

AIR QUALITY TECHNICAL MEMORANDUM

Florida Department of Transportation

District Six

SR 826/Palmetto Expressway PD&E Study

Limits of Project: From US 1/SR 5/Dixie Highway to NW 25th Street

Miami-Dade County, Florida

Financial Management Number: 432639-1-22-01

ETDM Number: 14308

Date: January 2026

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 May 26, 2022 and executed by the Federal Highway Administration and FDOT.

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Authorized Signature

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Print/Type Name

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Title

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Address

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Address

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# SR 826/PALMETTO EXPRESSWAY PD&E STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street

FPID No.: 432639-1-22-02 • FAP No. D617-027 • ETDM No.: 14308 • Miami-Dade County

# AIR QUALITY TECHNICAL MEMORANDUM

## DRAFT

January 2026



**Date:** January 16, 2026  
**To:** Steven Craig James, District Environmental Manager, Planning and Environmental Management Office, FDOT District Six  
**Prepared By:** Damon Quesenberry, Senior Environmental Scientist, AECOM Technical Services, Inc.  
**Project:** Financial Project Identification Number: 432639-1-22-02  
SR 826/Palmetto Expressway PD&E Study  
From US 1/SR 5/Dixie Highway to NW 25th Street  
Miami-Dade County  
**Subject:** **Air Quality Technical Memorandum**

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 May 26, 2022, and executed by the Federal Highway Administration and FDOT.

The FDOT, District Six, is conducting a Project Development and Environment (PD&E) Study for SR 826 (Palmetto Expressway) from US 1 (SR 5) to NW 25th Street.

The PD&E Study began in 2017 with a project approach that involved adding Dynamically Priced Express Lanes only along this segment of the corridor. In 2020, the study was placed on hold to explore alternative corridor options for this section of SR 826. In January 2021, the study resumed to consider additional alternatives for adding more lanes along the corridor, including travel lanes, managed lanes, high occupancy vehicle (HOV) lanes, and express lanes. The study reevaluated the improvements to the project study area by considering the following alternatives:

- Alternative 1 – Add an additional Travel Lane in each direction between US 1 and SR 836.
- Alternative 2 – Add one Bus Lane/High Occupancy Vehicle (HOV) Lane in each direction between US 1 and SR 836.
- Alternative 3 – Add one Managed Lane in each direction between US 1 and SR 836.

- Alternative 4 – Add an additional Travel Lane in each direction between US 1 and SR 874 and add an Express Lane in each direction between SR 874 and SR 836.
- Alternative 4A – Add an additional Travel Lane in each direction between US 1 and SR 836 and add an Express Lane in each direction between SR 874 and SR 836.

All the alternatives propose to add additional lanes and auxiliary lanes along this segment of SR 826 with interchange, intersection, and crossing roadway improvements at select locations. These improvements will enhance connectivity and improve access in and out of SR 826, supporting the optimal operation of the SR 826 corridor.

The project corridor traverses a region of diverse land use designations such as low and medium-high density residential communities, business, industrial, retail/office, institution, and transportation-related land uses. The primary land uses along the project corridor are residential and retail/ office.

The proposed project is located in Miami-Dade County, an area currently designated as being in attainment for particulate matter (2.5 microns in size and 10 microns in size) and carbon monoxide (CO).

The project alternatives were not subjected to a CO screening model since the project is a Type 2 Categorical Exclusion. In addition, the project does not meet the following thresholds per Section 19.2.2.1, Part 2, Chapter 19 of the PD&E Manual:

1. The project is an Environmental Impact Statement (EIS) and/or;
2. The total vehicular delay time (veh-hours) at an intersection in the design year build condition is projected to increase when compared to the design year no-build condition and/or;
3. The project is expected to have community controversy regarding air quality.

Florida is in attainment for particulate matter, both PM<sub>2.5</sub> and PM<sub>10</sub>, therefore no project level analysis is needed. In addition, since the Class of Action has been determined to be a Type 2 Categorical Exclusion, the project has no

potential meaningful Mobile Source Air Toxics (MSAT) effects and is exempt from MSAT analysis.

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to [improve/maintain] the Level of Service (LOS) and [reduce/not affect] delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.



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[www.SouthFLRoads.com/826expressouth](http://www.SouthFLRoads.com/826expresssouth)