palmetto Expressway from US 1/South Dixie Highway to SR 836/Dolphin Expressway is the final portion of a larger express lanes project in southeastern Florida. This project is the southern segment of the western leg of the system; the northern segment (which extends along SR 836/Dolphin Expressway and I-75) is already under construction. When complete, this regional system is intended to improve capacity (including peak hour travel times), operations (including freeway/interchange accessibility and freight movement), safety (including emergency service response time), and regional express lane network connectivity. Therefore, overall mobility is anticipated to be enhanced.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

During the Project Development phase, FDOT District Six will engage the surrounding communities in coordination with the Miami-Dade Metropolitan Planning Organization to solicit input on potential project effects and enhancements regarding area mobility.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Cultural Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 4 Substantial assigned 03/30/2017 by FDOT District 6

Comments:

Potentially protected Section 4(f) resources reported within the 100-foot project buffer include: one Florida Site File archaeological or historic site [ineligible for listing in the National Register of Historic Places (NRHP) but has not been evaluated by the State Historic Preservation Officer (SHPO)], ten Florida Site File resource groups [five eligible for listing in the NRHP], two state historic highways (Sunset Drive and SR 90/Calle Ocho), ninety-seven parcels with potential structures built before 1970, four local Florida parks and recreational facility boundaries (one is a designated Florida Managed Area/National Park Project), two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and South Dade Trail part of the East Coast Greenway], and one other OGT multi-use trail opportunity [CSX Railroad Corridor]. A Summary Degree of Effect of Substantial has been assigned to the Section 4(f) Potential issue for the following reasons: 1) the presence of previously recorded and the potential presence of unrecorded archaeological and/or historic resources [which will need to be reevaluated/evaluated for NRHP-eligibility] within close proximity to the project, 2) the fact that no comprehensive cultural resource assessment survey has been conducted along the project corridor, 3) anticipated impacts on two of the four identified parks as a result of right-of-way acquisition, and 4) temporary impacts on access to and/or modified access to as well as impacts on enjoyment of existing public recreational features as a result of the project.

During the Project Development phase, a Section 4(f) Determination of Applicability will be conducted in accordance with Part 2, Chapter 13 of the FDOT PD&E Manual to determine the extent of Section 4(f) involvement and focus any required documents on the avoidance and/or minimization of impacts to the cited resources. Additionally, FDOT District Six will assess whether any identified resources may also be protected under Section 6(f). FDOT District Six will further coordinate with relevant agencies on the required studies, documentation, and commitments needed to adequately address any identified resources in accordance with federal, state, and local laws and regulations.

None found

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect:

3 Moderate assigned 03/30/2017 by FDOT District 6

Comments:

The following historic and archaeological resources are reported within the 100-foot project buffer: one Florida Site File archaeological or historic site [ineligible for listing in the National Register of Historic Places (NRHP) but has not been evaluated by the State Historic Preservation Officer (SHPO)], two Florida Site File historic bridges [ineligible for listing in the NRHP], three Florida Site File historic standing structures [ineligible for listing in the NRHP], ten Florida Site File resource groups [five eligible and five ineligible for listing in the NRHP], two state historic highways (Sunset Drive and SR 90/Calle Ocho), ninety-seven parcels with potential structures built before 1970, and sixteen Florida Site File field survey project boundaries. Miami-Dade County is also a National Historic Preservation Act Florida Certified Local Government.

FDOS noted that the proposed project has the potential to have direct adverse effects to both above-ground resources and archaeological sites; above-ground resources are vulnerable to direct effects from right-of-way acquisition and archaeological sites are vulnerable to direct effects through ground disturbance. FDOS stated that all cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP-eligibility since the project area has not been comprehensively surveyed, and a survey should be conducted in coordination with Miami-Dade County.

A Summary Degree of Effect of Moderate has been assigned to the Historic and Archaeological Sites issue due to 1) the presence of

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NRHP-eligible and NRHP-potentially eligible resources within close proximity to the project, 2) the potential presence of unrecorded archaeological and/or historic resources within the project vicinity, and 3) the fact that no comprehensive cultural resource assessment survey has been conducted along the project corridor.

During Project Development, FDOT District Six will conduct a Cultural Resource Assessment Survey (CRAS) in accordance with Part 2, Chapter 12 of the FDOT PD&E Manual to determine the presence of historic and archeological resources in the project area. The resultant CRAS report will be consistent with the specifications set forth in Chapter 1A-46 Florida Administrative Code and will be submitted to the FDOS and the Miami-Dade County Office of Historic Preservation for review and comment. As the project area intersects with the Miami-Dade County Certified Local Government, FDOT District Six will also coordinate with this agency when conducting the CRAS.

Degree of Effect: 3 Moderate assigned 12/30/2016 by Ginny Leigh Jones, FL Department of State

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

Since the project area has not been comprehensively surveyed, a survey should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 12 and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

The project corridor intersects with one Certified Local Government - Miami-Dade County. This organization should be contacted during the survey to assist in identifying significant resources and evaluating the impact of the project on any significant resources.

Direct Effects

Identified Resources and Level of Importance:

As reported in the Preliminary Effects Discussion (PED), there are a few resources that directly intersect with the project corridor. All of these resources are linear resources. Since the proposed project will require new ROW, there may be unrecorded resources in the new ROW.

Comments on Effects to Resources:

Typically, a direct adverse impact to a linear resource would consist of one or more of the following impacts: severing the resource, altering its dimensions or use, or changing the route of the resource.

Archaeological sites are vulnerable to direct effects through ground disturbance. Above-ground resources are vulnerable to direct effects from ROW acquisition. The proposed project has the potential to have direct adverse effects to both above-ground resources and archaeological sites.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

Additional Comments (optional):

Since the project area has not been comprehensively surveyed, a survey should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 12 and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

The project corridor intersects with one Certified Local Government - Miami-Dade County. This organization should be contacted during the survey to assist in identifying significant resources and evaluating the impact of the project on any significant resources.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Currently there a few recorded resources adjacent to the project corridor. There may be unrecorded resources.

Comments on Effects to Resources:

Above-ground resources could be impacted by the addition of new traffic including access, setting, and vibration.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 4 Substantial assigned 03/30/2017 by FDOT District 6

Comments:

The following recreation areas/features are reported within the 100-foot project buffer: four local Florida parks and recreational facility boundaries (one is a designated Florida Managed Area/National Park Project), two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and South Dade Trail part of the East Coast Greenway], and one other OGT multi-use trail opportunity [CSX Railroad Corridor].

NPS noted that 0.4 acre of Tropical Park, a Land and Water Conservation Fund site, is anticipated to be impacted. NPS stated that any right-of-way needed from Tropical Park, in whole or in part, that converts the use of a portion of the park to other than public outdoor recreation, would trigger a Section 6(f)(3) conversion of use; a conversion of use includes providing replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. NPS added that a Section 4(f) evaluation should be conducted.

A Summary Degree of Effect of Substantial has been assigned to the Recreation Areas issue for the following reasons: 1) two of the four identified parks are anticipated to be impacted as a result of the project; 2) temporary impacts on access to and/or modified access to reported amenities within the area as a result of the project, particularly during project construction; and 3) temporary impacts on enjoyment of area recreational features during project construction.

An assessment of potential impacts to identified recreational resources will be conducted during the Project Development phase in accordance with Part 2, Chapter 13 of the FDOT PD&E Manual. FDOT District Six will further coordinate with relevant agencies (including NPS, FDEP, and Miami-Dade County Parks, Recreation and Open Spaces Department) on any required studies, documentation, and commitments needed to adequately address identified resources in accordance with federal, state, and local laws and regulations. Future environmental documentation will include an evaluation of the primary, secondary, and cumulative impacts of the proposed project on recreational resources and/or public land.

Degree of Effect: 4 Substantial assigned 01/13/2017 by Anita Barnett, National Park Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The National Park Service has reviewed the Efficient Transportation Decision Making (ETDM) project # 14308 for State Road 826/Palmetto Expressway Express Lanes and offers the following comments:

Tropical Park is a Land and Water Conservation Fund site that is adjacent to SR 826. We understand that Concepts 3 and 4 will have the express lanes at-grade, with bridges only over SR 874 and SR 836 (flyover to/from the east), Concept 5 has planned to have two elevated express lanes (on bridges) between SR 874 and SR 836. Temporary access impacts and/or modified access to as well as enjoyment of amenities within the area may be affected as a result of the project, particularly during project construction. For these reasons, substantial involvement regarding this recreation area is anticipated. Impacts to Tropical Park were preliminary estimated to be 0.4 acres.

Further information is needed to determine the degree of effect and mitigation. We recommend that an EA or EIS and a 4(f) evaluation are prepared to address the potential impacts and mitigation.

Any right of way needed from Tropical, in whole or in part, that converts the use of a portion of the park to other than public outdoor recreation, would trigger a Section 6(f)(3) conversion. (a Section 6(f)(3) conversion of use would be triggered.) A conversion of use will include the Florida Department of Transportation providing replacement property that not only is equal or greater in fair market

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value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3)

If a conversion should occur, the Florida Department of Environmental Protection, Division of State Lands, 3900 Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination. The contact person is Linda Reeves, Operations Management Consultant Manager--linda.reeves@dep.state.fl.us--(850) 245-2501.

Please keep us informed as the project progresses through the PD&E phase and if the proposed project changes please contact Anita Barnett at National Park Service, 100 Alabama Street, 1924 Bldg., Atlanta Georgia, 30303, 404-507-5706; Anita_Barnett@nps.gov . Thank you for the opportunity to review and provide comments.

Comments on Effects to Resources:

The National Park Service has reviewed the Efficient Transportation Decision Making (ETDM) project # 14308 for State Road 826/Palmetto Expressway Express Lanes and offers the following comments:

Tropical Park is a Land and Water Conservation Fund site that is adjacent to SR 826. We understand that Concepts 3 and 4 will have the express lanes at-grade, with bridges only over SR 874 and SR 836 (flyover to/from the east), Concept 5 has planned to have two elevated express lanes (on bridges) between SR 874 and SR 836. Temporary access impacts and/or modified access to as well as enjoyment of amenities within the area may be affected as a result of the project, particularly during project construction. For these reasons, substantial involvement regarding this recreation area is anticipated. Impacts to Tropical Park were preliminary estimated to be 0.4 acres.

Further information is needed to determine the degree of effect and mitigation. We recommend that an EA or EIS and a 4(f) evaluation are prepared to address the potential impacts and mitigation.

Any right of way needed from Tropical, in whole or in part, that converts the use of a portion of the park to other than public outdoor recreation, would trigger a Section 6(f)(3) conversion. (a Section 6(f)(3) conversion of use would be triggered.) A conversion of use will include the Florida Department of Transportation providing replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3)

If a conversion should occur, the Florida Department of Environmental Protection, Division of State Lands, 3900 Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination. The contact person is Linda Reeves, Operations Management Consultant Manager--linda.reeves@dep.state.fl.us--(850) 245-2501.

Please keep us informed as the project progresses through the PD&E phase and if the proposed project changes please contact Anita Barnett at National Park Service, 100 Alabama Street, 1924 Bldg., Atlanta Georgia, 30303, 404-507-5706; Anita_Barnett@nps.gov . Thank you for the opportunity to review and provide comments.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Further information is needed to determine the degree of effect and mitigation. We recommend that an EA or EIS and a 4(f) evaluation are prepared to address the potential impacts and mitigation.

Any right of way needed from Tropical, in whole or in part, that converts the use of a portion of the park to other than public outdoor recreation, would trigger a Section 6(f)(3) conversion. (a Section 6(f)(3) conversion of use would be triggered.) A conversion of use will include the Florida Department of Transportation providing replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3)

If a conversion should occur, the Florida Department of Environmental Protection, Division of State Lands, 3900 Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination. The contact person is Linda Reeves, Operations Management Consultant Manager--linda.reeves@dep.state.fl.us--(850) 245-2501.

Please keep us informed as the project progresses through the PD&E phase and if the proposed project changes please contact Anita Barnett at National Park Service, 100 Alabama Street, 1924 Bldg., Atlanta Georgia, 30303, 404-507-5706; Anita_Barnett@nps.gov . Thank you for the opportunity to review and provide comments.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Further information is needed to determine the degree of effect and mitigation. We recommend that an EA or EIS and a 4(f) evaluation are prepared to address the potential impacts and mitigation.

Any right of way needed from Tropical, in whole or in part, that converts the use of a portion of the park to other than public outdoor recreation, would trigger a Section 6(f)(3) conversion. (a Section 6(f)(3) conversion of use would be triggered.) A conversion of use will include the Florida Department of Transportation providing replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily

completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3)

If a conversion should occur, the Florida Department of Environmental Protection, Division of State Lands, 3900 Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination. The contact person is Linda Reeves, Operations Management Consultant Manager--linda.reeves@dep.state.fl.us--(850) 245-2501.

Please keep us informed as the project progresses through the PD&E phase and if the proposed project changes please contact Anita Barnett at National Park Service, 100 Alabama Street, 1924 Bldg., Atlanta Georgia, 30303, 404-507-5706; Anita_Barnett@nps.gov. Thank you for the opportunity to review and provide comments.

Comments on Effects to Resources:

The National Park Service has reviewed the Efficient Transportation Decision Making (ETDM) project # 14308 for State Road 826/Palmetto Expressway Express Lanes and offers the following comments:

Tropical Park is a Land and Water Conservation Fund site that is adjacent to SR 826. We understand that Concepts 3 and 4 will have the express lanes at-grade, with bridges only over SR 874 and SR 836 (flyover to/from the east), Concept 5 has planned to have two elevated express lanes (on bridges) between SR 874 and SR 836. Temporary access impacts and/or modified access to as well as enjoyment of amenities within the area may be affected as a result of the project, particularly during project construction. For these reasons, substantial involvement regarding this recreation area is anticipated. Impacts to Tropical Park were preliminary estimated to be 0.4 acres.

Further information is needed to determine the degree of effect and mitigation. We recommend that an EA or EIS and a 4(f) evaluation are prepared to address the potential impacts and mitigation.

Any right of way needed from Tropical, in whole or in part, that converts the use of a portion of the park to other than public outdoor recreation, would trigger a Section 6(f)(3) conversion. (a Section 6(f)(3) conversion of use would be triggered.) A conversion of use will include the Florida Department of Transportation providing replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3)

If a conversion should occur, the Florida Department of Environmental Protection, Division of State Lands, 3900 Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination. The contact person is Linda Reeves, Operations Management Consultant Manager--linda.reeves@dep.state.fl.us--(850) 245-2501.

Please keep us informed as the project progresses through the PD&E phase and if the proposed project changes please contact Anita Barnett at National Park Service, 100 Alabama Street, 1924 Bldg., Atlanta Georgia, 30303, 404-507-5706; Anita_Barnett@nps.gov . Thank you for the opportunity to review and provide comments.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The National Park Service has reviewed the Efficient Transportation Decision Making (ETDM) project # 14308 for State Road 826/Palmetto Expressway Express Lanes and offers the following comments:

Tropical Park is a Land and Water Conservation Fund site that is adjacent to SR 826. We understand that Concepts 3 and 4 will have the express lanes at-grade, with bridges only over SR 874 and SR 836 (flyover to/from the east), Concept 5 has planned to have two elevated express lanes (on bridges) between SR 874 and SR 836. Temporary access impacts and/or modified access to as well as enjoyment of amenities within the area may be affected as a result of the project, particularly during project construction. For these reasons, substantial involvement regarding this recreation area is anticipated. Impacts to Tropical Park were preliminary estimated to be 0.4 acres.

Further information is needed to determine the degree of effect and mitigation. We recommend that an EA or EIS and a 4(f) evaluation are prepared to address the potential impacts and mitigation.

Any right of way needed from Tropical, in whole or in part, that converts the use of a portion of the park to other than public outdoor recreation, would trigger a Section 6(f)(3) conversion. (a Section 6(f)(3) conversion of use would be triggered.) A conversion of use will include the Florida Department of Transportation providing replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3)

If a conversion should occur, the Florida Department of Environmental Protection, Division of State Lands, 3900 Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination. The contact person is Linda Reeves, Operations Management Consultant Manager--linda.reeves@dep.state.fl.us--(850) 245-2501.

Please keep us informed as the project progresses through the PD&E phase and if the proposed project changes please contact Anita Barnett at National Park Service, 100 Alabama Street, 1924 Bldg., Atlanta Georgia, 30303, 404-507-5706; Anita_Barnett@nps.gov . Thank you for the opportunity to review and provide comments.

Degree of Effect: 2 Minimal assigned 12/21/2016 by Mindy Parrott, South Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

As described in the preliminary comments. However, no SFWMD recreation areas are in the affected area.

Comments on Effects to Resources:

Effects are anticipated to be minimal. See comments on wetlands.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Natural

Wetlands and Surface Waters

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 03/30/2017 by FDOT District 6

Comments:

The National Wetlands Inventory database identified 18.47 acres (3.63%) of lacustrine, palustrine, and riverine wetlands within the 100-foot project buffer; these wetlands are associated with the ponds (lacustrine and palustrine) and canals (riverine) in the area. These wetlands additionally do not appear to contain estuarine habitats; therefore, the wetlands are not anticipated to serve as Essential Fish Habitat.

FDEP and USFWS commented that wetlands may occur within and near the project site and requested that FDOT provide mitigation that fully compensates for the loss of these important resources if impacts are unavoidable. SFWMD and USACE indicated that there may be wetland vegetation within the various lakes, ponds, and canals in the area. USACE added that ground surveys should be performed to more clearly identify the existing resources within the proposed discharge locations and potential project impacts; effects could include direct fill, potential hydrology changes, removal of vegetation, etc. USACE noted that impacts could be offset through the establishment of roadside swales at alternate locations within the project limits. SFWMD stated that as part of the Environmental Resource Permit (ERP) application, impacts to wetlands and surface waters must meet the criteria in Section 10 of ERP Applicant's Handbook Volume I, including Elimination and Reduction as well as mitigation. SFWMD further noted that if work or structures are proposed within waters accessible to manatees, grates or other methods to restrict access will be necessary. USACE commented that the project should comply with the established National Pollutant Discharge Elimination System (NPDES) program and ERP program. Due to agency concerns regarding potential impacts to identified wetlands, a Summary Degree of Effect of Moderate has been assigned to the Wetlands issue.

During the Project Development phase, potential wetland impacts will be assessed through a Natural Resources Evaluation (conducted 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 during project design. Should avoidance and/or minimization not be practicable, a Mitigation Plan will be prepared. Best management practices will be utilized during construction and compensatory mitigation will be provided (i.e., the purchase of mitigation bank credits from a federally-approved mitigation bank that has appropriate habitat replacement type) in the

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event that any adverse wetland impacts are identified. In addition, all applicable permits (including a SFWMD ERP and USACE Individual or SAJ-92 Permit) will be obtained or modified in accordance with federal, state, and local laws and regulations.

Degree of Effect: 3 Moderate assigned 01/29/2017 by Kim Gates, US Environmental Protection Agency

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

Coordination Document Comments:

Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20), and

Wetlands Evaluation Report (PD&E Manual, Part 2, Chapter 18).

Direct Effects

Identified Resources and Level of Importance:

Wetlands and other surface waters provide important and beneficial functions, including providing essential fish and wildlife habitat, buffering water quality impacts, storing floodwaters, and maintaining surface water flow during dry periods. However, stormwater runoff from the built environment is a principal contributor to water quality impairment of surface waterbodies nationwide. [Source: Urban Stormwater Management in the United States, National Research Council, 2008,

https://www3.epa.gov/npdes/pubs/nrc_stormwaterreport.pdf]
The most common pollutants in highway runoff are heavy metals, inorganic salts, volatile organics, petroleum hydrocarbons, bacteria, pesticides/herbicides, and suspended solids that accumulate on the road surface as a result of regular highway operation and maintenance activities.

Various federal, state, and local laws have been enacted to protect surface water resources. The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into the waters of the United States (which include wetlands) and provides statutory authority for various regulatory programs. CWA Section 402 requires permitting of all construction sites on an acre or greater of land as well as municipal, industrial and commercial facilities that discharge wastewater or stormwater directly from a point source into a surface water of the United States. These National Pollutant Discharge Elimination System (NPDES) permits are written to ensure the receiving waters will achieve specified Water Quality Standards. The USEPA has delegated the NPDES program to the State of Florida. Section 404 of the CWA established the permitting program for discharges of dredged and fill material into waters of the United States. This program is administered by the U.S. Army Corps of Engineers, subject to and using the USEPA's environmental guidance.

In addition to the delegated NPDES program, the State administers its own Environmental Resource Permitting (ERP) program for activities involving the alteration of surface water flows (http://www.dep.state.fl.us/WATER/wetlands/erp/index.htm). The ERP program is implemented by the Florida Department of Environmental Protection (FDEP) and the five Water Management Districts.

Comments on Effects to Resources:

- Tamiami Canal (C-4)
- Two freshwater ponds at the SR 826/Palmetto Expressway and SW 8th Street/Tamiami Trail interchange
- Coral Gables Canal (C-3)
- Two freshwater ponds at the SR 826/Palmetto Expressway and SW 24th Street/Coral Way interchange
- Tropical Lake
- Lake (Reach Code #03090206049850) located west of confluence between SR 874/Don Shula Expressway and SR 826/Palmetto Expressway
- Lake (Reach Code #03090206049851) located east of confluence between SR 874/Don Shula Expressway and SR 826/Palmetto Expressway
- Snapper Creek Canal (C-2)
- Freshwater pond (Reach Code #03090206049941) north of confluence between SR 826/Palmetto Expressway and US 1/Pinecrest Parkway

Recommended Avoidance, Minimization, and Mitigation Opportunities:

In general, the USEPA encourages avoidance, minimization, and mitigation of impacts on surface and ground waters in the project vicinity to the extent practicable. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during the PD&E phase. Appropriate stormwater treatment systems and best management practices must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater. To this end, the USEPA also recommends evaluating Low-Impact Development (LID) stormwater management practices during PD&E. Various resources on LID practices are available, including:

- NCHRP Report 565: Evaluation of Best Management Practices for Highway Runoff Control (2006), http://www.trb.org/Main/Blurbs/158397.aspx, which includes three additional documents: User's Guide for BMP/LID Selection (Guidelines Manual), Appendices to the User's Guide for BMP/LID Selection, and Low-Impact Development Design Manual for Highway Runoff

Control (LID Design Manual);

- SFWMD's Best Management Practices for South Florida Urban Stormwater Management Systems, April 2002, http://www.sfwmd.gov/portal/page/portal/xrepository/sfwmd_repository_pdf/bmp_manual.pdf; and
- the USEPA's Urban Runoff Information Resources web page, https://www.epa.gov/polluted-runoff-nonpoint-source-pollution/urban-runoff-additional-resources.

Additional Comments (optional):

Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20), and Wetlands Evaluation Report (PD&E Manual, Part 2, Chapter 18).

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 01/05/2017 by Suzanne E. Ray, FL Department of Environmental Protection

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

Direct Effects

Identified Resources and Level of Importance:

Wetlands may occur within and near the Project site. We recommend that these valuable resources be avoided to the greatest extent practicable.

Comments on Effects to Resources:

If impacts to these wetlands are unavoidable, we recommend the FDOT provide mitigation that fully compensates for the loss of important resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 12/21/2016 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required **Coordination Document Comments:**

See comments under water quantity and quality.

Direct Effects

Identified Resources and Level of Importance:

There may be wetland vegetation within the various existing lakes and canals. Tidally influenced canals may support mangroves.

Comments on Effects to Resources:

At the time of application for an Environmental Resource Permit, wetland and surface water impacts will be evaluated. Impacts to wetlands and surface waters must meet the criteria in Section 10 of Applicant's Handbook Volume I, including Elimination and Reduction as well as mitigation.

If work or structures are proposed within waters accessible to manatees, grates or other methods to restrict access will be necessary. Additional criteria will apply.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

If wetland impacts are proposed, a pre-application meeting is recommended to discuss elimination and reduction and potential mitigation plans, as well as the requirements for impacts to surface waters.

Additional Comments (optional):

See comments under water quantity and quality.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: Minimal assigned 12/16/2016 by Tarrie L Ostrofsky, US Army Corps of Engineers

Coordination Document: Permit Required **Coordination Document Comments:**

The proposed project would likely require evaluation under an Individual Permit, or potentially the SAJ-92.

Direct Effects

Identified Resources and Level of Importance:

According to the information provided, the National Wetlands Inventory database identified 18.47 acres (3.63%) of lacustrine, palustrine, and riverine wetlands within the 100-foot project buffer. The information also includes that the wetlands are associated with the ponds and canals within the area. Also, the proposed project corridor lies within the Miami urbanized area. given the above preliminary information, and the 100-foot buffer evaluated, it is possible that the existing ponds may account for quite a bit of the NWI identified wetlands acreage. Until ground surveys are performed to more clearly identify the existing resources within the proposed discharge locations, as well as the overall project limits, it is anticipated that the effects on resources would be minimal, depending on the location of the wetlands and the impacts proposed, and due to the existing infrastructure and surrounding development which would affect the quality of the existing resources.

Comments on Effects to Resources:

According to review of the information provided, the proposed project is located along an existing roadway and is surrounded by development. This would affect the quality of the resources located adjacent to this infrastructure, resulting in lower quality resources than wetlands which are located further away from similar features. The effects on the resources, if direct impacts are proposed, would be direct fill, potential hydrology changes, removal of vegetation, etc. If resources include roadside swales, it is possible that impacts to these features would be offset through the establishment of roadside swales at alternate locations within the project limits.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Avoidance and minimization measures that should be evaluated may include evaluation of transit widths, minimal right of way maintenance widths, placement of stormwater management facilities in locations outside of waters of the United States, use of best management practices for construction to ensure minimal impacts to resources, minimal vegetation removal, replacement of

removed vegetation to minimize erosion and to minimize the potential of warming of waters, etc. If direct impacts to resources cannot be completely avoided, mitigation should be evaluated. A review of the RIBITS database indicates that there is a federally-approved mitigation bank (FP&L Everglades Phase II) and in-lieu fee program (ILF-ENP-Hole-in-the-Donut) with service areas which encompass the proposed project site. The FDOT should first evaluate the use of the mitigation bank and second the in-lieu fee program as options for mitigation.

Additional Comments (optional):

The proposed project would likely require evaluation under an Individual Permit, or potentially the SAJ-92.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

According to the information provided, the National Wetlands Inventory database identified 18.47 acres (3.63%) of lacustrine, palustrine, and riverine wetlands within the 100-foot project buffer. The information also includes that the wetlands are associated with the ponds and canals within the area. Also, the proposed project corridor lies within the Miami urbanized area. given the above preliminary information, and the 100-foot buffer evaluated, it is possible that the existing ponds may account for quite a bit of the NWI identified wetlands acreage. Until ground surveys are performed to more clearly identify the existing resources within the project limits, and extending outside of the limits where indirect effects may occur, it is anticipated that the indirect effects on resources would be minimal, depending on the locations and extent of the wetlands, the proposed impacts, and due to the existing infrastructure and surrounding development which likely affect the quality of the existing resources within the 100-foot project buffer.

Comments on Effects to Resources:

According to review of the information provided, the proposed project is located along an existing roadway and is surrounded by development. This would affect the quality of the resources located adjacent to this infrastructure, resulting in lower quality resources than wetlands which are located further away from similar features. The effects on the resources, if indirect impacts are proposed, would be potential hydrology changes, warming of downstream waters due to removal of vegetation, isolation of offsite wetlands, etc.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Avoidance and minimization measures that should be evaluated may include evaluation of transit widths, minimal right of way maintenance widths, placement of stormwater management facilities in locations outside of waters of the United States, use of best management practices for construction to ensure minimal impacts to resources outside of the direct fill locations, minimal vegetation removal, replacement of removed vegetation to minimize erosion and to minimize the potential of warming of downstream waters, placement of pipes beneath the roadway to provide for hydrology exchange between wetlands, if present on opposite sides of the roadway, etc. If indirect impacts to resources cannot be completely avoided, mitigation should be evaluated. A review of the RIBITS database indicates that there is a federally-approved mitigation bank (FP&L Everglades Phase II) and in-lieu fee program (ILF-ENP-Hole-in-the-Donut) with service areas which encompass the proposed project site. The FDOT should first evaluate the use of the mitigation bank and second the in-lieu fee program as options for mitigation.

Degree of Effect: 2 Minimal assigned 12/07/2016 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Wetlands

Comments on Effects to Resources:

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Wetlands provide important habitat for fish and wildlife. Wetlands may occur within and near the Project site. We recommend that these valuable resources be avoided to the greatest extent practicable. If impacts to these wetlands are unavoidable, we recommend the FDOT provide mitigation that fully compensates for the loss of important resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 12/05/2016 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

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Magnuson-Stevens 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 areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management 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.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Water Quality and Quantity

Project Effects

4 Substantial assigned 03/30/2017 by FDOT District 6 Coordinator Summary Degree of Effect:

Comments:

The project crosses four SFWMD maintained canals [Tamiami Canal/C-4, Coral Gables Canal/C-3, Snapper Creek Canal/C-2, and Cutler Drain Canal/C-100A]. The project is also located within the watersheds of four Verified Impaired Florida Waters (associated with the four canals): Tamiami Canal/C-4 [(WBID 3286) - which is impaired for mercury in fish tissue], Coral Gables Canal/C-3 [(WBID 3292) - which is impaired for fecal coliform], Snapper Creek Canal/C-2 [(WBID 3293) - which is impaired for fecal coliform], and C-100 [(WBID 3295) - which is impaired for fecal coliform and nutrients (historic chlorophyll-A)]. Also present within the 100foot project buffer are the Biscayne Aquifer (a sole source aquifer) and a recharge area of the Floridan Aquifer.

SFWMD stated that the project must be designed to meet the stormwater water quality and quantity criteria of the Environmental Resource Permit (ERP) Applicant's Handbook Volumes I & II, including additional criteria for Impaired Waters (Appendix D of Volume II). SFWMD added that six ERPs in the area could be modified as a result of the project. USEPA indicated that the greatest concern regarding water quality maintenance of Miami-Dade County's surface waters continues to be pollutant discharges in the watershed and nonpoint source discharges of stormwater runoff in the canal systems; contaminated runoff from the project could impact surface water bodies along the corridor. USEPA noted that FDOT District 6 is required to reduce the discharge of pollutants in stormwater to the maximum extent practicable as a co-permittee on Miami County's MS4 permit. Due to the potential for additional stormwater treatment requirements pertaining to discharge into impaired waters, a Summary Degree of Effect of Substantial has been assigned to the Water Quality and Quantity issue.

The proposed project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during project activities. Further, the proposed stormwater system will be developed to meet the design and performance criteria established for the treatment and attenuation of discharges to impaired waters under Rule 62-330, F.A.C. and the SFWMD ERP Applicant's Handbook Volumes I and II. During the Project Development phase, FDOT District Six will coordinate with the appropriate agencies concerning the necessary studies, documentation, and commitments needed to adequately address all identified resources. A Water Quality Impact Evaluation will be conducted in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual. FDOT District Six will additionally comply with the Sole Source Aquifer Memorandum of Understanding given potential impacts to the Biscayne Aquifer. All necessary permits (including ERP) will be obtained in accordance with federal, state, and local laws and regulations during subsequent phases. Best management practices will be utilized during construction.

Degree of Effect: 4 Substantial assigned 01/29/2017 by Kim Gates, US Environmental Protection Agency

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

Coordination Document Comments:

Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20)

Direct Effects

Identified Resources and Level of Importance:

"Untreated stormwater runoff is now considered the state's leading source of pollution"

(http://www.broward.org/WATERMATTERS/Pages/waterquality.aspx). Stormwater from impervious surfaces in urban environments, including roadways, conveys contaminants to surface water bodies, wetlands, and groundwater. The most common pollutants in highway runoff are heavy metals, inorganic salts, volatile organics, petroleum hydrocarbons, bacteria, pesticides/herbicides, and suspended solids that accumulate on the road surface as a result of regular highway operation and maintenance activities.

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act, or Clean Water Act. Prior to 1987, surface water protection programs were primarily directed at point source pollution (i.e., wastes discharged from discrete sources, such as pipes from manufacturing facilities and wastewater treatment plants). Recognizing the need to address nonpoint source pollution, including stormwater, the U.S. Congress revised the Clean Water Act in 1987. The USEPA responded to this legislation by implementing the Municipal Separate Storm Sewer System (MS4) permitting program via the Phase I (1990) and Phase II (1999) stormwater regulations. The Florida Department of Environmental Protection (FDEP) has delegated authority to implement the MS4 programs.

Phase I MS4 operators are required to develop and implement comprehensive Stormwater Management Programs (SWMPs) that include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate means to control the quality of stormwater discharged from the MS4. As a co-permittee on Miami County's MS4 permit, FDOT District 6 is required to reduce the discharge of pollutants in stormwater to the maximum extent practicable

(https://www.epa.gov/npdes/stormwater-discharges-transportation-sources#overview). The minimum requirements that all FDOT Districts must maintain under their individual Stormwater Management Programs are outlined in the FDOT Statewide Stormwater Management Plan dated September 2012 (http://www.fdot.gov/maintenance/FDOTStormWaterMgmtPlan2012.pdf).

Comments on Effects to Resources:

"The greatest concern regarding maintaining the quality of the County's surface waters continues to be pollutant discharges in the watershed and nonpoint source discharges of stormwater runoff in the canal systems" (http://www.miamidade.gov/mayormemo/Air_and_Water_Quality_of_Miami_-_Dade_County_-_Report.pdf). Contaminated runoff from the project could impact surface water bodies along the corridor, including:

- Tamiami Canal (C-4)
- Two freshwater ponds at the SR 826/Palmetto Expressway and SW 8th Street/Tamiami Trail interchange
- Coral Gables Canal (C-3)
- Two freshwater ponds at the SR 826/Palmetto Expressway and SW 24th Street/Coral Way interchange
- Tropical Lake
- Lake (Reach Code #03090206049850) located west of confluence between SR 874/Don Shula Expressway and SR 826/Palmetto Expressway
- Lake (Reach Code #03090206049851) located east of confluence between SR 874/Don Shula Expressway and SR 826/Palmetto Expressway
- Snapper Creek Canal (C-2)
- Freshwater pond (Reach Code #03090206049941) located north of confluence between SR 826/Palmetto Expressway and US 1/Pinecrest Parkway

Recommended Avoidance, Minimization, and Mitigation Opportunities:

In general, the USEPA encourages avoidance, minimization, and mitigation of impacts on surface and ground waters in the project vicinity to the extent practicable. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during the PD&E phase. Appropriate stormwater treatment systems and best management practices must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater. To this end, the USEPA also recommends evaluating Low-Impact Development (LID) stormwater management practices during PD&E. Various resources on LID practices are available, including:

- NCHRP Report 565: Evaluation of Best Management Practices for Highway Runoff Control (2006), http://www.trb.org/Main/Blurbs/158397.aspx, which includes three additional documents: User's Guide for BMP/LID Selection (Guidelines Manual), Appendices to the User's Guide for BMP/LID Selection, and Low-Impact Development Design Manual for Highway Runoff Control (LID Design Manual);
- SFWMD's Best Management Practices for South Florida Urban Stormwater Management Systems, April 2002, http://www.sfwmd.gov/portal/page/portal/xrepository/sfwmd_repository_pdf/bmp_manual.pdf; and
- the USEPA's Urban Runoff Information Resources web page, https://www.epa.gov/polluted-runoff-nonpoint-source-pollution/urban-runoff-additional-resources.

Additional Comments (optional):

Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20)

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 Moderate assigned 12/21/2016 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required **Coordination Document Comments:**

Modification of one or more of the following permit Environmental Resource Permits will be required: 13-04284-P, 13-02339-P, 13-

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01782-P, 13-02686-P,13-00791-S 13-02434-P. A pre- application meeting is highly recommended.

Direct Effects

Identified Resources and Level of Importance:

As described in the preliminary comments, the project may include flood hazard areas and impaired waters.

Comments on Effects to Resources:

The project must be designed to meet the stormwater water quality and quantity criteria of the ERP Applicant's Handbook Vols. I & II, including additional criteria for Impaired Waters (Appendix D of Volume II).

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

Modification of one or more of the following permit Environmental Resource Permits will be required: 13-04284-P, 13-02339-P, 13-01782-P, 13-02686-P,13-00791-S 13-02434-P. A pre- application meeting is highly recommended.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 03/30/2017 by FDOT District 6

Comments:

According to the DFIRM 100-Year Floodplain Data, the 100-foot project buffer is located within 41.44 acres (8.15%) of Flood Zone AE and 105.05 acres (20.65%) of Flood Zone AH, both designated as Special Flood Hazard Areas; these flood zones are primarily located near Flagler Street, SW 8th Street, and the interchange at SR 874/Don Shula Expressway. It should be noted that the majority of the 100-foot project buffer is located within Flood Zone X (unshaded) [362.14 acres (71.20%)], which is defined as an area outside of the 0.2% annual chance floodplain. SFWMD added that six ERPs in the area could be modified as a result of the project. While the proposed improvements are not anticipated to affect flood heights or base floodplain limits, a Summary Degree of Effect of Moderate has been assigned to the Floodplains issue due to the notable amount of 100-year floodplain within the vicinity of the project.

During Project Development, a Floodplains Assessment will be conducted (in accordance with Part 2, Chapter 24 of the FDOT PD&E Manual) to avoid and/or minimize impacts. All necessary permits will be obtained in accordance with federal, state, and local laws and regulations. In addition, impacts to floodplain storage will be compensated in accordance with the SFWMD Environmental Resource Permit (ERP) Applicant's Handbook Volumes I & II.

Degree of Effect: 3 Moderate assigned 12/21/2016 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required **Coordination Document Comments:**

Modification of one or more of the following permit Environmental Resource Permits will be required: 13-04284-P, 13-02339-P, 13-01782-P, 13-02686-P,13-00791-S 13-02434-P. A pre- application meeting is highly recommended.

Direct Effects

Identified Resources and Level of Importance:

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As described in the preliminary comments, the project may include flood hazard areas and impaired waters.

Comments on Effects to Resources:

The project must be designed to meet the stormwater water quality and quantity criteria of the ERP Applicant's Handbook Vols. I & II, including additional criteria for Impaired Waters (Appendix D of Volume II).

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

Modification of one or more of the following permit Environmental Resource Permits will be required: 13-04284-P, 13-02339-P, 13-01782-P, 13-02686-P,13-00791-S 13-02434-P. A pre- application meeting is highly recommended.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 03/30/2017 by FDOT District 6

Comments:

The 100-foot project buffer occurs within the South Florida Ecosystem Management Area; FWS Consultation Areas for Miami-Dade Keys plants, American crocodile, and snail kite; and designated Rare and Imperiled Fish habitat for the mountain mullet (Tamiami Canal). The project area is also designated as Critical Habitat for the West Indian Manatee and falls within a Woodstork Core Foraging Area. Other wildlife and habitat features within the 100-foot project buffer include one FNAI element occurrence/threatened or endangered species (Christmas berry), one Florida Managed Area/National Park Project (Tropical Park), and one Priority Ecological Resource Conservation Area of The Nature Conservancy. A number of additional federally listed species have the potential to occur within the project vicinity.

FDACS stated that ingress and egress to the Homestead Forestry Station should not be impacted during construction since this is a place where people respond to wildfires and other natural disasters; FDOT must also ensure that heavy equipment and other vehicles can safely exit from and return to the site post construction. FWC indicated that this project has very little potential for adverse impact to fish and wildlife resources as the area is entirely urban; potential impact to Florida manatees is the only concern if any in-water construction is performed in the Coral Gables Canal/C-3 or Tamiami Canal/C-4. USFWS reported that the project is 1) located within the geographic range and in the USFWS's consultation area for the endangered Florida bonneted bat - FDOT should conduct surveys if suitable roosting habitat will be impacted; 2) located in the geographic range and adjacent to designated critical habitat of endangered Florida brickell-bush and Carter's small flower flax [public conservation lands within the project vicinity contain the designated critical habitat]- FDOT should conduct surveys to determine potential effects to suitable habitat and also develop plans to protect designated critical habitat from adverse effects to the fullest extent possible; 3) located in the geographic range of and bisects and/or runs parallel to canals which are accessible to the endangered West Indian manatee - FDOT should follow the USFWS's Standard Manatee Conditions for In-Water Work during project construction if in water work is required; and 4) located in the Core Foraging Areas (CFA) of several active nesting colonies of the endangered wood stork - any lost foraging habitat resulting from the project must be replaced (in-kind for wetland impacts) within the CFA of the affected nesting colony [wetland credits purchased from a USFWS approved mitigation bank may be acceptable] and a functional assessment must be conducted using the USFWS Wood Stork Foraging Analysis Methodology on the foraging habitat to be impacted and the foraging habitat provided as mitigation for projects that impact 5 or more acres of wood stork foraging habitat. USFWS added that the Eastern indigo snake and Federally listed plants have the potential to occur in or near the project site. USFWS recommends that FDOT prepare a Biological Assessment for the project.

While the area surrounding the project is entirely urban, a Summary Degree of Effect of Moderate has been assigned to the Wildlife and Habitat issue given the notable number of wildlife and habitat resources identified within the project vicinity and agency concerns regarding potential effects to these resources as a result of the project.

The final design of the project will avoid and/or minimize impacts to wetlands/wildlife and habitat to the greatest extent possible and appropriate mitigation will be provided for unavoidable impacts. Best management practices will also be utilized during construction activities. During the Project Development phase, a Natural Resources Evaluation will be prepared in compliance with Section 7 of the Endangered Species Act of 1973, as amended (16 USC 1531 et seq) and in accordance with Part 2, Chapter 27 of the FDOT PD&E Manual. Further, informal consultation with FDACS, FWS, USFWS, and Miami-Dade County will occur during the Project Development phase in order to determine any site specific measures required for the project.

Degree of Effect: 3 Moderate assigned 01/11/2017 by Steve Bohl, FL Department of Agriculture and Consumer Services

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The Homestead Forestry Station should not be impacted since this is place where people respond to wildfires and other natural disasters. Ingress and egress to this site should no be impacted during construction and ensure that post construction makes sure that heavy equipment and other vehicles can safely exit the site and return back safely.

Comments on Effects to Resources:

The Homestead Forestry Station should not be impacted since this is place where people respond to wildfires and other natural disasters. Ingress and egress to this site should no be impacted during construction and ensure that post construction makes sure that heavy equipment and other vehicles can safely exit the site and return back safely.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Ingress and egress to this site should no be impacted during construction and ensure that post construction makes sure that heavy equipment and other vehicles can safely exit the site and return back safely.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Do not limit access to a from the Homestead Forestry Station

Degree of Effect: 2 Minimal assigned 01/05/2017 by Jennifer Goff, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed ETDM #14308, Miami-Dade County, and provides the following comments related to potential effects to fish and wildlife resources of this Programming Phase project.

The Project Description Summary states that this project involves adding express lanes to the Palmetto Expressway between US 1 and SR 836/Dolphin Expressway, a distance of approximately 5.5 miles. One alternative would add one express lane in each direction between US 1 and SR 874, and two express lanes between SR 874 and SR 836. The other alternative being studied would add one lane in each direction over the entire length of the project, and two reversible elevated express lanes between SR 874 and SR 836.

An assessment of the project area was performed on lands within 500 feet of the proposed alignment to determine potential impacts to habitat which supports listed species and other fish and wildlife resources. Our inventory included a review of aerial and ground-level photography, various wildlife observation and landcover data bases, along with coordination with FWC biologists and other

State and Federal agencies. A GIS analysis was performed using the Florida Department of Transportation's (FDOT) Environmental Screening Tool to determine the potential quality and extent of upland and wetland habitat, and other wildlife and fisheries resource information. We have reviewed the Preliminary Environmental Discussion Comments Report provided by the FDOT, and offer the following comments and recommendations.

Comments on Effects to Resources:

Our analysis reveals that the landcover in the assessment area is entirely urban, and that this project has very little potential for adverse impact to fish and wildlife resources. Our only concern is for the possible impact to Florida manatees from any in-water construction in the Coral Gables Canal/C-3 or Tamiami Canal/C-4.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Since no information was provided on any required in-water work, including seasonality, the length or duration of project work, methods of construction, and whether dredging will be utilized, it would be premature for us to recommend specific avoidance and minimization measures for manatees at this time. However, based on the information currently available, protection measures that may be needed include, but are not limited to, Standard Manatee Conditions for In-Water Work, monitoring of turbidity barriers, presence of manatee/sea turtle observers during in-water work, no in-water work between November and March, and no nighttime work. Further coordination with our agency will be necessary in order to determine specific measures for this project. For technical assistance and coordination on manatees, please contact our Imperiled Species Management Section in Tallahassee at imperiledspecies@myfwc.com or (850) 922-4330 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 (772) 579-9746 or email brian.barnett@MyFWC.com to initiate the process for further overall coordination on this project.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 Moderate assigned 12/07/2016 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 -

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. Based on review of our GIS database, the Service notes that the following Federally listed species may occur in or near the Project area.

Florida bonneted bat

The Project is located within the geographic range and in the Service's consultation area for the endangered Florida bonneted bat (Eumops floridanus). Additionally, numerous records of bonneted bats, some as close to the Project as 0.54 mi, have been confirmed using acoustic surveys. If suitable roosting habitat (i.e., mature trees, mature trees with cavities, abandoned buildings or structures etc.) will be impacted by the Project, the Service recommends that surveys be conducted to determine the status the

Florida bonneted bat in or near the Project footprint.

Florida brickell-bush and Carter's small-flowered flax

The Project is located in the geographic range and adjacent to designated critical habitat of endangered brickell-bush (*Brickellia mosieri*) and Carter's small flower flax (*Linum carteri carteri*). Both plants are endemic to pine rockland habitat, in which critical habitat has been designated. The Project should be evaluated for potential adverse effects it could have on suitable habitat as well as designated critical habitat. The Service recommends that surveys be conducted in the Project area for suitable habitat and also that FDOT develop plans to protect designated critical habitat from adverse effects to the fullest extent possible.

West Indian Manatee

The Project is located in the geographic range of the endangered West Indian manatee (*Trichechus manatus*) and bisects and/or runs parallel to canals C-2, 3, 4, and 100A which are accessible to manatees. If in water work is required, the FDOT should agree to and follow the Service's Standard Manatee Conditions for In-Water Work during construction of the Project. This document can be found at: https://www.fws.gov/verobeach/MammalsPDFs/2011 Standard Manatee Construction Conditions.pdf

Wood Stork

The Project corridor is located in the Core Foraging Areas (CFA)(within 18.6 miles) of several active nesting colonies 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 be found at: http://www.fws.gov/verobeach/ListedSpeciesBirds.html .

The Service believes that the Federally listed species above, the Eastern indigo snake (*Drymarchon corrais couperi*) and Federally listed plants (listed at http://www.fws.gov/verobeach/ListedSpeciesPlants.html) known to occur in Miami-Dade County have the potential to occur in or near the Project site. 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. Wetlands may occur within and near the Project site. We recommend that these valuable resources be avoided to the greatest extent practicable. If impacts to these wetlands are unavoidable, we recommend the FDOT provide mitigation that fully compensates for the loss of important resources.

According to data provided in the environmental screening tool, a large section of the Project footprint runs adjacent to valuable public conservation lands. These lands include Tropical Park, a Miami-Dade County Park that includes federally designated critical habitat for the endangered brickell-bush (*Brickellia mosieri*) and Carter's small flower flax (*Linum carteri carteri*), and a conservation area managed by the Nature Conservancy. Current populations of these plants are between 2,150 to 3,700 plants for Florida brickell -bush, and about 1,300 plants for Carter's small-flowered flax. Compared to their historical ranges, the current ranges of both plants have shrunk significantly. None of the habitat in the unit adjacent to the Project is currently occupied by either plant, however, the Service designated this area as critical habitat because the designation serves to protect suitable habitat needed to recover both species within their respective historical ranges. We request that the FDOT design the project to avoid impacts public conservation lands.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal ass

2 Minimal assigned 03/30/2017 by FDOT District 6

Comments:

The 100-foot project buffer falls within the Biscayne Bay Coastal Estuarine Drainage Area. In addition, 18.47 acres (3.63%) of lacustrine, palustrine, and riverine wetlands are present within the 100-foot project buffer; environmentally sensitive shoreline associated with the Coral Gables Canal/C-3 is also present within the designated buffer area. The identified wetlands do not appear to contain estuarine habitats nor are they located near marine fishery habitats; therefore, they are not anticipated to serve as Essential Fish Habitat. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during project activities. While no impacts to coastal and marine resources are anticipated, due to the fact that the project crosses environmentally sensitive shoreline associated with the Coral Gables Canal/C-3, a Summary Degree of Effect of Minimal has been assigned to the Coastal and Marine issue.

During the Project Development phase, potential impacts to environmentally sensitive shoreline will be assessed through a Natural Resources Evaluation (conducted in accordance with Part 2, Chapter 18 of the FDOT PD&E Manual). The proposed stormwater system will be developed to meet the design and performance criteria established for the treatment and attenuation of discharges to impaired waters under Rule 62-330, F.A.C. and the SFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II. Best management practices will also be utilized during construction.

Degree of Effect: 2 Minimal assigned 12/21/2016 by Mindy Parrott, South Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

As described in the preliminary comments. However, no SFWMD recreation areas are in the affected area.

Comments on Effects to Resources:

Effects are anticipated to be minimal. See comments on wetlands.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 12/05/2016 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

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Magnuson-Stevens 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 areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management 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.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Physical

Noise

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 03/30/2017 by FDOT District 6

Comments:

The 100-foot project buffer contains 78.19 acres of residential uses. Hotels are also present within the project vicinity. Other community features within the 100-foot project buffer that may be sensitive to noise and vibration effects include two cemeteries, three health care facilities, one homeowner and condominium association, one group care facility, one religious center, four local Florida parks and recreational facility boundaries (one is a designated Florida Managed Area/National Park Project), two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and South Dade Trail part of the East Coast Greenway], one other OGT multi-use trail opportunity [CSX Railroad Corridor], and a number of historic and archaeological features. It should be noted that one school, City College-Miami Library, Westchester General

Hospital, and West Gables Rehabilitation Hospital are also located near the project corridor. Noise walls are currently present along the corridor between SW 40th Street/Bird Road and SR 836/Dolphin Expressway. Increased noise levels during construction and presumable noise level increases and vibration related impacts from higher traffic volumes as a result of the improved operational conditions along the corridor could have impacts on nearby residences, businesses, and recreational features. For these reasons and due to the number of sensitive features within proximity to the project corridor and possible challenges in providing noise abatement due to the highly-urbanized character of the corridor, a Summary Degree of Effect of Moderate has been assigned to the Noise issue.

During the Project Development phase, a Public Involvement Plan (in accordance with Part 1, Chapter 11 of the PD&E Manual) will be implemented by FDOT District Six in coordination with the Miami-Dade Metropolitan Planning Organization and relevant local municipalities to solicit opinions from residents and business owners on potential noise and vibration effects related to the proposed project improvements. Any identified potential effects will be assessed and noise abatement criteria will be followed (as defined per Part 2, Chapter 17 of the FDOT PD&E Manual) as part of the Noise Study to be performed.

None found

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 03/30/2017 by FDOT District 6

Comments:

The EST GIS Analysis data layer titled "Air Quality Maintenance Areas" indicates that the project is located within the Southeast Florida Airshed. However, the metadata states that the information is based on 1990 data. As such, current information published on the USEPA website was consulted for the project. The current data (September 2016) indicates that the project corridor is not located within a USEPA-designated Air Quality Maintenance or Non-Attainment Area for any of the six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards. Therefore, the Clean Air Act conformity requirements do not apply to this project at this time. It should be noted that one USEPA regulated air emission facility is located within the 200-foot project buffer. While no permanent effects to air quality are anticipated, potential temporary impacts to air quality could occur as a result of emissions from equipment and dust generated from project construction activities. For these reasons, a Summary Degree of Effect of Minimal has been assigned to the Air Quality issue.

During Project Development, an Air Quality Technical Memorandum will be prepared in accordance with Part 2, Chapter 16 of the FDOT PD&E Manual.

Degree of Effect: Minimal assigned 01/09/2017 by Kim Gates, US Environmental Protection Agency

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

Coordination Document Comments:

Air Quality Technical Memorandum, if one is prepared (PD&E Manual, Part 2, Chapter 16)

Direct Effects

Identified Resources and Level of Importance:

Resource: Air quality that complies with standards established by the USEPA pursuant to the federal Clean Air Act.

Level of Importance: To protect public health and welfare nationwide, the USEPA has established National Ambient Air Quality Standards (NAAQS) for six "criteria pollutants": particulate matter, ozone, sulfur dioxide, nitrogen dioxide, carbon monoxide, and lead. States are required to adopt enforceable plans to achieve and maintain air quality that meets these standards.

Comments on Effects to Resources:

The project area is currently in attainment with the National Ambient Air Quality Standards. The USEPA does not anticipate emissions of criteria pollutants from the project being significant enough to impact the area's attainment status.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

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CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Contamination

Project Effects

Coordinator Summary Degree of Effect: 4 Substantial assigned 03/30/2017 by FDOT District 6

Comments:

The 100-foot project buffer contains three brownfield areas, two Miami-Dade County Department of Environmental Resources Management (DERM) contaminated sites, six hazardous waste facilities, four petroleum contamination monitoring sites, four storage tank contamination monitoring sites, two Super Act Risk Sources, and six USEPA Resource Conservation and Recovery Act (RCRA) regulated facilities.

FDEP indicated that there are substantial areas of contamination within the study area; FDOT needs to outline specific procedures in the Contamination Screening Evaluation and notify FDEP and Miami-Dade County in the event contamination is detected during construction and address the problem through additional assessment and remediation activities. SFWMD stated that construction methodologies, such as dewatering, must be designed to minimize the movement of contaminant plumes; a water use permit may be required if dewatering is necessary. USEPA identified several potential contamination sites within the 500-foot project buffer. It should be noted that FDOT conducted additional coordination with USEPA regarding provided project comments (see EST Attachment titled "14308 FDOT Responses to USEPA Comments"). A Summary Degree of Effect of Substantial has been assigned to the Contamination issue due to the large number of potential contamination features within close proximity to the corridor and potential impacts to existing sources of sub-surface contamination as a result of the project.

Contamination (including any required permits) will be evaluated during the Project Development phase in accordance with federal, state, and local laws and regulations. A Contamination Screening Evaluation Report (similar to Phase I and Phase II Audits) will be prepared in accordance with Part 2, Chapter 22 of the FDOT PD&E Manual, including site specific surveys to assess existing known subsurface contamination and proximity to construction activities, as well as historical contamination release. Contingency Plans/"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.

Degree of Effect: 4 Substantial assigned 01/29/2017 by Kim Gates, US Environmental Protection Agency

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

Coordination Document Comments:

Contamination Screening Evaluation Report (PD&E Manual, Part 2, Chapter 22)

Direct Effects

Identified Resources and Level of Importance:

"Contamination in soil, groundwater, surface water and structures may have the following impacts to an FDOT project: i) human exposure, ii) potential or actual human health concerns, iii) exacerbation of the contamination by FDOT construction activities, iv) design modifications or special construction provisions for work within contaminated areas, and v) requirements for the proper handling and disposal of contaminated material." FDOT defines 'Contamination' as: "The presence of any regulated material or chemical contained within the soil, surface water or groundwater on or adjacent to FDOT property, or proposed property, that may require assessment, remediation, or special handling, or that has a potential for liability. These materials would include, but not be limited to, those substances normally referred to as petroleum or petroleum products, solvents, organic and inorganic substances, metals, hazardous materials or substances." [Source: FDOT PD&E Manual, Part 2, Chapter 22 Contamination]

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Major federal laws govern the remediation of contaminated sites, including the Resource Conservation and Recovery Act of 1976 (RCRA), as amended; and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended, which includes the Small Business Liability Relief and Brownfields Revitalization Act (Brownfields).

Comments on Effects to Resources:

The USEPA does not understand how the 100-foot buffer distance used in the Preliminary Environmental Discussion Comments Report (PED) is adequate to assess impacts on resources in the project corridor. According to the Express Lanes Feasibility Study, the current extent of limited access right-of-way ranges from 187 to 252 feet along the US 1 to SR 874/Don Shula Expressway section of SR 826 and from 200 to 459 feet along the SR 874/Don Shula Expressway to SR 836/Dolphin Expressway section. And the PED reports that "additional right-of-way is anticipated to accommodate the proposed improvements along the corridor." Therefore, it appears that a 500-foot buffer distance, at a minimum, should be utilized. Please provide an explanation in the ETDM Programming Screen Summary Report for using the smaller buffer distance.

Based on information in the EST, the following potentially contaminated sites are located within the 500-foot buffer:

- Brownfield Sites (designated by Miami-Dade County) = 4
- DERM Contaminated Sites = 18
- Hazardous Waste Facilities (i.e., facilities with USEPA ID #s): 43
- FDEP Petroleum Contamination Monitoring Sites: 45 (list may be mostly the same as STCM Sites)
- FDEP Storage Tank Contamination Monitoring Sites: 48 (list may be mostly the same as PCM Sites)
- USEPA RCRA Regulated Facilities (USEPA ID #s not provided and list is not identical to HW Facilities): 29

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Given the significant number of potentially contaminated sites in the 500-foot buffer area, the USEPA recommends preparation of a Contamination Screening Evaluation Report to: (1) verify the sites listed in the EST, (2) determine if any of these sites will be impacted by the project, and (3) assess the presence of unreported sources of sub-surface contamination. We also suggest using FDEP's Map Direct: Contamination Locator (http://ca.dep.state.fl.us/mapdirect/?focus=contamlocator) for more accurate information about State and USEPA-regulated site locations and status.

In general, the USEPA recommends avoidance of, or minimized impacts to, these facilities/sites to the extent practicable. If encountered and disturbed during construction, any contaminated site could result in surface and/or groundwater water pollution. In addition, while the project footprint may not directly impact contaminated sites, proposed stormwater management systems and other project construction activities should avoid these areas.

Additional Comments (optional):

Contamination Screening Evaluation Report (PD&E Manual, Part 2, Chapter 22)

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 Moderate assigned 01/05/2017 by Suzanne E. Ray, FL Department of Environmental Protection

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

Direct Effects

Identified Resources and Level of Importance:

There are substantial areas of contamination within the study area.

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Comments on Effects to Resources:

In the event contamination is detected during construction, the Department needs to be notified and the FDOT may need to address the problem through additional assessment and remediation activities. The Contamination Screening Evaluations should outline specific procedures that would be followed by the applicant in the event that drums, wastes, tanks or potentially contaminated soils are encountered during construction. In the event contamination is detected during construction, the Department and the County should be notified, and the FDOT may need to address the problem through additional assessment and remediation activities.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 Moderate assigned 12/21/2016 by Mindy Parrott, South Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

If dewatering is necessary, a water use permit may be required. A general permit is available in rule 40E-2.061(2), FAC. Projects that do not qualify for the general permit will require a water use permit from SFWMD.

Direct Effects

Identified Resources and Level of Importance:

As described in the preliminary comments, there are substantial areas of contamination within the study area. Protection of surface and ground water quality is important to SFWMD.

Comments on Effects to Resources:

Construction methodologies, such as dewatering, must be designed to minimize movement of contaminant plumes.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

If dewatering is necessary, a water use permit may be required. A general permit is available in rule 40E-2.061(2), FAC. Projects that do not qualify for the general permit will require a water use permit from SFWMD.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 03/30/2017 by FDOT District 6

Comments:

The 100-foot project buffer contains three BTS grade-level railroad crossings, one RCI grade-level railroad crossing, three RCI railroad crossings, one wastewater facility, one wireless antenna structure, one hundred four onsite sewage facilities, two USEPA water quality data monitoring stations, and seven Federal Aviation Administration (FAA) obstructions [poles and signs]. The project additionally crosses CSX Transportation railroad tracks near SR 836/Dolphin Expressway and just south of the SR 874/Don Shula Expressway junction as well as the Metrorail Green/Orange lines in the vicinity of the northbound SR 826/Palmetto Expressway ramp from US 1/South Dixie Highway. Lighting along the project corridor consists of conventional cobra head luminaires mounted on steel poles. Further, a number of utility companies and governmental utility departments have facilities located along the project corridor or within the project vicinity. A pedestrian bridge also exists; the bridge crosses over SR 826/Palmetto Expressway approximately 0.32-mile north of SW 40th Street/Bird Road. Given the extensive utilities and infrastructure-related features within proximity to the project segment, a Summary Degree of Effect of Moderate has been assigned to the Infrastructure issue.

An assessment of potential impacts to identified infrastructure-related resources will be conducted during the Project Development phase. FDOT District Six will further coordinate with relevant agencies on required studies, documentation and commitments needed to adequately address identified resources in accordance with federal, state, and local laws and regulations.

None found

Navigation

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 03/30/2017 by FDOT District 6

Comments:

The project crosses four SFWMD maintained canals [Tamiami Canal/C-4, Coral Gables Canal/C-3, Snapper Creek Canal/C-2, and Cutler Drain Canal/C-100A]. While the canals may be used for recreational purposes, none connect to open water.

USACE stated that the canals within the project area do not appear to be federally navigable channels; however, if the canals are deemed federally navigable, a Section 10 permit and potentially a Section 404 permit would be required if fill is proposed for the abutments of the bridges. USCG indicated no involvement. Due to the potential need for future coordination with the USACE and USCG, a Summary Degree of Effect of Minimal has been assigned to the Navigation issue.

Degree of Effect: Minimal assigned 12/16/2016 by Tarrie L Ostrofsky, US Army Corps of Engineers

Coordination Document: Permit Required **Coordination Document Comments:**

It is unlikely that the canals are federally navigable channels; however, if the canals are deemed federally navigable, a Section 10 and potentially Section 404 permit would be required if fill is proposed for the abutments of the bridges.

Direct Effects

Identified Resources and Level of Importance:

It does not appear that the canals within the project corridor are federally navigable. However, if the canals are deemed federally navigable, it is anticipated that the effects on navigation would be minimal.

Comments on Effects to Resources:

If the canals are deemed federally navigable, the effects would potentially be reduced waterway widths if bridge approaches and/or abutments would need to be installed within the waterway or if riprap protection would be needed and/or reduced depths.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Avoidance and minimization efforts should be evaluated and may include minimal riprap placement, minimal bridge widening widths, etc. Mitigation opportunities for navigation impacts could include designating or providing a route through the waterway at the bridge locations which would still enable navigation to continue, thereby offsetting the impact to navigation.

Additional Comments (optional):

It is unlikely that the canals are federally navigable channels; however, if the canals are deemed federally navigable, a Section 10 and potentially Section 404 permit would be required if fill is proposed for the abutments of the bridges.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

It does not appear that the canals within the project corridor are federally navigable. However, if the canals are deemed federally navigable, it is anticipated that the indirect effects on navigation would be minimal.

Comments on Effects to Resources:

If the canals are deemed federally navigable, the indirect effects would potentially be altered channel widths and depths due to erosion if best management practices are not utilized.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Avoidance and minimization efforts should be evaluated and may include best management practices during construction, stabilization of the banks and abutments, minimal removal of vegetation along the banks to minimize erosion, etc. Mitigation opportunities for navigation impacts could include permanent stabilization of the banks to ensure erosion does not occur which would reduce water depths.

Degree of Effect: N/A N/A / No Involvement assigned 12/09/2016 by Randall D Overton, US Coast Guard

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Navigable waters of the U.S.

Comments on Effects to Resources:

No involvement

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Special Designations

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 03/30/2017 by FDOT District 6

Comments:

There are no Outstanding Florida Waters, aquatic preserves, scenic highways, nor wild and scenic rivers reported within the 100-foot project buffer. SFWMD stated that the project crosses SFWDM Right-of-Way and canals at multiple locations; right-of-way permits or modifications may be required from SFWMD for any work within the canals or rights-of-way, including new crossings or widening of existing crossings. USEPA identified the Biscayne Aquifer (a Sole Source Aquifer) as a feature of special designation. USEPA indicated that pursuant to the Sole Source Aquifer Memorandum of Understanding, the project needs to be reviewed by the USEPA Region 4's Ground Water/Drinking Water Branch prior to the commitment of federal funding; USEPA outlined specific information to be included in the request. USEPA also recommended that FDOT coordinate with the Miami-Dade County Department

of Environmental Resources Management to ensure protection of potable water supply wells and compliance with stringent wellfield protection measures as the project corridor is located in the Wellfield Protection Area for the Alexander Orr Wellfields. USFWS reported that a large section of the project footprint runs adjacent to valuable public conservation lands which contain designated critical habitat of endangered Florida brickell-bush and Carter's small flower flax; FDOT should design the project to avoid impacts to the identified public conservation lands. Due to agency concerns regarding potential project effects, a Summary Degree of Effect of Moderate has been assigned to the Special Designations issue.

During the Project Development phase, FDOT District Six will coordinate with the appropriate agencies concerning the necessary studies, documentation, and commitments needed to adequately address all identified resources and avoid and/or minimize any potential project impacts. FDOT District Six will also comply with the Sole Source Aquifer Memorandum of Understanding given potential impacts to the Biscayne Aquifer. All necessary permits will be obtained in accordance with federal, state, and local laws and regulations during subsequent project phases. In addition, best management practices will be utilized during construction.

Degree of Effect: 3 Moderate assigned 01/29/2017 by Kim Gates, US Environmental Protection Agency

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

Coordination Document Comments:

Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20)

Direct Effects

Identified Resources and Level of Importance:

The PD&E Manual (Part I, Chapter 3) defines the Special Designations category as comprised of Outstanding Florida Waters (Rule 62-302.700, F.A.C.), Aquatic Preserves (Rule 62-302.700(2)(f), F.A.C.), Scenic Highways (PD&E Manual, Part 2, Chapter 29), and Wild & Scenic Rivers (Rule 62-302.700(2)(d), F.A.C.). In addition, the *Agency Operating and Funding Agreement for Continuing Participation in the Efficient Transportation Decision Making and Transportation Project Development Processes between United States Environmental Protection Agency and Federal Highway Administration and Florida Department of Transportation*, January 23, 2015, identifies Sole Source Aquifers as Special Designations under the USEPA's purview. The Sole Source Aquifer Protection Program is authorized by Section 1424(e) of the Safe Drinking Water Act of 1974.

The Biscayne aquifer, which underlies Miami-Dade, Broward, and part of Palm Beach counties, supplies virtually all of the potable water needs for almost 6 million residents in southeastern Florida, including the Florida Keys. Consistent with the Safe Drinking Water Act, which defines a Sole Source Aquifer as an underground water source that supplies at least 50% of the drinking water to the overlying area (http://water.epa.gov/infrastructure/drinkingwater/sourcewater/protection/solesourceaquifer.cfm), the USEPA designated the Biscayne aquifer as a Sole Source Aquifer (44 Federal Register 58797, October 11, 1979). Federal responsibilities pursuant to the Safe Drinking Water Act also include wellhead protection (http://www.epa.gov/sourcewater-protection/source-water-protectionbasics).

As discussed in the PD&E Manual (Part 2, Chapter 20), once an area is designated as a Sole Source Aquifer (SSA), no commitments of federal financial assistance may be made to projects that the USEPA determines could contaminate the aquifer and create a significant hazard to public health. To ensure compliance with SDWA requirements, FDOT, FHWA, and the USEPA executed a Sole Source Aquifer Memorandum of Understanding (MOU) that identifies the types of proposed projects to be forwarded to the USEPA for evaluation and comment. The MOU, executed in January 1999, also memorializes FDOT's commitment to designing federal-aid projects in SSA-designated areas in a manner that will prevent the introduction of contaminants in quantities or concentrations that could create a significant hazard to public health, or which may require a public water system to install additional treatment to prevent such adverse effect (http://www.fdot.gov/environment/pubs/SSA MOU.pdf). Pursuant to the MOU (see Attachment C, http://www.fdot.gov/environment/pubs/SSA MOU Attachments.pdf), the following types of projects will be referred to the USEPA Region 4's Ground Water/Drinking Water Branch for review and comment prior to the commitment of federal funding:

- 1. All projects for which an EIS or EA/FONSI will be prepared.
- 2. Projects which have the potential to contaminate the aquifer, such as a new or stage construction involving extensive grading, widening or addition of lanes to an existing highway, replacement or rehabilitation/reconstruction of bridges over the Volusia-Floridan or Biscayne Aquifers or their designated recharge zones, and public rest areas which include domestic wastewater facilities which do not discharge to a central wastewater collection system.
- 3. All other projects which FHWA determines may be reasonably expected to contaminate the designated SSAs.

Comments on Effects to Resources:

The project corridor overlies the Biscayne aquifer, a SSA-designated area, and the project involves "widening or addition of lanes to

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an existing highway, replacement or rehabilitation/reconstruction of bridges." In addition, the Purpose & Need identified the project as a federal action. Therefore, the project needs to be reviewed by the USEPA Region 4's Ground Water/Drinking Water Branch prior to the commitment of federal funding. We recommend including the following information in the request:

- 1. Location of project and name of Sole Source Aquifer.
- 2. Project description and federal funding source.
- 3. Is there any increase in impervious surface? If so, what is the area?
- 4. Describe how stormwater is currently treated along the project corridor.
- 5. How will stormwater be treated during construction and throughout the life of the project?
- 6. Are there any underground storage tanks present or to be installed? Include details of such tanks.
- 7. Will there be any liquid or solid waste generated? If so, how will it be disposed of?
- 8. What is the depth of excavation?
- 9. Are there any wells in the area that may provide contaminants with direct access to the aquifer and how close are they to the project?
- 10. Are there any hazardous waste sites in the project area? In particular, are there any sites with groundwater plumes and monitoring wells that may be disturbed? Include details.
- 11. Are there any deep pilings that may provide access to the aquifer?
- 12. Are Best Management Practices planned to address any possible risks or concerns? Include details.
- 13. Does the project include improvements that may be beneficial to the aquifer?
- 14. Any other information that could be helpful in determining if this project could impact the aquifer.

The project corridor is also located in the Wellfield Protection Area for the Alexander Orr Wellfield (http://www.miamidade.gov/environment/library/maps/wellfield-protection-areas.pdf) and may be subject to stringent wellfield protection measures that restrict development and regulate land uses, as specified in Section 24-43 (4), (4)(c), (5), and (10) of the Miami-Dade County Code. The USEPA encourages FDOT's coordination with the Miami-Dade County Department of Environmental Resources Management (http://www.miamidade.gov/environment/wellfields.asp) to ensure protection of potable water supply wells.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Because surface water bodies in the project vicinity are in direct communication with the surficial Biscayne aquifer and the increased impervious surfaces of the project will generate additional stormwater runoff that could impact the aquifer and Biscayne Bay, the USEPA encourages utilization of treatment and attenuation facilities. In general, the USEPA encourages avoidance, minimization, and mitigation of impacts on surface and ground waters in the project vicinity to the extent practicable. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during the PD&E phase. Appropriate stormwater treatment systems and best management practices must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater. To this end, the USEPA also recommends evaluating Low-Impact Development (LID) stormwater management practices during PD&E. Various resources on LID practices are available, including:

- NCHRP Report 565: Evaluation of Best Management Practices for Highway Runoff Control (2006), http://www.trb.org/Main/Blurbs/158397.aspx, which includes three additional documents: User's Guide for BMP/LID Selection (Guidelines Manual), Appendices to the User's Guide for BMP/LID Selection, and Low-Impact Development Design Manual for Highway Runoff Control (LID Design Manual);
- SFWMD's Best Management Practices for South Florida Urban Stormwater Management Systems, April 2002, http://www.sfwmd.gov/portal/page/portal/xrepository/sfwmd_repository_pdf/bmp_manual.pdf; and
- the USEPA's Urban Runoff Information Resources web page, https://www.epa.gov/polluted-runoff-nonpoint-source-pollution/urban-runoffadditional-resources

Additional Comments (optional):

Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20)

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

The PD&E Manual (Part I, Chapter 3) defines the Special Designations category as comprised of Outstanding Florida Waters (Rule 62

-302.700, F.A.C.), Aquatic Preserves (Rule 62-302.700(2)(f), F.A.C.), Scenic Highways (PD&E Manual, Part 2, Chapter 29), and Wild & Scenic Rivers (Rule 62-302.700(2)(d), F.A.C.).

According to the Florida Department of Environmental Protection, "[a]n Outstanding Florida Water, (OFW), is a water designated worthy of special protection because of its natural attributes. This special designation is applied to certain waters, and is intended to protect existing good water quality" (http://www.dep.state.fl.us/water/wqssp/ofw.htm). OFWs include bodies of water in state parks and recreation areas, state preserves and reserves, state ornamental gardens and botanical sites, scenic and wild rivers, environmentally endangered lands programs, conservation and recreation lands programs, Save Our Coast program acquisitions, and state aquatic preserves. Moreover, the OFW designation extends to water bodies in certain national parks, national memorials, national wildlife refuges, national seashores, national preserves, national estuarine research reserves, national forests, and wild and scenic rivers.

Biscayne Bay is a State-designated Outstanding Florida Water and Aquatic Preserve, as well as home to the Biscayne National Park, and stormwater runoff poses one of the greatest threats to the bay's water quality (http://www.protectingourwater.org/watersheds/map/southeast_coast_biscayne_bay/). The South Florida Water Management District (SFWMD) controls much of the surface water flow into Biscayne Bay through its system of canals, levees, and control structures. Three of these canals are located in the project corridor.

Comments on Effects to Resources:

The following canals are located in the 7-mile project corridor that extends from SR 836/Dolphin Expressway to US 1:

- C-4 (Tamiami) Canal);
- C-3 (Coral Gables) Canal, including the Coral Gables Loop Canal (http://www.miamidade.gov/govaction/matter.asp?matter=081029&file=true&yearFolder=Y2009); and
- C-2 (Snapper Creek) Canal.

The C-4 Canal discharges into Biscayne Bay via the Miami River; the C-2 and C-3 canals discharge directly into the bay (https://sofia.usgs.gov/geer/2000/posters/nutrient_trans/lgmap1nx.gif). As a result, the impact of pollutants in the canals extends to Biscayne Bay.

The C-2 Canal is also located in the Wellfield Protection Area for the Alexander Orr Wellfield (http://www.miamidade.gov/environment/wellfields.asp). "The hydraulic connection between the Biscayne aquifer and the canals that cross it is direct. Water passes freely from the canals into the aquifer and vice versa." [Source: USGS Groundwater Atlas of the U.S. - Alabama, Florida, Georgia, South Carolina, http://pubs.usgs.gov/ha/ha730/ch_g/G-text4.html] Therefore, impacts on C-2 Canal water quality could affect drinking water supplied by the wellfield.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Same as Direct Effects

Degree of Effect: Minimal assigned 12/21/2016 by Mindy Parrott, South Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required **Coordination Document Comments:**

Right of Way permits or modifications may be required from SFWMD for any work within the canals or rights of way, including new crossings or widening of existing crossings.

Direct Effects

Identified Resources and Level of Importance:

The project crosses SFWDM Right of Way and canals at multiple locations.

Comments on Effects to Resources:

Effects are anticipated to be minimal, provided SFWMD criteria are met.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

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Right of Way permits or modifications may be required from SFWMD for any work within the canals or rights of way, including new crossings or widening of existing crossings.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 Moderate assigned 12/07/2016 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Public conservation lands

Comments on Effects to Resources:

According to data provided in the environmental screening tool, a large section of the Project footprint runs adjacent to valuable public conservation lands. These lands include Tropical Park, a Miami-Dade County Park that includes federally designated critical habitat for the endangered brickell-bush (*Brickellia mosieri*) and Carter's small flower flax (*Linum carteri carteri*), and a conservation area managed by the Nature Conservancy. Current populations of these plants are between 2,150 to 3,700 plants for Florida brickell -bush, and about 1,300 plants for Carter's small-flowered flax. Compared to their historical ranges, the current ranges of both plants have shrunk significantly. None of the habitat in the unit adjacent to the Project is currently occupied by either plant, however, the Service designated this area as critical habitat because the designation serves to protect suitable habitat needed to recover both species within their respective historical ranges. We request that the FDOT design the project to avoid impacts public conservation lands.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Recommendations

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

Anticipated Permits

Permit	Туре	Conditions	Assigned By	Date
Section 404 Individual Permit	USACE		FDOT District 6	12/14/17
SFWMD Environmental Resource Permit	Water		FDOT District 6	01/09/18
SFWMD Water Use Permit	Water	for dewatering, if necessary	FDOT District 6	01/09/18
Miami-Dade County Class III Permit	County/Municipality - Local		FDOT District 6	01/09/18

Anticipated Technical Studies					
Technical Study Name	Туре	Conditions	Assigned By	Date	
Design Traffic Technical Memorandum	ENGINEERING		FDOT District 6	01/09/2018	
Location Hydraulics Report	ENGINEERING		FDOT District 6	01/09/2018	
Conceptual Design Roadway Plan Set	ENGINEERING		FDOT District 6	01/09/2018	
Typical Section Package	ENGINEERING		FDOT District 6	01/09/2018	
Bridge Development Report	ENGINEERING	and Preliminary Plans	FDOT District 6	01/09/2018	
Noise Study Report	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Conceptual Stage Relocation Plan	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Type 2 CE	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Sociocultural Effects Evaluation	Other		FDOT District 6	01/09/2018	
Public Involvement Summary	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Preliminary Engineering Report	ENGINEERING	First Draft & Final (signed and sealed)	FDOT District 6	01/09/2018	
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Section 106 Case Study	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 6	01/09/2018	
Systems Interchange Modification Report (SIMR)	ENGINEERING		FDOT District 6	01/09/2018	
Design Variations and Exceptions Package	ENGINEERING	if applicable	FDOT District 6	01/09/2018	
Public Involvement Plan	Other		FDOT District 6	01/09/2018	
Public Hearing Transcript	Other		FDOT District 6	01/09/2018	
Utility Assessment Technical Memorandum	ENGINEERING		FDOT District 6	01/09/2018	
Traffic Operations Analysis Report	ENGINEERING		FDOT District 6	01/09/2018	
Pond Siting Report	ENGINEERING		FDOT District 6	01/09/2018	

Section 4(f) Determination of Applicability	ENVIRONMENTAL	FDOT District 6	01/09/2018
Bridge Analysis Report	ENGINEERING	FDOT District 6	01/09/2018
Section 4(f) de Minimis Package	ENVIRONMENTAL	FDOT District 6	01/09/2018
Sole Source Aquifer Letter	ENVIRONMENTAL	FDOT District 6	01/09/2018
Natural Resources Evaluation (NRE)	ENVIRONMENTAL	FDOT District 6	01/09/2018
ITS Technical Memorandum	ENGINEERING	FDOT District 6	01/09/2018
Concept of Operations Memorandum	ENGINEERING	FDOT District 6	01/09/2018
Conceptual Permit Package	ENGINEERING	FDOT District 6	01/09/2018
Tolling Technical Site Memorandum	ENGINEERING	FDOT District 6	01/09/2018

Class of Action

Potential for Significant Impacts? *

issues/ Resources	Sig	Sige	NOSIG	MOTHA	MOTHI	Comments	
	· ·	C :			C: 2	0 1; CC; C; NC; NC; C; 17	
Potential Impact Determination	on: Sia	= 5101	nificant i	mnact:	SIQ? = 1	Ouestion of Significance: NoSig = No Significant Impact:	

^{*} Potential Impact Determination: Sig = Significant Impact; Sig? = Question of Significance; NoSig = No Significant Impact; NoInv = No Involvement, Issue is absent; NoIm = No Impact

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Type 2 Categorical Exclusion	Section 106 Consultation		No Cooperating Agencies have been identified.	US Army Corps of Engineers
	Assessment Consultation			

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Curlene Thomas	FDOT District 6	ACCEPTED	03/09/2018	FDOT ETDM Coordinator
,	FDOT Office of Environmental Management	ACCEPTED	03/13/2018	Lead Agency ETAT Member

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated 12/14/2016 and executed by FHWA and FDOT.

Dispute Resolution Activity Log

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

Appendices

Preliminary Environmental Discussion Comments

Social and Economic

Land Use Changes Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Minimal

Comments:

The project corridor lies within the Miami Urbanized Area and spans eight US Census designated places including Doral, Pinecrest, Coral Terrace, Fontainebleau, Glenvar Heights, Kendall, Olympia Heights, and Westchester. The 100-foot project buffer consists predominantly of single family and multi-family residential uses and commercial/retail/office activities with pockets of recreational, industrial, and institutional uses. Two Developments of Regional Impact (Dadeland Mall and Green Datran Center) are present at the intersection of SR 826/Palmetto Expressway and US 1/South Dixie Highway (the southern project terminus). Miami International Airport, also a Development of Regional Impact, is located immediately north of the project segment. In addition, two brownfield areas are located at the northern project terminus (Sweetwater D and Fountainbleau) and one brownfield area is located at SW 40th Street/Bird Road (Westchester) within the central portion of the corridor; all are situated to the west. Further, four local Florida parks and recreational facility boundaries are present within the 100-foot project buffer (one of the features, Tropical Park, is a designated Florida Managed Area/National Park Project). The Miami-Dade County Future Land Use Map suggests that the corridor will remain relatively unchanged as it will continue to primarily support residential and commercial/retail/office activities. For these reasons, minimal changes or effects to land use are anticipated as a result of the project.

Social

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level Alternatives: #1

Degree of Effect: Moderate

Comments:

The project corridor lies within the Miami Urbanized Area and spans eight US Census designated places including Doral, Pinecrest, Coral Terrace, Fontainebleau, Glenvar Heights, Kendall, Olympia Heights, and Westchester. Two Developments of Regional Impact (Dadeland Mall and Green Datran Center) and three brownfield areas (Sweetwater D, Fountainbleau, and Westchester) are also present along the corridor. Other community features reported within the 100-foot project buffer include: two cemeteries, three health care facilities, one homeowner and condominium association, one group care facility, one religious center, one Florida Site File archaeological or historic site, two Florida Site File historic bridges, three

Florida Site File historic standing structures, ten Florida Site File resource groups, two state historic highways (Sunset Drive and SR 90/Calle Ocho), ninety-seven parcels with potential structures built before 1970, sixteen Florida Site File field survey project boundaries, thirtynine FDOT RCI bridges, four local Florida parks and recreational facility boundaries (one is a designated Florida Managed Area/National Park Project), two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and South Dade Trail part of the East Coast Greenway], and one other OGT multi-use trail opportunity [CSX Railroad Corridor]. The project additionally crosses CSX Transportation railroad tracks. Further, two cultural centers and one school are located immediately outside of the 100-foot project buffer. Lastly, major features within the vicinity of the project include Miami International Airport, Mall of the Americas, Dadeland Mall, Westchester General Hospital, and West Gables Rehabilitation Hospital. In comparing the project area with the demographic characteristics for Miami-Dade County, the 500-foot project buffer contains higher White and Hispanic population percentages, a similar Other Race population percentage, a significantly lower African American population percentage, a slightly higher percentage of individuals age 65 and over, a comparable percentage of individuals age 18 and under, and a notably lower percentage of housing units with no vehicle available. While the median family income within the 500-foot project buffer ranges from \$33,750 to \$250,001, the average median family income for the census block groups composing the buffer area is \$72,838; this is dramatically higher compared to Miami-Dade County as a whole (\$50,065). Further, Limited English Proficiency (LEP) accommodations will be required during public involvement efforts of the Project Development phase as 36.93% or 21,646 persons within the census block groups covering the project area "speak English less than very well" [note that issued guidance on LEP suggests that consideration be given to the number or proportion of LEP persons in the eligible service population, the frequency of which LEP individuals come into contact with the activity, the importance of the service, and the resources available]. The project is intended to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety, and regional express lane network connectivity. While no neighborhood division or social isolation is expected to occur as a result of the project, impacts on the social environment and community cohesion are anticipated to be moderate due to 1) temporary impacts on access to and/or modified access to proximate residences, businesses, and community features along the project corridor and 2) potential visual impacts to surrounding communities if an additional elevated structure(s) is required to accomplish project objectives.

Relocation Potential
Project Level
Comments:

Refer to Alternative PED Comments.

Alternative Level Alternatives: #1

Degree of Effect: Substantial

Comments:

The area surrounding the project corridor is composed primarily of residential and commercial/retail/office uses with pockets of recreational, industrial, and institutional activities. Based on the May 2016 Feasibility Study conducted for this project, additional right-of-way is anticipated to accommodate the proposed improvements along the corridor. Concept

4, as recommended to advance to the Project Development phase per the Feasibility Study, is the widest corridor concept; the footprint for Concept 5, also recommended to advance to the Project Development phase per the Feasibility Study, falls within the footprint for Concept 4. A total of sixty-eight parcels (seventeen industrial, forty-six residential, one commercial, two recreational, two county-owned) are anticipated to be impacted as a result of Concept 4. A total of fifty-three parcels (seventeen industrial, thirty-two residential, zero commercial, two recreational, two county-owned) are proposed to be impacted as a result of Concept 5. Due to the extensive number of properties anticipated to be impacted as a result of the proposed improvements, including modifications to property access (both temporary and permanent), substantial involvement regarding relocation potential is anticipated. Encroachment into surrounding parcels will be coordinated with the appropriate property owners.

Farmlands

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: N/A / No Involvement

Comments:

There are no farmlands reported within the 100-foot project buffer. According to the Miami-Dade County Future Land Use Map, the project area is anticipated to continue to support residential and commercial/retail/office uses. In addition, the project occurs within the Miami Urbanized Area. For these reasons, no impacts to farmlands are anticipated nor involvement regarding farmlands is expected as a result of the project.

Aesthetic Effects

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level Alternatives: #1

Degree of Effect: Moderate

Comments:

The project area primarily consists of residential and commercial/retail/office uses with pockets of recreational, industrial, and institutional activities. Specific community features associated with aesthetics that occur within the 100-foot project buffer include: three brownfield areas (Sweetwater D, Fountainbleau, and Westchester), two cemeteries, one homeowner and condominium association, four local Florida parks and recreational facility boundaries (one is a designated Florida Managed Area/National Park Project), two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and South Dade Trail part of the East Coast Greenway], one other OGT multi-use trail opportunity [CSX Railroad Corridor], and a number of historic and archaeological features. The project is intended to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety, and regional express lane network connectivity. While the project appears to be consistent with the future land use vision of the area, the project may require an

additional elevated structure(s). An elevated structure(s) could result in visual impacts to surrounding residential neighborhoods. For this reason, moderate impacts on area aesthetics are anticipated.

Economic

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level

Alternatives: #1

Degree of Effect: Minimal

Comments:

The project corridor lies within the Miami Urbanized Area and spans eight US Census designated places including Doral, Pinecrest, Coral Terrace, Fontainebleau, Glenvar Heights, Kendall, Olympia Heights, and Westchester. Two Developments of Regional Impact (Dadeland Mall and Green Datran Center) and three brownfield areas (Sweetwater D, Fountainbleau, and Westchester) are also present along the corridor. Other major economic hubs within the vicinity of the project include Miami International Airport, Mall of the Americas, Dadeland Mall, Westchester General Hospital, and West Gables Rehabilitation Hospital. The project additionally crosses CSX Transportation railroad tracks. Overall, the project is anticipated to improve mobility along the corridor by accommodating future travel demand spurred by population and employment growth. In turn, the project will enhance access to area destinations thereby boosting the local economy. However, minimal economic impacts are anticipated due to temporary impacts on access to (particularly during project construction) and/or modified access to proximate businesses as a result of the improvements.

Mobility

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Enhanced

Comments:

SR 826/Palmetto Expressway is one of the most traveled transportation corridors in Miami-Dade County. The multi-lane expressway extends from US 1/South Dixie Highway to the Golden Glades Interchange and connects southern Miami-Dade County to northern Miami-Dade County. It additionally 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 874/Don Shula Expressway, and I-95. SR 826/Palmetto Expressway is also designated as a Strategic Intermodal System (SIS) facility. The project crosses CSX Transportation railroad tracks and is located within two Transportation Disadvantaged Service Provider Areas (Miami-Dade Transit Agency and Logisticare Soultions, LLC), as well as within the vicinity of two Florida Site File historic bridges, two state historic highways (Sunset Drive and SR 90/Calle Ocho), thirty-nine FDOT RCI bridges, two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and

South Dade Trail part of the East Coast Greenway], and one other OGT multi-use trail opportunity [CSX Railroad Corridor]. Further, Metrorail (including a station) and fifty-four bus transit routes service the project area. Lastly, Miami International Airport is located immediately north of the project segment. Overall, the project is intended to improve capacity, operations (including freeway/interchange accessibility and freight movement), safety, and regional express lane network connectivity.

Cultural

Section 4(f) Potential

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level

Alternatives: #1

Degree of Effect: Substantial

Comments:

Potentially protected Section 4(f) resources reported within the 100-foot project buffer include: one Florida Site File archaeological or historic site [ineligible for listing in the National Register of Historic Places (NRHP) but has not been evaluated by the State Historic Preservation Officer (SHPO)], ten Florida Site File resource groups [five eligible for listing in the NRHP], two state historic highways (Sunset Drive and SR 90/Calle Ocho), ninety-seven parcels with potential structures built before 1970, four local Florida parks and recreational facility boundaries (one is a designated Florida Managed Area/National Park Project), two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and South Dade Trail part of the East Coast Greenway], and one other OGT multi-use trail opportunity [CSX Railroad Corridor]. Substantial involvement regarding Section 4(f) potential is anticipated for the following reasons: 1) the presence of previously recorded and the potential presence of unrecorded archaeological and/or historic resources [which will need to be reevaluated/evaluated for NRHP-eligibility] within close proximity to the project, 2) the fact that no comprehensive cultural resource assessment survey has been conducted along the project corridor, 3) anticipated impacts on two of the four identified parks as a result of rightof-way acquisition, and 4) temporary impacts on access to and/or modified access to as well as impacts on enjoyment of existing public recreational features as a result of the project.

Historic and Archaeological Sites

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Moderate

Comments:

The following historic and archaeological resources are reported within the 100-foot project buffer: one Florida Site File archaeological or historic site [ineligible for listing in the National

Register of Historic Places (NRHP) but has not been evaluated by the State Historic Preservation Officer (SHPO)], two Florida Site File historic bridges [ineligible for listing in the NRHP], three Florida Site File historic standing structures [ineligible for listing in the NRHP], ten Florida Site File resource groups [five eligible and five ineligible for listing in the NRHP], two state historic highways (Sunset Drive and SR 90/Calle Ocho), ninety-seven parcels with potential structures built before 1970, and sixteen Florida Site File field survey project boundaries. Miami-Dade County is also a National Historic Preservation Act Florida Certified Local Government. Moderate involvement regarding historic and archaeological sites is anticipated due to 1) the presence of NRHP-eligible and NRHP-potentially eligible resources within close proximity to the project, 2) the potential presence of unrecorded archaeological and/or historic resources within the project vicinity, and 3) the fact that no comprehensive cultural resource assessment survey has been conducted along the project corridor.

Recreation Areas Project Level Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Substantial

Comments:

The following recreation areas/features are reported within the 100-foot project buffer: four local Florida parks and recreational facility boundaries (one is a designated Florida Managed Area/National Park Project), two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and South Dade Trail part of the East Coast Greenway], and one other OGT multi-use trail opportunity [CSX Railroad Corridor]. Based on the May 2016 Feasibility Study conducted for this project, additional right-of-way is anticipated to accommodate the proposed improvements along the corridor. Concept 4, as recommended to advance to the Project Development phase per the Feasibility Study, is the widest corridor concept; the footprint for Concept 5, also recommended to advance to the Project Development phase per the Feasibility Study, falls within the footprint for Concept 4. Both concepts are anticipated to impact two of the four identified parks. In addition, temporary impacts on access to and/or modified access to as well as enjoyment of all reported amenities within the area may be affected as a result of the project, particularly during project construction. For these reasons, substantial involvement regarding recreation areas is anticipated.

Natural

Wetlands and Surface Waters
Project Level
Comments:
Refer to Alternative PED Comments.
Alternative Level
Alternatives: #1

Degree of Effect: Minimal

Comments:

The National Wetlands Inventory database identified 18.47 acres (3.63%) of lacustrine, palustrine, and riverine wetlands within the 100-foot project buffer; these wetlands are associated with the ponds (lacustrine and palustrine) and canals (riverine) in the area. These wetlands additionally do not appear to contain estuarine habitats; therefore, the wetlands are not anticipated to serve as Essential Fish Habitat. Avoidance and minimization measures will be incorporated into the project's design, and best management practices will be utilized during construction activities. Therefore, minimal involvement regarding wetland resources is anticipated.

Water Quality and Quantity Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Moderate

Comments:

The project crosses four SFWMD maintained canals [Tamiami Canal/C-4, Coral Gables Canal/C-3, Snapper Creek Canal/C-2, and Cutler Drain Canal/C-100A]. The project is also located within the watersheds of four Verified Impaired Florida Waters (associated with the four canals): Tamiami Canal/C-4 [(WBID 3286) - which is impaired for mercury in fish tissue], Coral Gables Canal/C-3 [(WBID 3292) - which is impaired for fecal coliform], Snapper Creek Canal/C-2 [(WBID 3293) - which is impaired for fecal coliform], and C-100 [(WBID 3295) - which is impaired for fecal coliform and nutrients (historic chlorophyll-A)]. Also present within the 100-foot project buffer are the Biscayne Aquifer (a sole source aquifer) and a recharge area of the Floridan Aquifer. The proposed project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during project activities. However, moderate involvement regarding water quality and quantity is anticipated due to the potential for additional stormwater treatment requirements pertaining to discharge into impaired waters.

Floodplains

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Moderate

Comments:

According to the DFIRM 100-Year Floodplain Data, the 100-foot project buffer is located within 41.44 acres (8.15%) of Flood Zone AE and 105.05 acres (20.65%) of Flood Zone AH, both designated as Special Flood Hazard Areas; these flood zones are primarily located near Flagler Street, SW 8th Street, and the interchange at SR 874/Don Shula Expressway. It should be noted that the majority of the 100-foot project buffer is located within Flood Zone X (unshaded) [362.14 acres (71.20%)], which is defined as an area outside of the 0.2% annual chance floodplain. While the proposed improvements are not anticipated to affect flood heights or base floodplain limits, moderate involvement regarding floodplains is anticipated due to the

notable amount of 100-year floodplain within the vicinity of the project.

Wildlife and Habitat

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Minimal

Comments:

The 100-foot project buffer occurs within the South Florida Ecosystem Management Area; FWS Consultation Areas for Miami-Dade Keys plants, American crocodile, and snail kite; and designated Rare and Imperiled Fish habitat for the mountain mullet (Tamiami Canal). The project area is also designated as Critical Habitat for the West Indian Manatee and falls within a Woodstork Core Foraging Area. Other wildlife and habitat features within the 100-foot project buffer include one FNAI element occurrence/threatened or endangered species (Christmas berry), one Florida Managed Area/National Park Project (Tropical Park), and one Priority Ecological Resource Conservation Area of The Nature Conservancy. A number of additional federally listed species have the potential to occur within the project vicinity. While a notable number of wildlife and habitat resources are present within the project vicinity, minimal involvement regarding these resources is anticipated as the project area is predominantly urban.

Coastal and Marine

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Minimal

Comments:

The 100-foot project buffer falls within the Biscayne Bay Coastal Estuarine Drainage Area. In addition, 18.47 acres (3.63%) of lacustrine, palustrine, and riverine wetlands are present within the 100-foot project buffer; environmentally sensitive shoreline associated with the Coral Gables Canal/C-3 is also present within the designated buffer area. The identified wetlands do not appear to contain estuarine habitats nor are they located near marine fishery habitats; therefore, they are not anticipated to serve as Essential Fish Habitat. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during project activities. While no impacts to coastal and marine resources are anticipated, due to the fact that the project crosses environmentally sensitive shoreline associated with the Coral Gables Canal/C-3, minimal involvement regarding coastal and marine resources is anticipated.

Physical

Noise

Project Level Comments:

Refer to Alternative PED Comments.

Alternative Level Alternatives: #1

Degree of Effect: Moderate

Comments:

The 100-foot project buffer contains 78.19 acres of residential uses. Hotels are also present within the project vicinity. Other community features within the 100-foot project buffer that may be sensitive to noise and vibration effects include two cemeteries, three health care facilities, one homeowner and condominium association, one group care facility, one religious center, four local Florida parks and recreational facility boundaries (one is a designated Florida Managed Area/National Park Project), two existing recreational trails, two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities - which includes the same two trails identified as part of the Shared-Use Nonmotorized (SUN) Trail Network in Florida [Snapper Creek Trail Corridor and South Dade Trail part of the East Coast Greenway], one other OGT multi-use trail opportunity [CSX Railroad Corridor], and a number of historic and archaeological features. It should be noted that one school, City College-Miami Library, Westchester General Hospital, and West Gables Rehabilitation Hospital are also located near the project corridor. Noise walls are currently present along the corridor between SW 40th Street/Bird Road and SR 836/Dolphin Expressway. Increased noise levels during construction and presumable noise level increases from higher traffic volumes as a result of the improved operational conditions along the corridor could have impacts on nearby residences, businesses, and recreational features. Given the number of sensitive features within proximity to the project corridor and possible challenges in providing noise abatement due to the highlyurbanized character of the corridor, potential noise and vibration related impacts are anticipated to be moderate.

Air Quality
Project Level
Comments:

Refer to Alternative PED Comments.

Alternative Level Alternatives: #1 Degree of Effect: None

Comments:

The EST GIS Analysis data layer titled "Air Quality Maintenance Areas" indicates that the project is located within the Southeast Florida Airshed. However, the metadata states that the information is based on 1990 data. As such, current information published on the USEPA website was consulted for the project. The current data (September 2016) indicates that the project corridor is not located within a USEPA-designated Air Quality Maintenance or Non-Attainment Area for any of the six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards. Therefore, the Clean Air Act conformity requirements do not apply to this project at this time. It should be noted that one USEPA regulated air emission facility is located within the 200-foot project buffer. While potential temporary impacts to air quality could occur as a result of emissions from equipment and dust generated from project construction activities, no permanent effects to air quality are anticipated.

Contamination

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Substantial

Comments:

The 100-foot project buffer contains three brownfield areas, two Miami-Dade County Department of Environmental Resources Management (DERM) contaminated sites, six hazardous waste facilities, four petroleum contamination monitoring sites, four storage tank contamination monitoring sites, two Super Act Risk Sources, and six USEPA Resource Conservation and Recovery Act (RCRA) regulated facilities. Substantial involvement regarding contamination is anticipated due to the high number of potential contamination features within close proximity to the corridor and potential impacts to existing sources of sub-surface contamination as a result of the project.

Infrastructure

Project Level

Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Moderate

Comments:

The 100-foot project buffer contains three BTS grade-level railroad crossings, one RCI grade-level railroad crossing, three RCI railroad crossings, one wastewater facility, one wireless antenna structure, one hundred four onsite sewage facilities, two USEPA water quality data monitoring stations, and seven Federal Aviation Administration (FAA) obstructions [poles and signs]. The project additionally crosses CSX Transportation railroad tracks near SR 836/Dolphin Expressway and just south of the SR 874/Don Shula Expressway junction as well as the Metrorail Green/Orange lines in the vicinity of the northbound SR 826/Palmetto Expressway ramp from US 1/South Dixie Highway. Lighting along the project corridor consists of conventional cobra head luminaires mounted on steel poles. Further, a number of utility companies and governmental utility departments have facilities located along the project corridor or within the project vicinity. A pedestrian bridge also exists; the bridge crosses over SR 826/Palmetto Expressway approximately 0.32-mile north of SW 40th Street/Bird Road. Moderate involvement regarding infrastructure is anticipated given the extensive utilities and infrastructure-related features within proximity to the project segment.

Navigation
Project Level
Comments:

Refer to Alternative PED Comments.

Alternative Level
Alternatives: #1

Degree of Effect: Minimal

Comments:

The project crosses four SFWMD maintained canals [Tamiami Canal/C-4, Coral Gables Canal/C-3, Snapper Creek Canal/C-2, and Cutler Drain Canal/C-100A]. While the canals may be used for recreational purposes, none connect to open water. Due to the potential need for future coordination with the USCG and USACE, minimal involvement regarding navigation is anticipated.

Special Designations

Special Designations: Outstanding Florida Waters

Project Level Comments:

Refer to Alternative PED Comments.

Alternative Level Alternatives: #1

Degree of Effect: N/A / No Involvement

Comments:

There are no Outstanding Florida Waters reported within the project vicinity; therefore, no involvement regarding these specially-designated resources is anticipated.

Special Designations: Aquatic Preserves

Project Level Comments:

Refer to Alternative PED Comments.

Alternative Level Alternatives: #1

Degree of Effect: N/A / No Involvement

Comments:

There are no aquatic preserves reported within the project vicinity; therefore, no involvement regarding these specially-designated resources is anticipated.

Special Designations: Scenic Highways

Project Level Comments:

Refer to Alternative PED Comments.

Alternative Level Alternatives: #1

Degree of Effect: N/A / No Involvement

Comments:

There are no scenic highways reported within the project vicinity; therefore, no involvement regarding these specially-designated resources is anticipated.

Special Designations: Wild and Scenic Rivers

Project Level Comments:

Refer to Alternative PED Comments.

Alternative Level

Alternatives: #1

Degree of Effect: N/A / No Involvement

Comments:

There are no wild and scenic rivers reported within the project vicinity; therefore, no involvement regarding these specially-designated resources is anticipated.

Advance Notification Comments

FL Department of Economic Opportunity Comment --

DEO staff reviewed this project in the Programming Screen in late 2016/early 2017 and found it to be compatible with County goals and consistent with the Comprehensive Plan. We also reviewed this Advance Notification package, and have no further comment at this time.

--Matt Preston, 7/28/2017

No response

FL Department of State Comment --

no comments. consistent.

--Ginny Leigh Jones, 7/19/2017

Printed on: 3/13/2018

No response

FL Fish and Wildlife Conservation Commission Comment --

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Advance Notification for ETDM #14308, Miami-Dade County, and provides the following comments related to potential effects to fish and wildlife resources.

The Project Description Summary states that this project involves adding express lanes to the Palmetto Expressway between US 1 and SR 836/Dolphin Expressway, a distance of approximately 5.5 miles. One alternative would add one express lane in each direction between US 1 and SR 874, and two express lanes between SR 874 and SR 836. The other alternative being studied would add one lane in each direction over the entire length of the project, and two reversible elevated express lanes between SR 874 and SR 836.

An assessment of the project area was performed on lands within 500 feet of the proposed alignment to determine potential impacts to habitat which supports listed species and other fish and wildlife resources. Our inventory included a review of aerial and ground-level photography, various wildlife observation and landcover data bases, along with coordination with FWC biologists and other State and Federal agencies. A GIS analysis was performed using the Florida Department of Transportation's (FDOT) Environmental Screening Tool to determine the potential quality and extent of upland and wetland habitat, and other wildlife and fisheries resource information. We have reviewed the Preliminary Environmental Discussion Comments Report provided by the FDOT, and offer the following comments and recommendations.

Our analysis reveals that the landcover in the assessment area is entirely urban, and that this project has very little potential for adverse impact to fish and wildlife resources. Our only concern is for the possible impact to Florida manatees from any in-water construction in the Coral Gables Canal/C-3 or Tamiami Canal/C-4. 1. Since no information was provided on any required in-water work, including seasonality, the length or duration of project work, methods of construction, and whether dredging will be utilized, it would be premature for us to recommend specific avoidance and minimization measures for manatees at this time. However, based on the information currently available, protection measures that may be needed include, but are not limited to, Standard Manatee Conditions for In-Water Work, monitoring of turbidity barriers, presence of manatee/sea turtle observers during in-water work, no in -water work between November and March, and no nighttime work. Further coordination with our agency will be necessary in order to determine specific measures for this project. For technical assistance and coordination on manatees, please contact our Imperiled Species Management Section in Tallahassee at imperiledspecies@myfwc.com or (850) 922-4330 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 (772) 579-9746 or email brian.barnett@MyFWC.com

to initiate the process for further overall coordination on this project.

-- Jennifer Goff, 7/1/2017

No response

National Marine Fisheries Service Comment --

The NMFS provided comments under the programming screen on 12/5/16. We have no additional comments.

--Jennifer Schull, 7/18/2017

No response

Natural Resources Conservation Service Comment --

No Important Farmland soils or Agricultural Land within the scope of this project. Therefore, no involvement.

--Rick Allen Robbins, 6/21/2017

Printed on: 3/13/2018

No response

South Florida Water Management District Comment --

South Florida Water Management District previously provided comments for this project in the Environmental Screening Tool, and has no additional comments at this time.

--Mindy Parrott, 6/19/2017

No response

US Army Corps of Engineers Comment --

The Corps evaluated the proposed project through the Environmental Screening Tool and provided comments. The following information are some comments that the Corps provided:

According to the information provided, the National Wetlands Inventory database identified 18.47 acres (3.63%) of lacustrine, palustrine, and riverine wetlands within the 100-foot project buffer. The information also includes that the wetlands are associated with the ponds and canals within the area. Also, the proposed project corridor lies within the Miami urbanized area. given the above preliminary information, and the 100-foot buffer evaluated, it is possible that the existing ponds may account for quite a bit of the NWI identified wetlands acreage. Until ground surveys are performed to more clearly identify the existing resources within the proposed discharge locations, it is anticipated that the effect on resources would be minimal, depending on the location of the wetlands and the impacts proposed, as well as the existing infrastructure and surrounding development.

According to review of the information provided, the proposed project is located along an existing roadway and is surrounded by development. This would affect the quality of the resources located adjacent to this infrastructure, resulting in lower quality resources than wetlands which are located further away from similar features. The effects on the resources, if direct impacts are proposed, would be direct fill, potential hydrology changes, removal of vegetation, etc. If resources include roadside swales, it is possible that impacts to these features would be offset through the establishment of roadside swales at alternate locations within the project limits.

Avoidance and minimization measures that should be evaluated may include evaluation of transit widths, minimal right of way maintenance widths, placement of stormwater management facilities in locations outside of waters of the United States, use of best management practices for construction to ensure minimal impacts to resources, minimal vegetation removal, replacement of removed vegetation to minimize erosion and to minimize the potential of warming of waters, etc. If direct impacts to resources cannot be completely avoided, mitigation should be evaluated. A review of the RIBITS database indicates that there is a federally-approved mitigation bank (FP&L Everglades Phase II) and in-lieu fee program (ILF-ENP-Hole-in-the-Donut) with service areas which encompass the proposed project site. The FDOT should first evaluate the use of the mitigation bank and second the in-lieu fee program as options for mitigation.

--Tarrie L Ostrofsky, 6/20/2017

Printed on: 3/13/2018

No response

US Fish and Wildlife Service Comment --

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. Based on review of our GIS database, the Service notes that the following Federally listed species may occur in or near the project area.

Wood Stork

The project corridor is located in the Core Foraging Areas (CFA)(within 18.6 miles) of four 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 be found at: http://www.fws.gov/verobeach/ListedSpeciesBirds.html .

Florida bonneted bat

The Service notes that the project occurs within our consultation area for the endangered Florida bonneted bat (*Eumops floridanus*). If suitable habitat occurs in the Project footprint, we recommend that surveys, based on the Service's guidance, be conducted to determine the status of this species.

The Service believes that the following federally listed species have the potential to occur in or near the project site: eastern indigo snake (*Drymarchon couperi* = *Drymarchon corais couperi*), wood stork, Florida bonneted bat, and Federally listed plants (http://www.fws.gov/verobeach/Listed Species Plants.html).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. Wetlands may occur within and near the project site. We recommend that these valuable resources be avoided to the greatest extent practicable. If impacts to these wetlands are unavoidable, we recommend the FDOT provide mitigation that fully compensates for the loss of important resources.

--John Wrublik, 6/21/2017

No response

GIS Analyses

Since there are so many GIS Analyses available for Project #14308 - SR 826/Palmetto Expressway Express 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=14308&startPageName=GIS%20Analysis%20Results

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Republished on 03/13/2018 by Lauren Brooks Milestone** is selected. GIS Analyses snapshots have been taken for Project

Project Attachments

There are no attachments for this project.

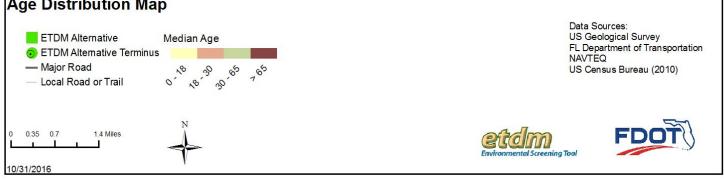
Degree of Effect Legend

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

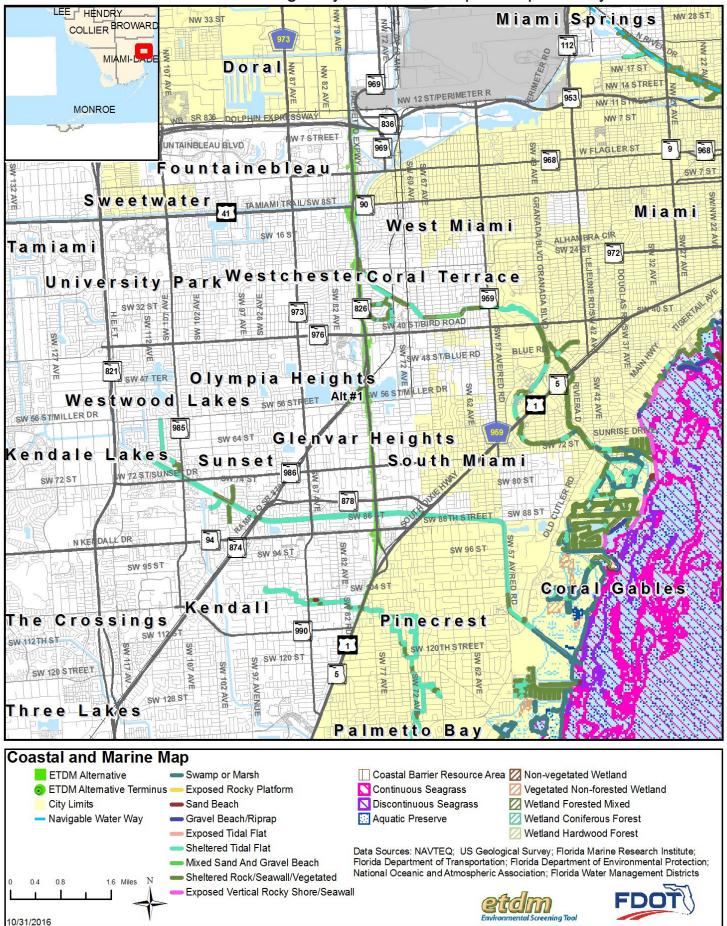
US 1/South Dixie Highway to SR 836/Dolphin Expressway





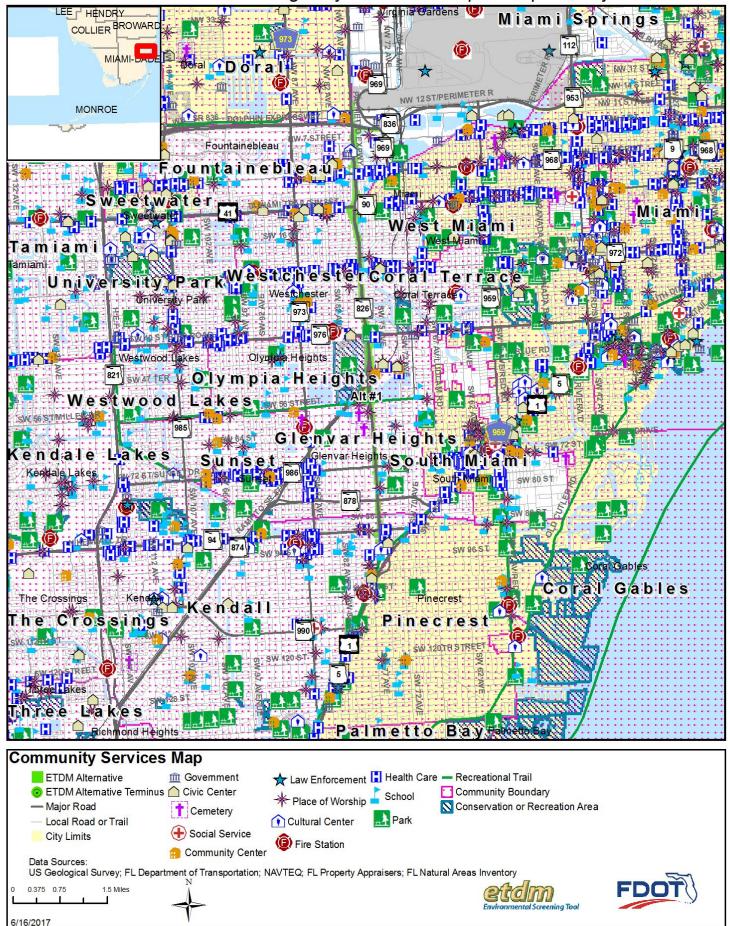
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US 1/South Dixie Highway to SR 836/Dolphin Expressway



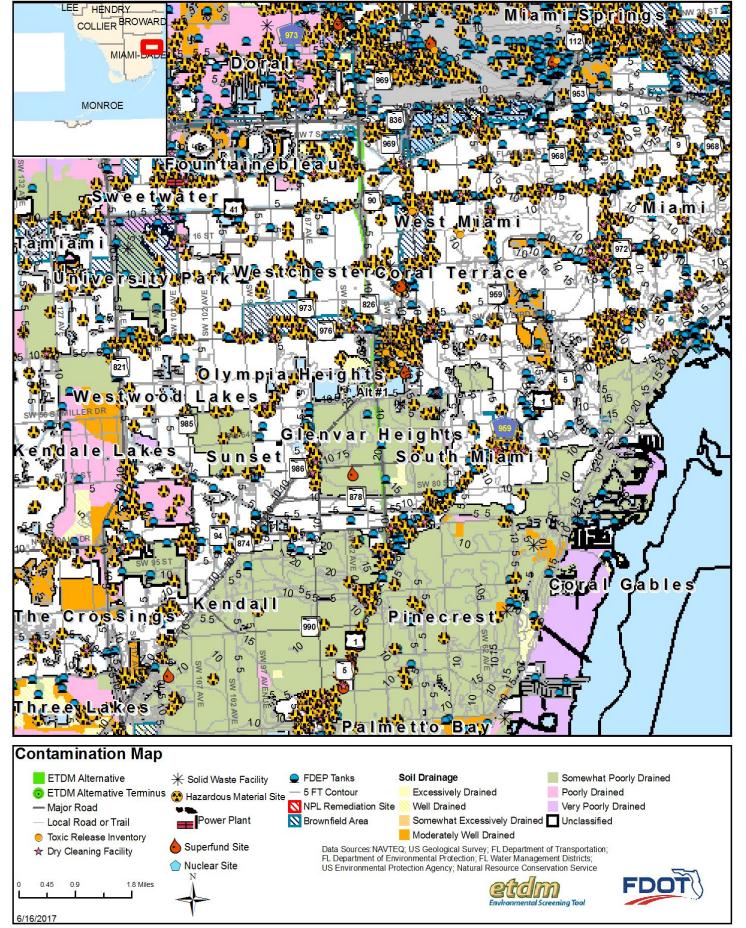
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US 1/South Dixie Highway to SR 836/Dolphin Expressway



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Cultural Resources Data Map

- ETDM Alternative
- Major Road
- Local Road or Trail
- ★ Historic Structure
- Historic Bridge
- State Historic Highway
- Historic Cemetery
- Historic Resource Group
- Cultural Resource Field Survey Area
- ETDM Alternative

Year Built

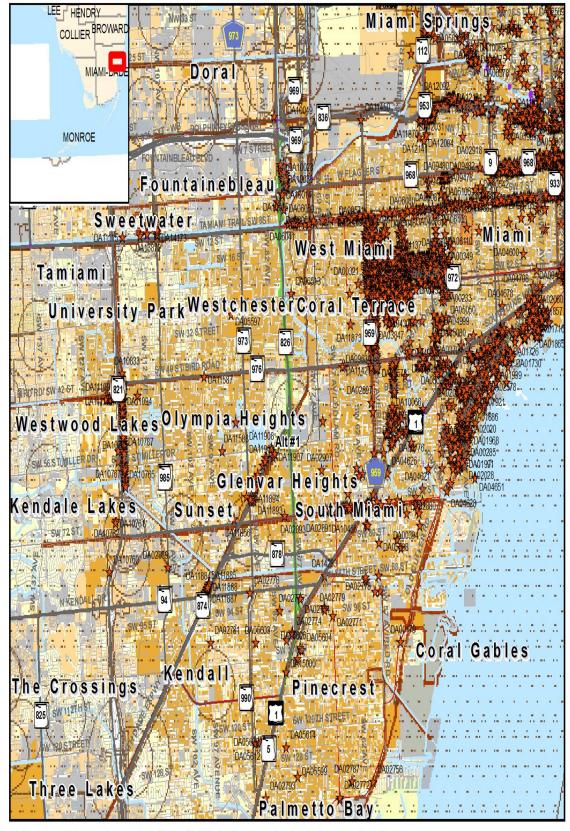
- Pre 1970
- Post 1980
- 1970 1979
- Parcels w/ no values







Data Sources: NAVTEQ US Geological Survey Florida Department of Transportation Florida Department of State, Bureau of Archaeological Research



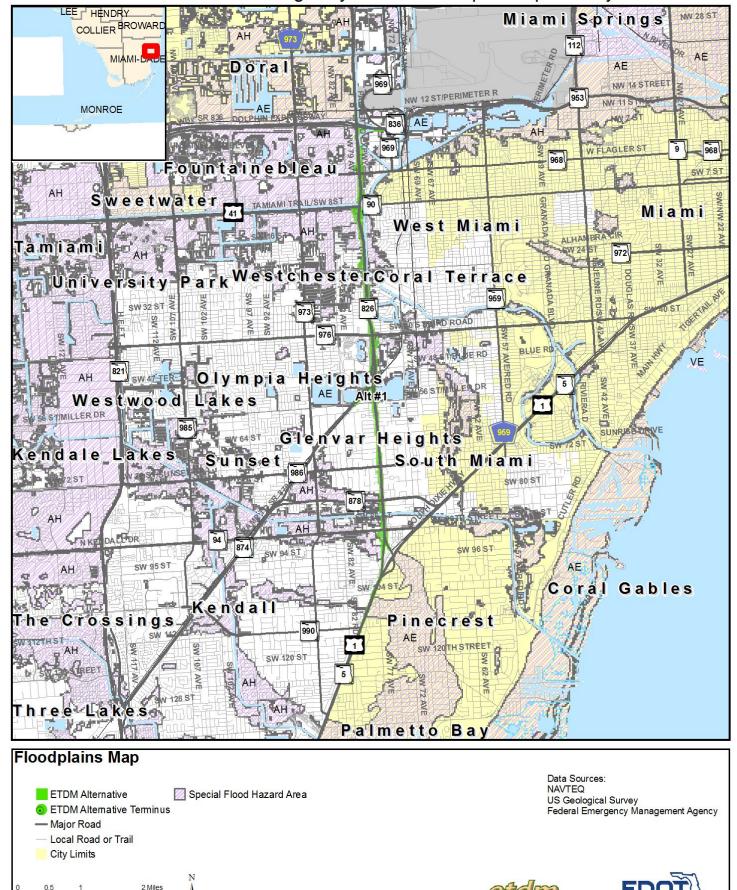
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied. Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological 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 6/1@29¢ନ ce of resources in the project vicinity.

US 1/South Dixie Highway to SR 836/Dolphin Expressway



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US 1/South Dixie Highway to SR 836/Dolphin Expressway



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US 1/South Dixie Highway to SR 836/Dolphin Expressway



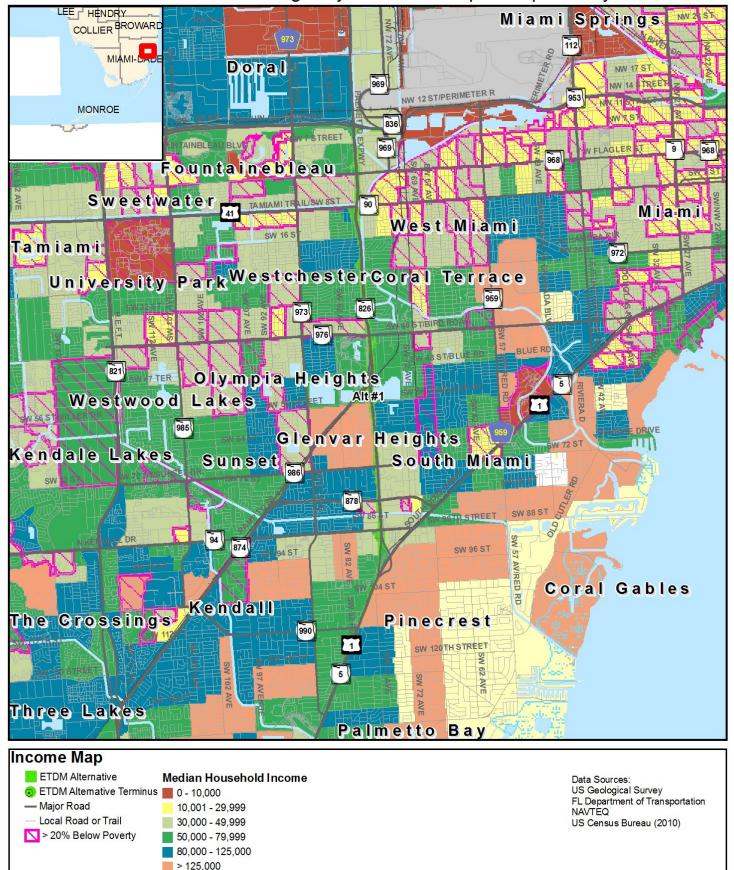
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US 1/South Dixie Highway to SR 836/Dolphin Expressway



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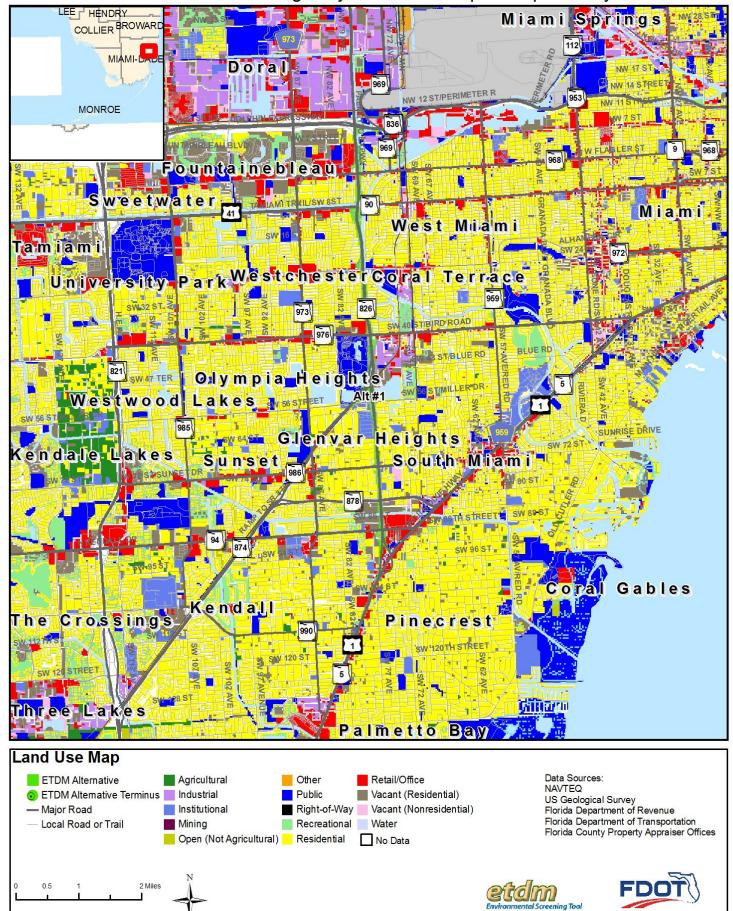
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US 1/South Dixie Highway to SR 836/Dolphin Expressway



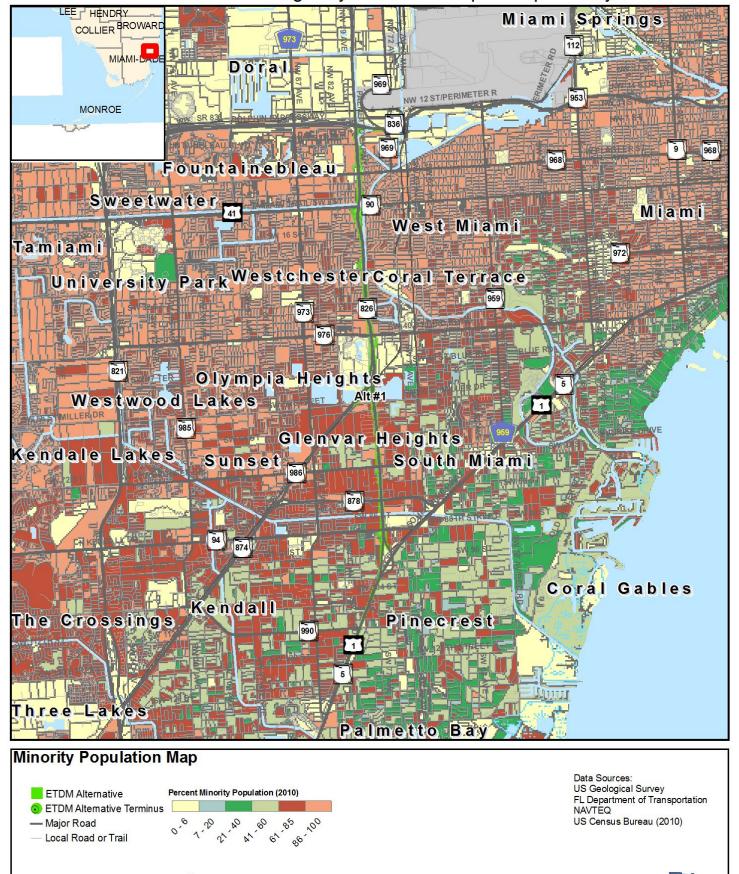
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US 1/South Dixie Highway to SR 836/Dolphin Expressway



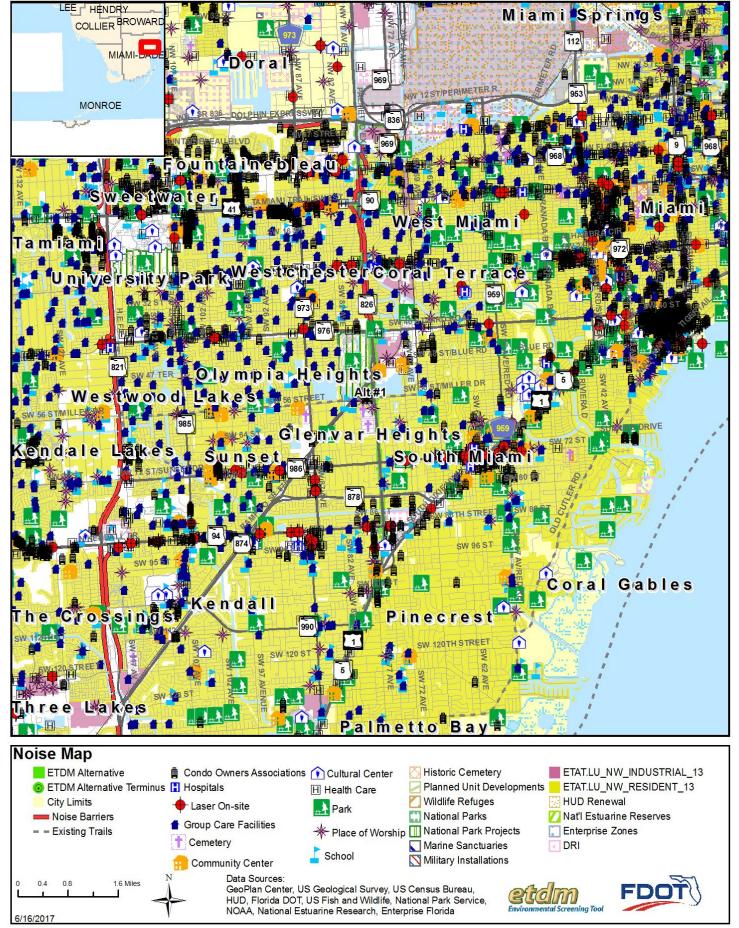
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US 1/South Dixie Highway to SR 836/Dolphin Expressway



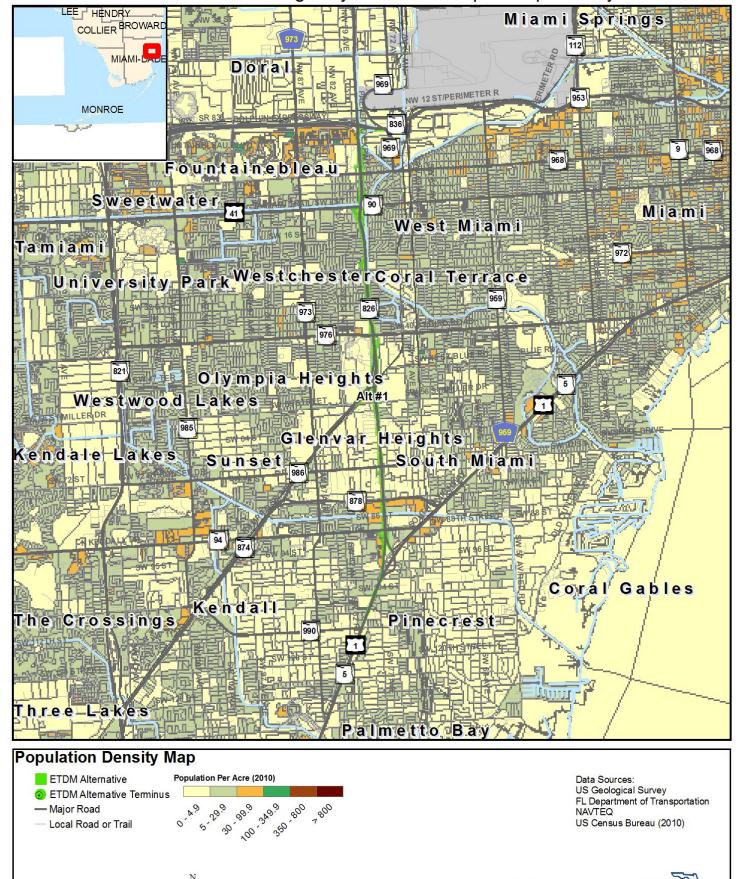
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US 1/South Dixie Highway to SR 836/Dolphin Expressway



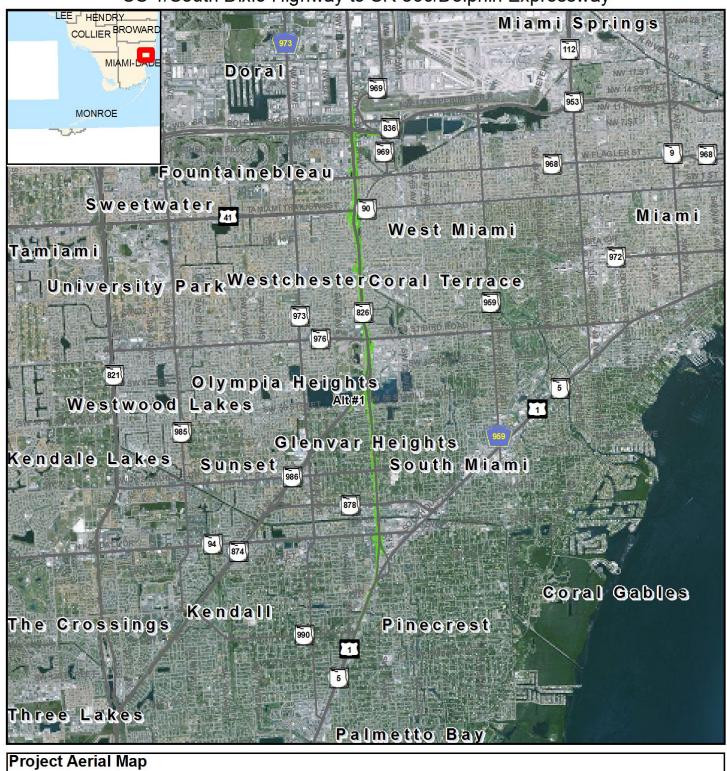
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US 1/South Dixie Highway to SR 836/Dolphin Expressway



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US 1/South Dixie Highway to SR 836/Dolphin Expressway





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US 1/South Dixie Highway to SR 836/Dolphin Expressway



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6/16/2017

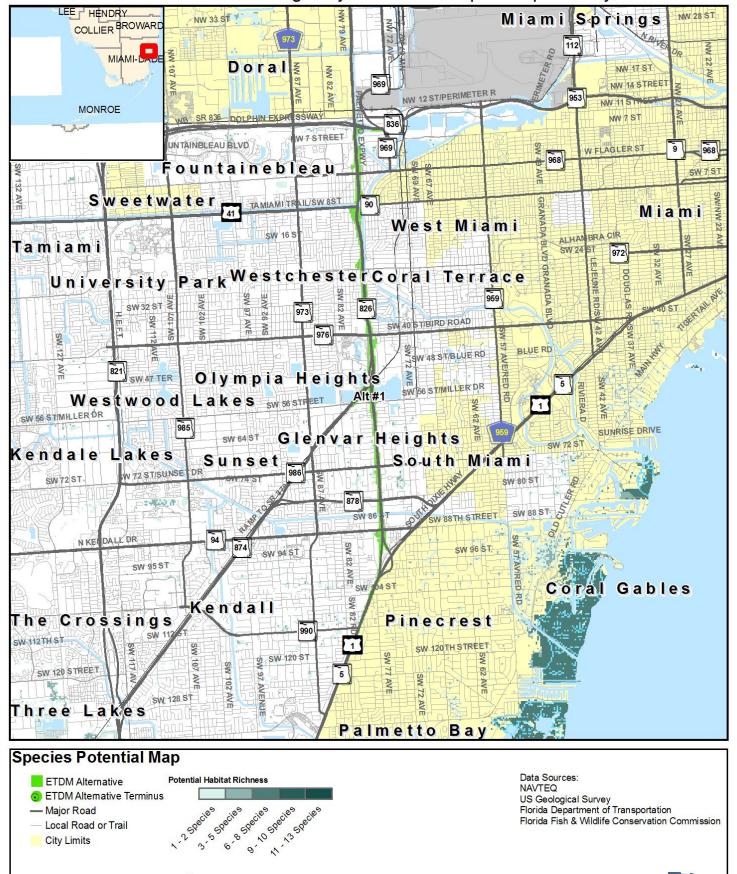
US 1/South Dixie Highway to SR 836/Dolphin Expressway



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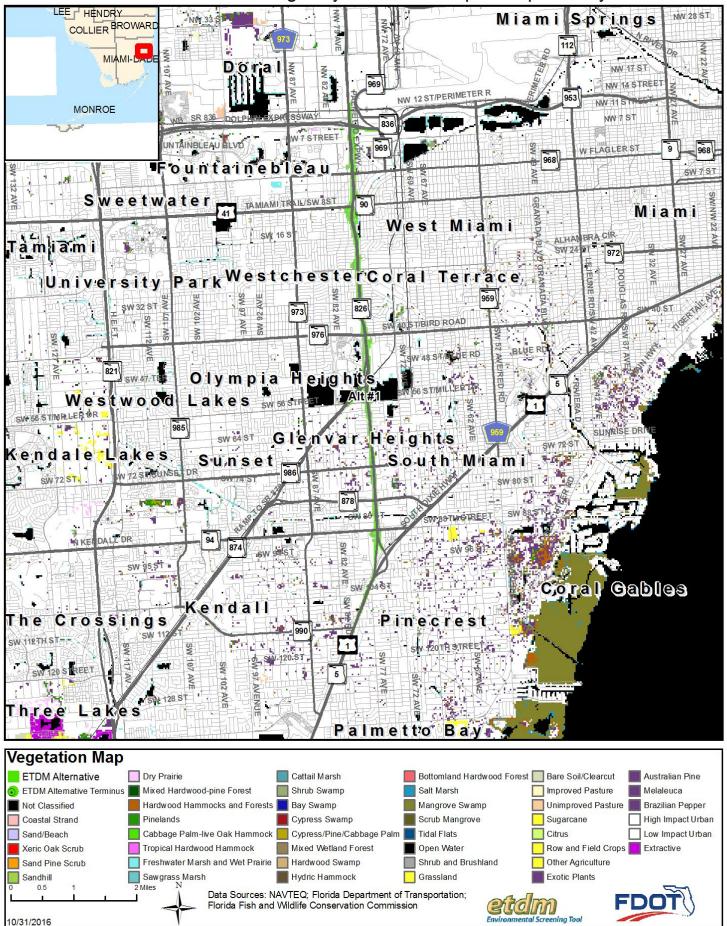
6/16/2017

US 1/South Dixie Highway to SR 836/Dolphin Expressway



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US 1/South Dixie Highway to SR 836/Dolphin Expressway



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Sociocultural Data Report

Area of Interest SR 826 from US 1 to SR 8361 -Alternative #1

Area: 5.239 square miles

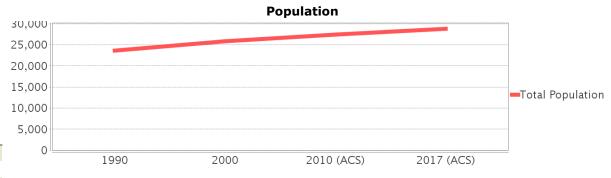
Jurisdiction(s): Cities: Pinecrest, Doral, Miami Counties: Miami-dade

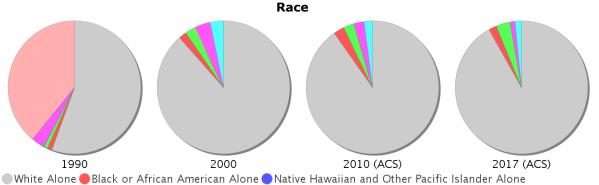
General Population Trends

General i opalación i chas				
Description	1990	2000	2010 (ACS)	2017 (ACS)
Total Population	23,572	25,783	27,397	28,773
Total Households	8,900	9,322	10,366	9,966
Average Persons per Acre	8.89	12.70	18.22	19.14
Average Persons per Household	2.95	3.03	2.72	3.08
Average Persons per Family	3.32	3.49	3.03	3.66
Males	11,129	12,139	12,801	13,787
Females	12,443	13,643	14,596	14,987



Description	1990	2000	2010 (ACS)	2017 (ACS)
White Alone	21,534	22,813	24,716	26,422
	(91.35%)	(88.48%)	(90.21%)	(91.83%)
Black or African	423	478	717	559
American Alone	(1.79%)	(1.85%)	(2.62%)	(1.94%)
Native Hawaiian and Other Pacific Islander Alone	(0.03%)	(0.00%)	(0.01%)	(0.00%)
Asian Alone	339	602	679	987
	(1.44%)	(2.33%)	(2.48%)	(3.43%)
American Indian or Alaska Native Alone	(0.10%)	75 (0.29%)	38 (0.14%)	(0.04%)
Some Other Race	1,246	976	679	332
Alone	(5.29%)	(3.79%)	(2.48%)	(1.15%)
Claimed 2 or	NA	838	565	461
More Races	(NA)	(3.25%)	(2.06%)	(1.60%)
Hispanic or Latino of Any Race	15,188 (64.43%)	18,583 (72.07%)	21,522 (78.56%)	23,521 (81.75%)
Not Hispanic or	8,384		5,875	5,252
Latino	(35.57%)		(21.44%)	(18.25%)
Minority	15,862 (67.29%)		22,855 (83.42%)	25,187 (87.54%)

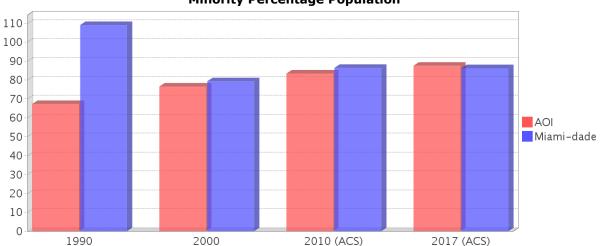




Asian Alone American Indian or Alaska Native Alone Some Other Race Alone

Claimed 2 or More Races (after 1990) 🛑 Hispanic or Latino of Any Race (1990 only)

Minority Percentage Population



Age Trends Description 1990 2000 2010 2017 (ACS) (ACS) Under Age 5 5.37% 5.60% 5.10% 5.06% Ages 5-17 13.54% 15.23% 13.18% 10.65% Ages 18-21 5.23% 4.43% 4.92% 5.31% Ages 22-29 14.82% 11.37% 11.60% 12.03% Ages 30-39 15.57% 15.74% 14.37% 14.74% Ages 40-49 12.72% 14.49% 15.65% 13.25% 17.80% 16.84% Ages 50-64 18.18% 20.82% Age 65 and Over 14.73% 16.54% 16.99% 18.14% -Ages 65-74 8.63% 9.32% 8.46% 9.32% 5.01% -Ages 75-84 4.75% 6.11% 5.78%

2.21%

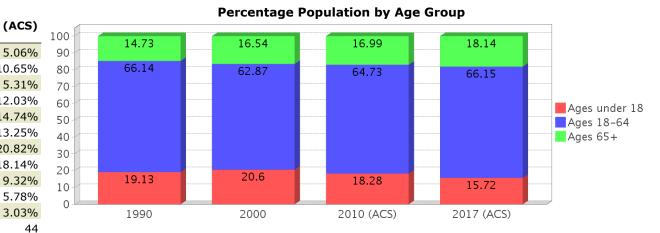
39

2.42%

44

1.35%

NA

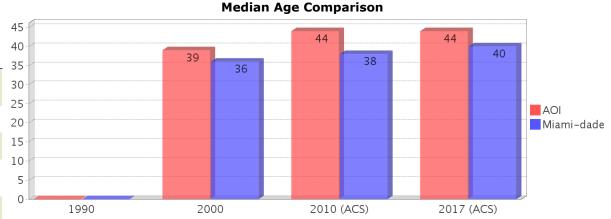


Income Trends

-Age 85 and Over

Median Age

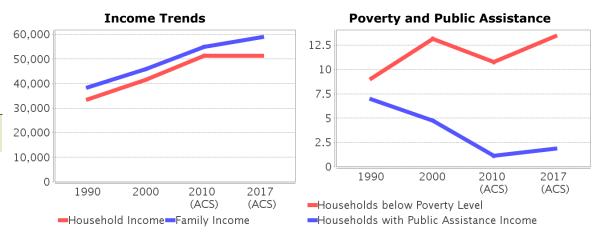
Description	1990	2000	2010 (ACS)	2017 (ACS)
Median Household Income	\$33,636	\$41,622	\$51,237	\$51,256
Median Family Income	\$38,527	\$45,938	\$54,990	\$58,934
Population below Poverty Level	9.70%	13.11%	11.60%	13.87%
Households below Poverty Level	9.08%	13.13%	10.75%	13.41%
Households with Public Assistance Income	6.94%	4.72%	1.14%	1.88%



Disability Trends

See the Data Sources section below for an explanation about the differences in disability data among the various vears

Description	1990	2000	2010 (ACS)	2017 (ACS)
Population 16 To 64 Years with a disability	856 (4.37%)	3022 (12.46%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	881 (4.76%)

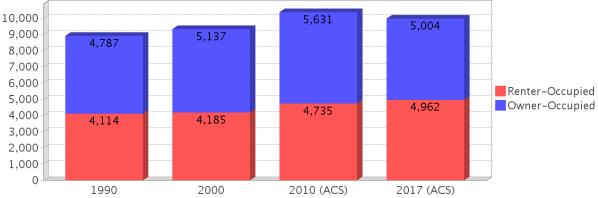


Educational Attainment Trends

Age 25 and Over

Aye 25 allu Ovel				
Description	1990	2000	2010 (ACS)	2017 (ACS)
Less than 9th Grade	2,595 (15.46%)	2,374 (12.91%)	1,830 (9.32%)	1,667 (7.67%)
9th to 12th Grade, No Diploma	2,388 (14.22%)	2,816 (15.31%)	2,288 (11.65%)	1,186 (5.45%)
High School Graduate or Higher	11,805 (70.32%)	13,204 (71.78%)	15,517 (79.03%)	18,889 (86.88%)
Bachelor's Degree or Higher	4,232 (25.21%)	4,930 (26.80%)	6,093 (31.03%)	

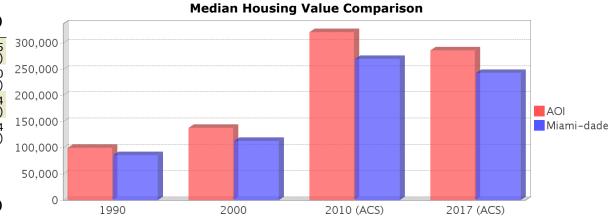




Language Trends

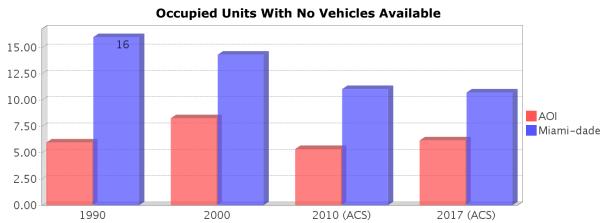
Age 5 and Over

Age 3 and Over				
Description	1990	2000	2010 (ACS)	2017 (ACS)
Speaks English	3,197	3,917	4,175	4,155
Well	(14.36%)	(16.05%)	(16.10%)	(15.21%)
Speaks English	NA	3,742	3,507	3,910
Not Well	(NA)	(15.34%)	(13.53%)	(14.31%)
Speaks English	NA	2,502	2,699	2,054
Not at All	(NA)	(10.25%)	(10.41%)	(7.52%)
Speaks English Not Well or Not at All	5,028 (22.59%)	6,244 (25.59%)	6,206 (23.94%)	5,964 (21.83%)



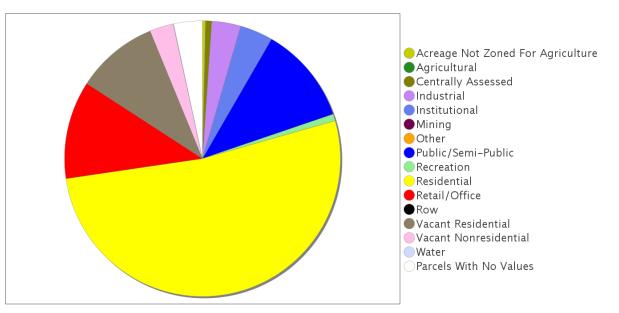
Housing Trends

nousing men	us		ı	1
Description	1990	2000	2010 (ACS)	2017 (ACS)
Total	9,419	9,646	11,587	11,568
Units per Acre	3.63	3.74	4.75	4.75
Single-Family Units	4,858	5,327	5,307	5,182
Multi-Family Units	3,924	4,304	5,596	6,353
Mobile Home Units	20	15	46	33
Owner-Occupied Units	4,787	5,137	5,631	5,004
Renter-Occupied Units	4,114	4,185	4,735	4,962
Vacant Units	519	324	1,221	1,602
Median Housing Value	\$99,800	\$138,100	\$320,800	\$285,950
Occupied Housing Units w/No Vehicle	531 (5.97%)	772 (8.28%)	555 (5.35%)	615 (6.17%)



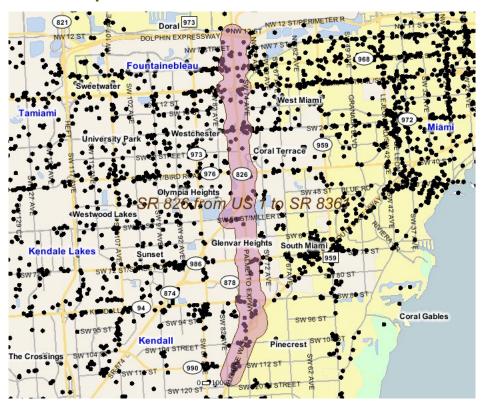
Existing Land UseLand Use Type Acres Percentage

<u> </u>	Acies	i ci cciitage
Acreage Not Zoned For Agriculture	9	0.27%
Agricultural	1	0.03%
Centrally Assessed	17	0.51%
Industrial	86	2.56%
Institutional	97	2.89%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	288	8.59%
Recreation	20	0.60%
Residential	1,311	39.10%
Retail/Office	289	8.62%
Row	0	0.00%
Vacant Residential	243	7.25%
Vacant Nonresidential	70	2.09%
Water	1	0.03%



Location Maps

Parcels With No Values



85

2.54%



Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Assisted Housing (Points)

Facility Name	Address	Zip Code
VIZCAYA VILLAS	8005 NW 8TH ST	33126

Community Centers (Points)

Facility Name	Address	Zip Code
YMCA - GREATER MIAMI	1200 NW 78TH AVE	33125
LIONS CLUB - WEST MIAMI SUNSHINE	7921 NW 2 ST	33136
MOOSE FAMILY CENTER 1825 - WEST DADE	9900 SW 77TH AVE	33156
LAKEVIEW COMMUNITY CENTERS	4955 SW 75TH AVE	33155

Cultural Centers (Points)

Facility Name	Address	Zip Code
CITY COLLEGE-MIAMI LIBRARY	9350 S DADELAND BLVD	33156
AMC MALL OF THE AMERICAS 14	7795 W FLAGER ST	33144

Fire Stations (Points)

Facility Name	Address	Zip Code
MIAMI-DADE COUNTY FIRE DEPARTMENT AND		
RESCUE STATION 23 (SUNILAND/PINECREST)	7825 SW 104TH ST	33156

Florida Parks and Recreational Facilities (Points)

Facility Name	Address	Zip Code
HUMBLE MINI PARK	7850 SW 39TH TER	33155
SOUTH DADE TRAIL MINI PARK	7975 SW 112TH ST	33156
FLAGLER GROVE PARK	7551 SW 104TH ST	33156
KENDALL VETERANS WAYSIDE PARK	SW 112TH ST & US 1	33156

Government Building

Facility Name	Address	Zip Code
U S POST OFFICE - PINECREST	11301 S DIXIE HWY	33256
FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES SERVICE CENTER	7795 W FLAGLER ST	33144

Healthcare Facilities (Geocoded)

Facility Name	Address	Zip Code
KATIMS & WEISSMAN ENDOCRINOLOGY ASSOC. P.A.	7867 N KENDALL DRIVE 80	33156
JAIME P. NAHMIAS M.D. P.A.	8950 SW 74 COURT, SUITE 1402	33156
MIAMI NEUROLOGICAL INSTITUTE	8950 SW 74 COURT, SUITE 1206-1210	33156
GOMEZ RENE J.	7400 N KENDALL DRIVE, SUITE 511	33156
RODRIGUEZ OFER D.O.	7400 N KENDALL DRIVE, SUITE 311	33156
BAKER PLASTIC SURGERY P.A.	9155 S DADELAND BOULEVARD, SUITE PH1708	33156
INTERAMERICAN DIALYSIS INSTITUTE INC.	7815 CORAL WAY, SUITE 115	33155
F & J REHABILITATION, INC.	7801 CORAL WAY, SUITE 114	33155
FRIV MD PLLC	7500 SW 8 STREET, SUITE 303	33144
ISHOOF, MD, SABRIYA	7500 SW 8TH STREET, SUITE PH1	33144
MIAMI MEDICAL & WELLNESS CENTER LLC	7500 SW 8 STREET, SUITE 103-104	33144
MEDICAL CENTER'S GROUP OF S. FL INC.	7360 CORAL WAY, SUITE 11	33155
ADVANTAGE COSMETIC MEDICAL CENTER	1200 NW 78 AVENUE, SUITE 112	33126
FLAGLER REHABILITATION CENTER	85 GRAND CANAL DRIVE, SUITE 104	33144

Facility Name	Address	Zip Code
PACIFIC HEALTH REHABILITATION INC	85 GRAND CANAL DRIVE, SUITE 209	33144
DADELAND DERMATOLOGY GROUP	7400 N KENDALL DRIVE, SUITE 313	33156
JL PHYSICAL THERAPY INC	8150 SW 8 STREET, SUITE 212	33144
HOMERO RIVERO M.D. P.A.	7980 SW 24 STREET	33155
MORNING STAR CENTERS INC	7811 CORAL WAY STREET, SUITE 106	33155
PREFERRED CARE PARTNERS MEDICAL GROUP INC	7800 SW 24 STREET	33155
PALMETTO SUB-ACUTE CARE CENTER	7600 SW 8 STREET	33144
BARRIOS HUMBERTO M.D. P.A.	7500 SW 8 STREET, SUITE PH 1	33144
A & L MEDICAL CENTER, INC.	7500 SW 8 STREET, SUITE 303	33144
MY COSMETIC SURGERY SUITE #24	7360 SW 24 STREET, SUITE 24	33155
FLAGLER DIAGNOSTIC CENTER	8000 W FLAGLER STREET, SUITE 101	33144
LEON MEDICAL CENTERS INC	7950 NW 2 STREET	33126
ADVANTAGE REHABILITATION CENTER	85 GRAND CANAL DRIVE, SUITE 300	33144
MICHEAL F. LEE, M.D.P.A.	7887 N KENDALL DRIVE, SUITE 230	33156
TZEWAN WONG MD PA	10420 SW 77 AVENUE, SUITE 100	33156
PRICE M.D. P.A. DEBRA	7400 N KENDALL DRIVE, SUITE 502	33156
ZAYDON THOMAS J. JR. DR.	7400 N KENDALL DRIVE, SUITE 502	33156
AXELL F. PALMA M.D	7821 CORAL WAY, SUITE 101	33155
MILLENIUM REHABILITATION CENTER	7815 CORAL WAY, SUITE 103	33155
RODRIGUEZ SR. M.D. SERGIO M.	7500 SW 8 STREET, SUITE 304	33144
ACN PHYSICIANS GROUP CORP.	7490 SW 23RD STREET, SUITE 201	33155
PINECREST FAMILY DENTAL	11507 S DIXIE HIGHWAY	33156
VASCULAR AND SPINE INSTITUTE INC	7887 N KENDALL DRIVE, SUITE 210	33156
KHARI H BRIDGES MD LLC	8950 SW 74 COURT, SUITE 1413	33156
EXCLUSIVE MEDICAL REHABILITATION, INC	7821 CORAL WAY, SUITE 110	33155
ADVANCED CLINICAL RESEARCH OF MIAMI, INC.	7815 CORAL WAY, SUITE 108	33155
CARTAYA MARIA M.D. PA	7805 CORAL WAY, SUITE 131	33155
GUILLERMO SOMODEVILLA M.D. P.A.	7805 CORAL WAY, SUITE 126	33155
ORTA JR M.D. PA DAVID	7500 SW 8 STREET, SUITE 209	33144
UNIVERSAL LASER CENTER	7480 SW 40 STREET, SUITE 840	33155
ALTERNATIVE MEDICAL CENTER OF FL. INC.	7383 CORAL WAY	33155
BLUE CORAL WOMENS CARE INC.	7360 CORAL WAY, SUITE 16	33155
GABLES MR (A)	7404 SW 48 STREET	33155
LISA PEREZ- GROSSMAN MD PA	7795 W FLAGLER STREET, SUITE 23B&C	33144
DR. RAMON GUTIERREZ	7455 W FLAGLER STREET	33144
ANA M ELOSEGUI, MD., PA	85 GRAND CANAL DRIVE, SUITE 310	33144
PHYSICIANS HEALTH CENTER.	7887 N KENDALL DRIVE, SUITE 102	33156
MORALES & ESSERMAN & GAITAN, MD. LLC	7867 N KENDALL DRIVE 2FLOOR	33156
LUIS FUENTES A.P. INTEGRATIVE DIAGNOSTICS	9420 SW 77 AVENUE, SUITE 101	33156
JULIEN J.M. MD. PA.	8950 SW 74 COURT, SUITE 1408	33156
FLORIDA WOMAN CARE LLC DBA MIAMI WOMEN CARE	7400 N KENDALL DRIVE, SUITE 404	33156
SOUTH FLORIDA OB/GYN SPECIALISTS	7400 N KENDALL DRIVE, SUITE 507	33156
FTW LLC	9200 S DADELAND BOULEVARD, SUITE 320	33156
LACAYO MYRIAM M.D.	7821 CORAL WAY, SUITE 101	33155
EXCLUSIVE HEALTH SYSTEMS INC.	7805 CORAL WAY, SUITE 121	33155
CALPE MEDICAL INC.	7801 CORAL WAY, SUITE 121	33155
F&J REHABILITATION INC	7801 CORAL WAY 114	33155
ACN CEIVA MEDICAL CENTER	7500 SW 8 STREET, SUITE 303	33144
CAMACHO MANUEL F JR MD PA	7500 SW 8 STREET, SUITE 302	33144
PULMONARY & CRITICAL CARE PHYSICIAN OF SOUTH FLORI	7500 SW 8 STREET, SUITE 301	33144
WEST GABLES HEALTHCARE CENTER	2525 SW 75 AVENUE 4FLOOR	33155
HOOVER FAMILY MEDICINE P.A.	7371 SW 24 STREET	33155
TAMAYO M.D. P.A. ANDRES J.	7357 W FLAGLER STREET	33144
SALKIND & GLUK MD LLC.	7867 N KENDALL DRIVE, SUITE 2ND,FL	33156
WELL-HEALTH MEDICAL	8150 SW 8 STREET, SUITE 219	33144
WELLMAX MEDICAL CENTERS-WESTCHESTER	7928 SW 8 STREET	33144
GUARI MASCARO MD PA	7821 CORAL WAY, SUITE 120	33155

Facility Name	Address	Zip Code
SAN JUDAS MEDICAL CENTER, INC.	7815 CORAL WAY, SUITE 105	33155
PALMETTO REHABILIATION SERVICES, INC.	7805 CORAL WAY	33155
DIEZ M.D. PA FERNANDO	7805 CORAL WAY, SUITE 102	33155
ROGELIO J. ZALDIVAR MD PA	7500 SW 8 STREET, SUITE 203	33144
VISION SPECIALTY CARE	7949 NW 2 STREET	33126
PINECREST PEDIATRICS GROUP, LLC	11635 S DIXIE HIGHWAY	33156
KENDALL ENDOSCOPY AND SURGERY CENTER	7875 SW 104 STREET, SUITE 201	33156
CONCENTRA MEDICAL CENTER	10205 S DIXIE HIGHWAY, SUITE 102	33156
ARKADIY V. PURYGIN M.D. D.O. P.A.	8950 SW 74 COURT, SUITE 1402	33156
GROSSMAN & PRICE PA	7400 N KENDALL DRIVE, SUITE 502	33156
SUNSHINE HEALTH CARE CORP	7815 CORAL WAY, SUITE 108	33155
COMPLETE MEDICAL OF FLORIDA	7811 CORAL WAY, SUITE 132	33155
AMS MEDICAL & REHABILITATION CENTER INC	7805 CORAL WAY, SUITE 129	33155
ANGEL VELOSO MD PA	7500 SW 8 STREET, SUITE 309	33144
LFC MEDICAL CENTER, INC.	8000 W FLAGLER STREET, SUITE 206	33144
NEMESIS MEDICAL GROUP, INC.	1200 NW 78 AVENUE, SUITE 212	33126
D & D MEDICAL GROUP LLC	7650 W FLAGLER STREET	33144
PURE EXECUTIVE HEALTH AND WELLNESS	11921 S DIXIE HIGHWAY 201	33156
LONGWILL DO PA DEBORAH	7700 SW 104 STREET	33156
CHAVARRIA, VICENTE A., MD.PA.	7400 N KENDALL DRIVE, SUITE 204	33156
KRIMSHTEIN, M.D., SULIM A.	7400 N KENDALL DRIVE, SUITE 208	33156
OSCAR R. BRAVO-CAMPA M.D., P.A.	7500 SW 8 STREET, SUITE PH-2	33144
OBG MIAMI, LLC	7500 SW 8 STREET, SUITE 208-A	33144
SOUTH FLORIDA MEDICAL HEALTH CENTER, INC.	85 GRAND CANAL DRIVE, SUITE 301	33144

Hospitals (Points)

Fa	cility Name	Address	Zip Code
WE	ESTCHESTER GENERAL HOSPITAL	2500 SW 75TH AVE	33155
WE	EST GABLES REHABILITATION HOSPITAL	2525 SW 75TH AVE	33155

Public and Private Schools (Points) Facility Name

Facility Name	Address	Zip Code
CITY COLLEGE	9300 S DADELAND BLVD	33156
WEST MIAMI MIDDLE SCHOOL	7525 SW 24TH ST	33155
WEST MIAMI MONTESSORI LEARNING ACADEMY	2000 SW 76 AVENUE	33155
WESTCHESTER ACADEMY AND LEARNING CENTER	7490 SW 23RD ST. 100	33155
WAYSIDE BAPTIST PRESCHOOL	7701 SW 98TH STREET	33156
SEMINOLE ELEMENTARY SCHOOL	121 SW 78TH PL	33144
ARROWHEAD NURSERY KINDERGARTEN	1210 SW 78 COURT	33144
GULLIVER SCHOOLS-PINECREST HIGH SCHOOL	8000 SW 56TH ST	33143
THE CARRIE BRAZER CENTER	7425 SW 42ND ST	33155
SUNSET MONTESSORI SCHOOL	7430 SUNSET DRIVE	33143
CRISDA CHRISTIAN ACADEMY INC.	7915 N.W. 2ND STREET	33126
THE LEARNING EXPERIENCE SCHOOL	5651SW 82ND AVE RD	33143
SMART STARTS AT DADELAND	7900 SW 86 STREET	33143
THE ROIG ACADEMY	8000 SW 112TH ST	33156
ALPHA OMEGA CHRISTIAN LEARNING CENTER	7800 SW 56 ST	33155
APPLE LEARNING CENTER	860 SW 76TH COURT	33144
FLAGAMI ELEMENTARY SCHOOL	920 SW 76TH AVE	33144
GROW WITH US ACADEMY	7530 SUNSET DRIVE	33143
MLC PREPARATORY ACADEMY	7701 SW 76TH AVE	33143
KIDDIELAND KINDER AND NURSERY SCHOOL	481 GRAND CANAL DRIVE	33144
INTERNATIONAL TRAINING CAREERS	7360 SW 24TH STREET SUITE 31	33155
FLORIDA VOCATIONAL INSTITUTE	6840 SOUTHWEST 40TH STREET	33155

Religious Centers (Points)

Facility Name	Address	Zip Code
ALPHA & OMEGA CHURCH	7800 SW 56 ST	33155

Facility Name	Address	Zip Code
SAINT MATTHEW EPISCOPAL CHURCH	7410 SUNSET DRIVE	33143
TAMIAMI BAPTIST CHURCH	860 SW 76TH COURT	33144
IGLESIA PRESBITERIANA NUEVA VIDA	7355 CORAL WAY	33155
ST ANDREW GREEK ORTHODOX CHURCH	7901 N KENDALL DRIVE	33156
MIAMI BAPTIST ASSOCIATION	7855 SW 104TH STREET # 210	33156
MINISTERIO INTERNICIONAL CAMINO DE SANPIDAD	7949 NW SECOND ST	33126
KENDALL UNITED METHODIST CHURCH	7600 SW 104TH STREET	33156
FIRST FRIENDSHIP UNITED METHODIST CHURCH	7700 NORTH KENDALL DRIVE	33156
UNITARIAN UNIVERSALIST ONGREGATION OF MIAMI	7701 SW 76TH AVE	33143
CORAL WAY UNITED METHODIST CHURCH	2800 SOUTHWEST 78TH COURT	33155
IGLESIA METODISTA PENTECOSTAL	4540 SW 74TH AVENUE	33155
CORAL WAY UNITED METHODIST CHURCH	7900 CORAL WAY	33155
YOUNG ISRAEL OF KENDALL	7880 SOUTHWEST 112 STREET	33156
IGLESIA BAUTISTA LUZ Y VERDAD	4861 SOUTHWEST 75TH AVENUE	33155
CENTRO CRISTIANO DE AMOR Y FE	7441 NORTHWEST 8TH STREET SUITE A	33126
FLORIDA BAPTIST CHILDRENS HOMES	7750 SOUTHWEST 95TH TERRACE	33156
MT NEBO KENDALL MEMORIAL GARDENS & CHAPEL	5900 SW 77TH AVE	33143
WAYSIDE BAPTIST CHURCH	7701 SOUTHWEST 98TH STREET	33156
PEOPLES CATHEDRAL	190 NW 79TH AVENUE	33126
IGLESIA CRISTIANA JUAN WESLEY CHURCH	2150 SW 75TH AVENUE	33155

Social Services (Geocoded)

Facility Name	Address	Zip Code
MIAMI UNIT 23E	7984 SW 8TH STREET	33144
FLORIDA BAPTIST CHILDRENS HOMES REGIONAL OFFICE/CAMPUS - MIAMI	7748 SW 95TH TERRACE	33156
FLORIDA BAPTIST CHILDREN'S HOMES	7748 SW 95TH TER	33156
PINNACLE HOUSING GROUP	104 SW 9TH ST	33130

US Census Places

cility Name
ecrest
ami
untainebleau
envar Heights
ndall
ral
estchester
ral Terrace
/mpia Heights

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

```
120250084091, 120250078032, 120250077022, 120250059023, 120250077033, 120250078039, 120250078025, 120250077014, 120250091001, 120250060024, 120250078031, 120250078024, 120250090034, 120250090044, 120250059024, 120250077023, 120250077031, 120250089013, 120250089011, 120250077011, 120250077021, 120250060029, 120250077029, 120250081005, 120250090061, 120250089012, 120250059033, 120250077032, 120250077013, 120250077012, 120250059032
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2000 Census Block Groups

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120860078032, 120860078033, 120860059024, 120860077023, 120860081005, 120860078024, 120860077011, 120860059023, 120860060024, 120860090133, 120860060025, 120860077025, 120860084091, 120860089011, 120860090061, 120860059032, 120860077021, 120860089012, 120860091001, 120860058025, 120860077022, 120860090142, 120860078031, 120860077031, 120860077032, 120860078025, 120860077012, 120860077014, 120860077033, 120860089013, 120860090131, 120860077013, 120860059033
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2010 Census Block Groups

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120860078053, 120860078042, 120860059024, 120860077051, 120860078073, 120860089011, 120860077013, 120860060022, 120860078071, 120860090302, 120860078045, 120860078044, 120860081022, 120860078041, 120860077021, 120860077022, 120860089012, 120860078043, 120860059023, 120860078072, 120860077023, 120860077052, 120860059033, 120860077042, 120860090301, 120860091003, 120860090064, 120860058025, 120860090142, 120860077012, 120860077014, 120860091001, 120860084094, 120860078051, 120860059032, 120860090312
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2017 Census Block Groups

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120860077023, 120860090301, 120860059024, 120860059032, 120860060022, 120860077051, 120860058025, 120860077021, 120860077042, 120860091003, 120860084094, 120860077013, 120860078043, 120860077052, 120860091001, 120860078073, 120860090302, 120860077012, 120860081022, 120860089012, 120860078042, 120860059023, 120860077022, 120860078071, 120860090064, 120860078051, 120860077014, 120860078045, 120860059033, 120860090142, 120860089011, 120860078053, 120860078044, 120860078041, 120860078072, 120860090312
```

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2013-2017. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for

counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml) The U.S. Census Bureau provides help with this process:

https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data/2017.html

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;

http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2013-2017 ACS.

Because of changes made to the Census and ACS questions between 1990 and 2017, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2017 ACS data; 2) The 2017 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.

Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2017 ACS data; 2) The 2017 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person,

average household income is usually less than average family income.

Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcelspecific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

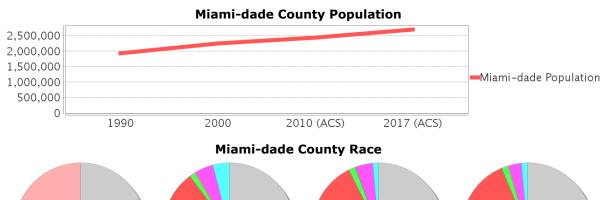
- Assisted Rental Housing Units Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities Identifies facilities reported by multiple sources.
- Cultural Centers Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities Identifies facilities reported by multiple sources.
- Government Buildings Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools Identifies private and public schools reported by multiple sources.
- Social Service Centers Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

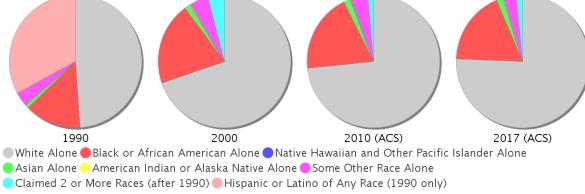
Miami-dade County Demographic Profile

General Population Trends - Miami-dade						
Description	1990	2000	2010 (ACS)	2017 (ACS)		
Total Population	1,937,094	2,253,362	2,445,374	2,702,602		
Total Households	692,355	776,774	827,556	858,289		
Average Persons per Acre	1.528	1.774	1.925	2.128		
Average Persons per Household	2.798	2.84	3.00	3.09		

Total Population	1,937,094	2,253,362	2,445,374	2,702,602
Total Households	692,355	776,774	827,556	858,289
Average Persons per Acre	1.528	1.774	1.925	2.128
Average Persons per Household	2.798	2.84	3.00	3.09
Average Persons per Family	3.413	3.488	3.591	3.926
Males	928,411	1,086,558	1,182,784	1,311,997
Females	1,008,683	1,166,804	1,262,590	1,390,605

Race and Ethnicity Trends - Miami-dade					
Description	1990	2000	2010 (ACS)	2017 (ACS)	
White Alone	1,413,015	1,570,990	1,794,730	2,043,272	
	(72.95%)	(69.72%)	(73.39%)	(75.60%)	
Black or African	397,993	452,333	470,326	485,602	
American Alone	(20.55%)	(20.07%)	(19.23%)	(17.97%)	
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	724 (0.03%)	
Asian Alone	25,869	30,692	38,813	42,770	
	(1.34%)	(1.36%)	(1.59%)	(1.58%)	
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,040 (0.15%)	
Some Other Race Alone	96,713	102,436	102,938	84,892	
	(4.99%)	(4.55%)	(4.21%)	(3.14%)	
Claimed 2 or	(NA)	91,465	34,346	41,302	
More Races		(4.06%)	(1.40%)	(1.53%)	
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,823,038 (67.45%)	
Not Hispanic or	983,687	961,681	879,964	879,564	
Latino	(50.78%)	(42.68%)	(35.98%)	(32.55%)	
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,331,369 (86.26%)	



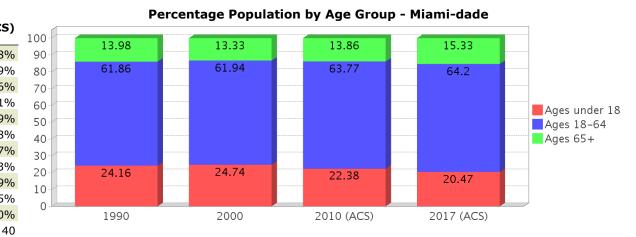


Page 12 of 16 Sociocultural Data Report Printed on: 5/31/2019 **Age Trends - Miami-dade** Description 1990 2000 2010 2017 (ACS) (ACS) Under Age 5 7.21% 6.43% 6.20% 5.78% Ages 5-17 16.95% 18.31% 16.18% 14.69% 5.24% Ages 18-21 5.60% 5.83% 5.06% Ages 22-29 13.10% 10.97% 10.98% 11.21% Ages 30-39 16.06% 16.33% 14.14% 13.89% Ages 40-49 12.47% 14.49% 15.67% 14.68% Ages 50-64 14.63% 14.90% 17.15% 19.37% Age 65 and Over 13.98% 13.33% 13.86% 15.33% -Ages 65-74 7.54% 7.23% 7.34% 8.19% -Ages 75-84 4.88% 4.41% 4.71% 4.95% 1.55% -Age 85 and Over 1.69% 1.81% 2.20%

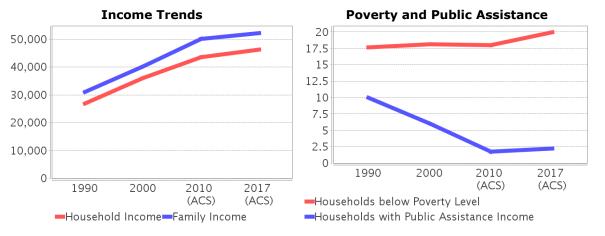
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38

NA



Income Trends - Miami-dade						
Description	1990	2000	2010 (ACS)	2017 (ACS)		
Median Household Income	\$26,909	\$35,966	\$43,605	\$46,338		
Median Family Income	\$31,113	\$40,260	\$50,065	\$52,235		
Population below Poverty Level	17.94%	17.97%	17.18%	18.98%		
Households below Poverty Level	17.62%	18.10%	18.02%	19.95%		
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.24%		



Disability Trends - Miami-dade

Median Age

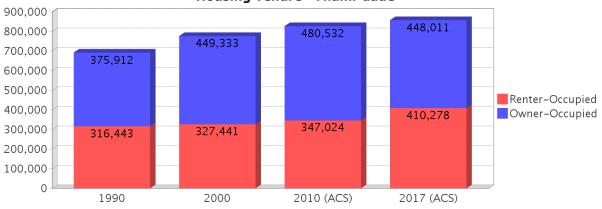
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description 1990 2000 2010 2017 (ACS) (ACS) 78,949 (5.28%) Population 16 To 324,062 64 Years with a (15.60%)(NA) (NA) disability Population 20 To NA NA NA 114,936 64 Years with a (NA) (NA) (NA) (6.96%)disability

Educational Attainment Trends - Miami-dade

Age 25 and Over		1	1	1	900,000
Description	1990	2000	2010 (ACS)	2017 (ACS)	800,000
Less than 9th Grade	228,426 (17.83%)	219,066 (14.68%)	202,413 (12.23%)	194,934 (10.23%)	700,000
9th to 12th Grade, No Diploma	219,856 (17.16%)	260,287 (17.45%)	178,335 (10.77%)	167,399 (8.78%)	500,000
High School Graduate or Higher	833,013 (65.01%)	1,012,436 (67.87%)	1,274,809 (77.00%)	1,543,966 (80.99%)	300,000
Bachelor's Degree or Higher	240,460 (18.77%)	323,399 (21.68%)	434,574 (26.25%)		200,000

Housing Tenure - Miami-dade



Language Trends - Miami-dade

Age 5 and Over			1	1
Description	1990	2000	2010 (ACS)	2017 (ACS)
Speaks English	221,943	285,783	302,397	333,659
Well	(12.34%)	(13.55%)	(13.18%)	(13.10%)
Speaks English	NA	261,782	294,777	317,308
Not Well	(NA)	(12.42%)	(12.85%)	(12.46%)
Speaks English	NA	184,249	217,650	241,775
Not at All	(NA)	(8.74%)	(9.49%)	(9.49%)
Speaks English Not Well or Not at All	341,005 (18.96%)	446,031 (21.15%)	512,427 (22.34%)	

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2017 (ACS)
Total	771,288	852,278	980,580	1,008,908
Units per Acre	0.608	0.671	0.772	0.794
Single-Family Units	365,600	448,569	508,364	503,457
Multi-Family Units	301,870	387,550	457,465	492,080
Mobile Home Units	15,359	15,338	14,234	13,071
Owner-Occupied Units	375,912	449,333	480,532	448,011
Renter-Occupied Units	316,443	327,441	347,024	410,278
Vacant Units	78,933	75,504	153,024	150,619
Median Housing Value	\$86,000	\$113,200	\$269,600	\$242,800
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	92,055 (10.73%)

County Data Sources

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https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data/2017.html

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http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

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source:

https://www.census.gov/people/disability/methodology/acs.html https://www.census.gov/population/www/cen2000/90vs00/index.html

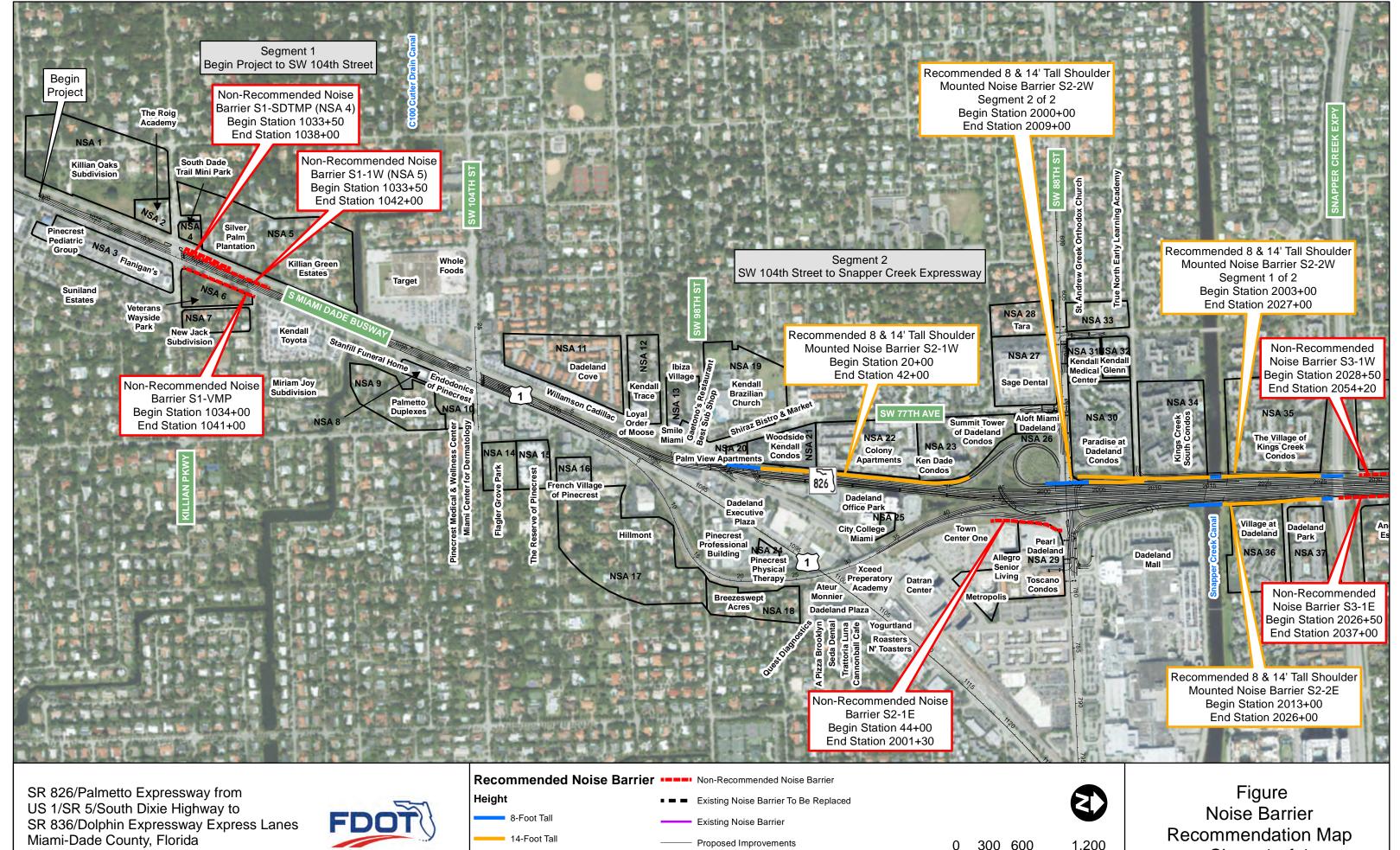
The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- $Community\ and\ Fraternal\ Centers\ https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm$
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
 Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use Florida DOT District 6 https://etdmpub.fla-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm







Miami-Dade County, Florida FPID: 432639-1-22-01



Date: October 2019

14-Foot Tall Proposed Improvements Noise Sensitive Areas



Recommendation Map Sheet 1 of 4

