ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14308

Financial Management Number: 432639-1-22-01

Federal-Aid Project Number: D617-027-B

Project Manager: Raul Quintela

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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 01/11/2018 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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Figure 1-1 - Location Map

1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT) District Six is conducting a Project Development and Environment (PD&E) Study for State Road (SR) 826 (Palmetto Expressway) from US 1 (SR 5) to NW 25th Street, a distance of approximately 8.4 miles (seeFigure 1-1). The objective of this PD&E Study is to evaluate corridor modifications to improve operations and interchange access. The study is also evaluating additional lanes and interchange improvements. The proposed improvements will address existing and future traffic needs, improve travel time reliability, enhance safety, and provide long-term mobility options along the corridor. The project is located in unincorporated Miami-Dade County, Florida.

The PD&E Study evaluated the following potential types of improvements along the SR 826 corridor:

- Additional travel lanes and auxiliary lanes.
- Interchange improvements - modification of existing entrance and exit ramps serving the interchanges.
- 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.

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.

SR 826, between US 1 and SR 874, consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and NW 25th Street, 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 eleven existing interchanges within the project limits. Nine of the eleven interchanges provide connections 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 service and distribute traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County. SR 874 and SR 836 are both tolled expressways maintained by the Greater Miami Expressway Agency (GMX).

1.2 Purpose and Need

The primary purpose and need for this project is to add lanes to the SR 826 corridor to meet future transportation demand, improve travel time reliability, and provide long-term mobility options. Secondary 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/Transportation Demand - The project traverses 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 29.9% and an employment increase of 35.1%. 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 16.8% and employment by 17.0%, the Northwest is projected to increase its population by 20.7% and employment by 17.5%, and population within the West is projected to increase by 22.2% and employment by 22.4%. 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 3,714 crashes along the north segment of SR 826 (SR 874 to NW 25th Street) during a five-year crash period, with 933 crashes in 2014, 921 crashes in 2015, 551 crashes in 2016, 668 crashes in 2017, and 641 crashes in 2018. Further review of these crashes by direction suggests that overall, 1,755 (47.3%) crashes occurred in the northbound direction and 1,794 (48.3%) crashes occurred in the southbound direction. There was a total of 1,015 crashes along the south segment of SR 826 (US 1 to SR 874) during the same five-year crash period, with 215 crashes in 2014, 196 crashes in 2015, 213 crashes in 2016, 221 crashes in 2017, and 170 crashes in 2018. Further review of these crashes by direction suggests that overall, 313 (30.8%) crashes occurred in the northbound direction and 343 (33.8%) crashes occurred in the southbound direction.

Safety along the corridor will be enhanced with the construction of additional lanes. The additional lanes will alleviate the frequent stop-and-go traffic conditions, reducing rear-end and sideswipe type crashes. Adding mainline and interchange lanes will improve mobility and reduce congestion along the corridor. The additional lanes will also help 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 east-west transportation corridor, SR 836. The corridor provides system-level connections to SR 874, SR 924, I-75, Florida's Turnpike, 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 and the Dadeland Mall, located at SW 88th Street. The northern segment of SR 826, between SR 836 to I-75, opened in August 2019 with an express lanes system and other corridor improvements. When combining the northern segment improvements with the southern segment additional lane improvements, this SR 826 regional system will greatly improve operations, 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 2018 Miami-Dade County Freight Plan Update. The plan identifies the construction of a separate, barrier-protected truck lane with manageable entry and exit points along SR 826 as a freight priority highway need for Miami-Dade County. However, adding more lanes along SR 826 would create a more efficient roadway network, improving traffic flow and operations between the mainline and interchanges. Although this study does not specifically evaluate a truck lane, the enhanced traffic conditions resulting from the addition of mainline and interchange lanes 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 crucial in facilitating traffic movement during emergency evacuation periods, as it connects to other major arterials and highways within the state's evacuation route network.

Project Status - The project is identified as funded in the Miami-Dade TPO's 2050 Long Range Transportation Plan (LRTP) for Construction as Priority II in Fiscal Year (FY) 2031-2035. Partial funding has been allocated for Design and

Right of Way in the TPO's FY 2026-2030 Transportation Improvement Program (TIP). The same phases are identified as partially funded in the FDOT's FY 2026-2029 State Transportation Improvement Program (STIP). The project is also included within the FDOT FY 2025/2026 - FY 2029/2030 SIS First Five-Year Plan, where it is partially funded for Design and Right of Way. Additionally, the project is identified as partially funded for Construction in the FDOT FY 2035 - FY 2050 SIS Long Range Cost Feasible Plan.

1.3 Planning Consistency

Please see ***Attachment A*** for additional planning consistency information.

The project is identified as funded in the Miami-Dade TPO's 2050 Long Range Transportation Plan (LRTP) for Construction as Priority II in Fiscal Year (FY) 2031-2035. Partial funding has been allocated for Design and Right of Way in the TPO's FY 2026-2030 Transportation Improvement Program (TIP). The same phases are identified as partially funded in the FDOT's FY 2026-2029 State Transportation Improvement Program (STIP). The project is also included within the FDOT FY 2025/2026 - FY 2029/2030 SIS First Five-Year Plan, where it is partially funded for Right of Way. Additionally, the project is identified as partially funded for Construction in the FDOT FY 2035 - FY 2050 SIS Long Range Cost Feasible Plan.

Currently Adopted LRTP-CFP	COMMENTS
Yes	This project is currently adopted in the LRTP-CFP and is consistent with the TIP and STIP, with $838,180,000 for Construction in Priority II (2031-2035).

	Currently Approved	$	FY	COMMENTS
PE (Final Design)				
TIP	Y	$1,019,000	<2026	The TIP is consistent with the STIP.
STIP	Y	$1,019,020	<2026	For PD&E: $13,897,186 was funded prior to FY 26 and $1,550,484 was funded in FY 26. The STIP is consistent with the TIP.
R/W				
TIP	Y	$1,500,000 $525,000 $500,000 $200,000 $110,000	2026-2027 2027-2028 2028-2029 2029-2030 >2030	The TIP is consistent with the STIP.
STIP	Y	$1,500,000 $525,000 $500,000 $310,080	2027 2028 2029 >2029	The STIP is consistent with the TIP.
Construction				
TIP	Y	831,019,000	>2028	
STIP	N			Not yet funded.

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?* Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	☐	☒	☐	☐
2. Economic	☐	☒	☐	☐
3. Land Use Changes	☐	☒	☐	☐
4. Mobility	☐	☐	☒	☐
5. Aesthetic Effects	☐	☒	☐	☐
6. Relocation Potential	☐	☒	☐	☐
7. Farmland Resources	☐	☐	☐	☒
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	☐	☒	☐	☐
2. Section 4(f) of the USDOT Act of 1966, as amended	☐	☒	☐	☐
3. Section 6(f) of the Land and Water Conservation Fund	☐	☐	☐	☒
4. Recreational Areas and Protected Lands	☐	☐	☐	☒
5. Natural Resources				
1. Protected Species and Habitat	☐	☒	☐	☐
2. Wetlands and Other Surface Waters	☐	☒	☐	☐
3. Essential Fish Habitat (EFH)	☐	☐	☐	☒
4. Floodplains	☐	☒	☐	☐
5. Sole Source Aquifer	☐	☒	☐	☐
6. Water Resources	☐	☒	☐	☐
7. Aquatic Preserves	☐	☐	☐	☒
8. Outstanding Florida Waters	☐	☐	☐	☒
9. Wild and Scenic Rivers	☐	☐	☐	☒
10. Coastal Barrier Resources	☐	☐	☐	☒
6. Physical Resources				
1. Highway Traffic Noise	☐	☒	☐	☐
2. Air Quality	☐	☒	☐	☐
3. Contamination	☐	☒	☐	☐
4. Utilities and Railroads	☐	☒	☐	☐
5. Construction	☐	☒	☐	☐

USCG Permit

☒ A USCG Permit IS NOT required.

☐ A USCG Permit IS required.

*** Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

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3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

Social Resources

Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual was used to evaluate the following section. Additionally, to meet the requirements of the Civil Rights Act of 1964, Environmental Justice (EO 12898), and other nondiscrimination laws and regulations, this project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

For additional information on the following, please refer to the Sociocultural Effects Evaluation (SCE) report completed for this project located in the State-Wide Environmental Project Tracker (SWEPT) project file at the FDOT District Six offices in Miami, Florida.

The SCE Study Area incorporates an area that extends a quarter of a mile from the centerline of SR 826 from US 1 to NW 25th Street.

Demographics

Table 3-1 shows that the study area's White population (47.8%) is higher than Miami-Dade County's (36.9%) but lower than Florida's statewide percentage (59.9%). In contrast, the African American population in the study area (2.2%) is substantially lower than both Miami-Dade County (15.4%) and Florida (15.3%). The study area has a notably higher Hispanic population (79.4%) compared to Miami-Dade County (68.8%) and Florida overall (26.7%). As a result, the study area's minority population (84.4%) is slightly lower than Miami-Dade County's (87.1%) but significantly higher than Florida's (48.6%).

Age characteristics show that the study area has a smaller proportion of residents under 18 years of age (18.8%) compared to Miami-Dade County (20.1%) and Florida (19.6%). The population aged 65 or older in the study area (19.7%) is higher than Miami-Dade County's (16.8%) but slightly lower than Florida's (21.1%). Correspondingly, the study area's median age (44.3) is higher than Miami-Dade County's (42.6) but slightly lower than the statewide median age (45.2).

EVALUATION CRITERIA	SCE STUDY AREA	MIAMI-DADE COUNTY	FLORIDA
Total Population	77,142	2,685,296	21,928,881
Percent White	47.8%	36.9%	59.9%
Percent Black	2.2%	15.4%	15.3%
Percent Asian	2.0%	1.6%	2.9%
Percent Other*	6.8%	7.8%	5.9%
Percent Hispanic (regardless of race)	79.4%	68.8%	26.7%
Percent Minority **	84.4%	87.1%	48.6%
Percent Under the Age of 18	18.8%	20.1%	19.6%

Percent Age 65 or Older	19.7%	16.8%	21.1%
Median Age	44.3	42.6	45.2
*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 3 - 1: Demographic Comparison, Total Population

*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 3-2 illustrates that the study area's median household income ($92,617) is considerably higher than that of Miami-Dade County ($68,694) and Florida statewide ($73,311). Correspondingly, the percentage of the population living below the poverty line in the study area (11.3%) is lower than in Miami-Dade County (14.7%) and slightly lower than the statewide rate for Florida (12.3%).

EVALUATION CRITERIA	SCE STUDY AREA	MIAMI-DADE COUNTY	FLORIDA
Median Household Income	$92,617	68,694	73,311
Percent of the Population with Income Below the Poverty Line	11.3%	14.7%	12.3%

Table 3 - 2: Demographic Comparison, Income

Table 3-3 shows that the study area has a lower percentage of residents aged 25 years and older with less than a high school diploma (11.1 %) than Miami-Dade County (17.5 %), but a slightly higher percentage than Florida overall (9.8 %). However, the proportion of residents with a high school diploma in the study area (64.2 %) is substantially lower than both Miami-Dade County (83.0 %) and the State of Florida (90.2 %). With respect to higher educational attainment, the share of the study area population holding a bachelor's, master's, doctorate, or professional degree (32.3 %) is comparable to Miami-Dade County (33.2 %), though somewhat lower than the statewide average (34.9 %).

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	11.1%	17.5%	9.8%
Percent of the Population 25 Years or Older with a High School Diploma	64.2%	83.0%	90.2 %
Percent of the Population with a Bachelor's, Master's, Doctorate, or Professional Degree	32.3%	33.2%	34.9%

Table 3 - 3: Demographic Comparison, Education

Table 3-4illustrates notable differences in language proficiency among the study area, Miami-Dade County, and Florida. The study area has a smaller proportion of residents who speak only English (18.5%) compared to Miami-Dade County (23.4%) and is substantially lower than Florida statewide (70.6%). Additionally, the percentage of the population age five and older that speaks English "not very well" in the study area (12.2%) is significantly lower than Miami-Dade County (32.7%) and comparable to the statewide rate for Florida (11.5%).

EVALUATION CRITERIA	SCE STUDY AREA	MIAMI-DADE COUNTY	FLORIDA

Percent of the Population that Speaks Only English	18.5%	23.4%	70.6%
Percent of the Population Five Years and Older that Speaks English Not Very Well	12.2%	32.7%	11.5%

Table 3 - 4: Demographic Comparison, Language

Table 3-5shows differences in housing characteristics among the study area, Miami-Dade County, and Florida. The study area's average household size (2.68) is slightly smaller than Miami-Dade County's (2.76) but larger than the statewide average for Florida (2.51). The percentage of occupied housing units in the study area (92.7%) is higher than both Miami-Dade County (88.9%) and Florida overall (84.8%).

In terms of tenure, the share of owner-occupied housing units in the study area (48.5%) is lower than in Miami-Dade County (52.2%) and substantially lower than Florida statewide (67.3%). Despite this, the median value of owner-occupied homes in the study area ($536,060) is significantly higher than Miami-Dade County ($430,345) and Florida ($320,801).

EVALUATION CRITERIA	**SCE STUDY AREA**	**MIAMI-DADE COUNTY**	**FLORIDA**
Total Number of Households	29,741	964,805	8,550,911
Average Household Size	2.68	2.76	2.51
Total Number of Housing Units	31,958	1,085,414	10,082,356
Percentage of Housing Units Occupied	92.7%	88.9%	84.8%
Percent of Occupied Housing Units, Owner-Occupied	48.5%	52.2 %	67.3%
Median Owner-Occupied Home Value	$536,060	$430,345	$320,801

Table 3-5: Demographic Comparison, Households and Housing Units

*Calculation did not include block groups where no value was determined

Table 3-6illustrates commuting and transportation characteristics for the study area compared to Miami-Dade County and Florida. The percentage of workers commuting by car, truck, or van in the study area (80.2%) is comparable to Miami-Dade County (79.6%) and slightly lower than the statewide rate for Florida (81.1%). Walking to work is less common in the study area (1.1%) than in Miami-Dade County (2.0%) and Florida overall (1.4%). Use of public transportation in the study area (3.8%) is slightly higher than in Miami-Dade County (3.3%) and substantially higher than the statewide average (1.2%).

The proportion of workers using "other" means of transportation in the study area (1.3%) is lower than in both Miami-Dade County (2.8%) and Florida (2.4%). Working from home is slightly more prevalent in the study area (13.5%) compared to Miami-Dade County (12.3%) and is similar to the Florida statewide rate (13.9%). Additionally, the percentage of households with no vehicle available in the study area (6.9%) is lower than in Miami-Dade County (9.7%) but slightly higher than the statewide average for Florida (5.9%).

EVALUATION CRITERIA	**SCE STUDY AREA**	**MIAMI-DADE COUNTY**	**FLORIDA**
Percent of the population that commute to/from work via a car, truck, or van	80.2%	79.6%	81.1%
Percent of the population that walks to/from work	1.1%	2.0%	1.4%

Percent of the population that takes public transportation (excluding taxicab)	3.8%	3.3%	1.2%
Percent of the population that travels to work/from via "other" means	1.3%	2.8%	2.4%
Percent of the population that works from home	13.5%	12.3%	13.9%
Percent of the population with no vehicle available	6.9%	9.7%	5.9%

Table 3-6: Demographic Comparison, Transportation

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:

- Public and Private Schools
- Religious Centers
- Parks & Recreational Facilities
- Hospitals
- Group Care Facilities
- Government Buildings
- Fire Stations
- Law Enforcement Facilities
- Cultural Centers
- Community Centers
- Civic Centers
- HealthCare Facilities
- Social Service Facilities
- Aviation Transportation Facilities
- Cemeteries
- Existing Recreational Trails

Community Cohesion

Of the four 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 four 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 have no single area of focus and incorporate a relatively small number of properties when compared to the neighborhood overall

The proposed improvements will 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, which will improve access to local business and activities and reduce the barrier that congestion creates within surrounding neighborhoods. To mitigate potentially negative community effects as a result of ROW impacts and relocations, community outreach and relocation assistance programs are being implemented. The integrity of existing communities will be maintained and impacts to community cohesion are anticipated to be minimal.

Safety and Emergency Response/Evacuation

The FDOT Crash Analysis Reporting System (CARS) was used to determine the number of crashes occurring along the corridor. Between the five-year period of January 1, 2014 to December 31, 2018, a total of 4,729 crashes occurred along the project corridor of which 2,603 (55.0%) were rear-end crashes, 1,149 (24.3%) were sideswipes, and 554 (11.7%) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion, weaving, merging, diverging, and other lane changing maneuvers within the project area.

The proposed improvements would have a positive impact on safety and emergency response. The additional travel lanes would 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 additional lanes will enhance emergency evacuation through increased flow of traffic and reduced evacuation time.

3.2 Economic

For additional information on the following, please refer to the SCE report completed for this project located in the SWEPT project file at the FDOT District Six offices in Miami, Florida.

Business Access and Activity

Based on figures produced by the US Census Bureau reported in the Longitudinal Employer-Household Dynamics database, the project study area currently supports 51,936 jobs (**Table 5-2**). The Retail Trade, Health Care and Social Assistance, and Transportation and Warehousing support the greatest share of the job market.

NAICS INDUSTRY SECTOR	YEAR 2023	
	COUNT	SHARE
Agriculture, Forestry, Fishing, and Hunting	24	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	3,995	6.3%
Manufacturing	1,526	2.4%
Wholesale Trade	3,764	5.9%
Retail Trade	9,854	15.4%
Transportation and Warehousing	6,640	10.4%
Information	1,576	2.5%
Finance and Insurance	3,949	6.2%
Real Estate and Rental and Leasing	3,125	4.9%
Professional, Scientific, and Technical Services	9,544	14.9%
Management of Companies and Enterprises	1,403	2.2%
Administration & Support, Waste Management and Remediation	5,185	8.1%
Educational Services	918	1.4%
Health Care and Social Assistance	5,696	8.9%
Arts, Entertainment, and Recreation	242	0.4%
Accommodation and Food Services	4,955	7.8%

Other Services (excluding Public Administration)	1,272	2.0%
Public Administration	192	0.3%

Table 3-7: SCE Study Area Jobs by NAICS Industry Sector

The proposed improvements for SR 826 are part of a larger set of improvements 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 17th Avenue and 2) West Flagler Street to north of NW 154th Street and along I-75 from SR 826/Palmetto Expressway to NW 170th Street in Miami-Dade County.

The abovementioned roadways along with the express lanes planned/operating along I-595, I-95, Florida's Turnpike, I-75, and the Sawgrass Expressway complete a network of connected roadways, 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 the proposed improvements. Therefore, traffic-based businesses such as retail trade are not expected to be negatively affected. Additionally, no existing businesses will be bypassed, and current access will be unaffected by the proposed improvements. No disproportionate impacts to businesses within low-income and majority elderly populations will occur as a result of the proposed improvements.

Special Designations

One census tract within the quarter mile study area qualifies as an Opportunity Zone. This zone is located near the SR 826 and SR 836 interchange. 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 proposed improvements 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. ROW impacts within the Opportunity Zone are expected at two locations:

1. At the jurisdictional transfers between SW 8th Street and Flagler Avenue; and
2. Within the SE Quadrant of the SR 836/Milam Dairy Road Interchange.

No residences will be impacted as a result of the proposed improvements within these Opportunity Zones. ROW impacts to one business, Double Tree by Hilton Hotel, within these Opportunity Zones will be slightly affected with a minor acquisition of approximately 6,000 sq. ft. of vacant land. No business amenities will be affected as a result of this impact. In addition, access to these businesses within these Opportunity Zones is expected to be enhanced as a result of the improvements to mobility along SR 826 and its intersecting arterials.

As part of Florida's Strategic Intermodal System (SIS) highway network, SR 826 supports vital commerce as it connects the employment and population centers of the region. The proposed transportation investment and resulting improvements are anticipated to serve all populations along the corridor and within the region equally as the improvements will enhance mobility along all of SR 826 and its interconnecting highway network. SR 826 is depicted in Figure 3.2 'National Highway Freight Network Designation in Miami-Dade County' within the 2018 Miami-Dade Freight Plan Update as part of the primary highway freight system.

Traffic Patterns

The traffic projections for this study were forecasted based on an opening year of 2035 and a design year of 2055, which is 20 years after construction. The study area traffic is expected to grow at 1.1% per year. By the year 2055, traffic volumes will be more than double along SR 826.

The proposed improvements are attracting more traffic than the No-Build Alternative due to the added lanes. The proposed improvements increase average throughput traffic by 7.0% compared to the No-Build Alternative. The proposed improvements alleviate congestion from the travel lanes by diverting 4.0% of the traffic to the proposed express lanes.

This segment of SR 826 is the missing link that will provide continuous additional lane improvements along SR 826 and allow for connectivity with the I-75 and I-95 corridor improvements. SR 826 provides system-level connections to I-95, Florida's Turnpike, I-75, SR 924, and SR 874.

The proposed improvements will improve mobility, throughput, travel speeds, and travel time for this vital SIS facility and crossing roadways. Additionally, this facility improvements 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 significantly improve capacity, safety, connectivity, and peak-hour travel times, thereby enhancing the system linkage within this region of Miami-Dade County.

The proposed improvements will add one travel lane in each direction between US 1 and SR 836, one express lane in each direction between SR 874 and SR 836, and auxiliary lanes at select locations. The express lanes remove 1,650 vehicles from the SR 826 travel lanes, improving the operations of the travel lanes. The express lane connection to SR 874, to and from the north, serves the number one origin and destination traffic pattern within the study limits. Although capacity has increased along SR 826, no significant changes in annual average daily traffic (AADT) volumes are expected along the arterial roadways when comparing the Build and No-Build Alternatives using 2055 volumes. Due to no significant change in AADT volumes, businesses that operate along the corridor are not expected to be negatively affected or bypassed by the proposed improvements.

Tax Base

While occurring mostly in existing right-of-way, all four Build Alternatives require both residential and commercial relocations as well as parcel impacts. Alternative 1 requires 55 parcels (24 potential relocations) with a ROW cost of $62.7 million, Alternative 3 requires 63 parcels (37 potential relocations) with a ROW cost of $95.0 million. 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 2023 totals. Alternative 3 resulted in the most revenue lost annually at $267,205 - Alternative 1 ($217,648). While the county will initially experience a loss in value, local businesses and neighborhoods will benefit from improved access and mobility. This could offset some of the negative effects of properties near the facility and within the study area experiencing an increase in value over time.

3.3 Land Use Changes

Existing Land Use

Existing land use was assessed through the review of current zoning map information. GIS shapefiles were downloaded from the Florida Geographic Data Library (FGDL) and compared to the project study area. ***Table 3-8*** reports total area by zoning description found within the project study area. The predominant land use present is residential (44.91%), followed by Retail/Office (16.47%), and Public/Semi-Public (14.58%).

ZONING DESCRIPTION	**ACRES**	**PERCENT**
Acreage Not Zoned for Agriculture	11.42	0.27%
Agricultural	0.95	0.02%
Centrally Assessed	30.2	0.72%
Industrial	261.32	6.21%
Institutional	98.25	2.34%
Parcels with No Values	45.37	1.08%
Public/Semi-Public	613.3	14.58%
Recreation	93.88	2.23%
Residential	1,888.49	44.91%
Retail/Office	692.66	16.47%
Vacant Nonresidential	127.84	3.04%
Vacant Residential	313.46	7.45%
Water	27.96	0.66%

Table 3-8: SCE Study Area Generalized Land Use

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 Preferred Alternative, this project is not expected to affect the current or future land use of the area. Potential relocations make up less than half of 1.0% of the land use identified in **Table 3-8**. 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.

Future Land Use

The project corridor is essentially built out. 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. This project is not expected to affect the future land use of the area.

3.4 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.

Accessibility, Connectivity, and Mobility Choices

The proposed corridor improvements will enhance multimodal modes in several different ways. The corridor improvements will create an opportunity for a Bus Rapid Transit service operating within the express lanes system

(continuously on a dedicated lane) that will connect with SR 836, and with the SR 826, I-75, and I-95 express lane systems. This transit service could have potentially scheduled stops at other park-and-ride lots within the County. The additional lanes along the corridor will provide opportunities for transit expansion along the crossing roadways and along the SR 826 travel lanes. The proposed interchange improvements will add the necessary capacity to enhance operations in and out of the freeway system. These interchange improvements enable the enhancement of local bus service operations by adding new routes and/or improving existing ones. The study area is currently served by 28 bus transit routes and Metrorail. This connection is anticipated to enhance access along SR 826 and its connecting highways/roadways for low-income, elderly, and other protected populations along the project corridor.

The crossing roadway improvements, at select locations, will improve the bicycle and pedestrian facilities. For example, SW 72nd Street (Sunset Drive) will now include an eight-foot wide shared-use path in both directions. Due to SR 826 being an existing facility, no changes to connectivity are expected between residential and non-residential areas via the roadway network.

3.5 Aesthetic Effects

Impacts of views/vistas from/of SR 826 are anticipated to be limited as the roadway is an existing facility. The SR 826 corridor is approximately nine 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, Miami International Airport, 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 44.91% 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. The proposed roadways would generally fit with the character of other major infrastructure elements found in major metropolitan areas. The viewshed of these communities facing SR 826 is not expected to be adversely altered with any additional increase in lane width and height, since most of SR 826 within the project corridor is currently elevated above the height of the adjacent communities. The aesthetic character of the area would be comparatively consistent with what exists today following construction of the proposed improvements.

3.6 Relocation Potential

The conceptual design plans presented for the proposed improvements identifies several areas of expanded ROW. The proposed improvements impact 65 parcels with 58 potential relocations. Of the 58 potential relocations, 23 are single family homes and one is a commercial property. The one potential commercial relocation is Lorimar, LLC, an automotive/marine service station.

The one potential commercial relocation is located in an area consisting of approximately 92.6% Hispanic (county-wide average is 68.8% Hispanic) with no disproportionate impact to low-income, elderly, or other protected populations. The 58 potential relocations are located in population areas consisting of, on average, 92.6% minority, 92.6% Hispanic, 3.1% low-income, and 31.13% elderly (please refer to **Table 3-9** for a comparison to county-wide and project study area averages). No adverse disproportionate impacts to protected populations are expected to occur as a result of the potential relocations associated with the proposed improvements.

Protected Population	Preferred Alternative	Miami-Dade County	Project Study Area

Low-Income	3.1%	14.7%	11.3%
Hispanic	92.6%	68.8%	84.4%
Elderly	31.1%	16.8%	19.7%
Minority	92.6%	87.1%	84.4%

Table 3-9: Relocation Impact Averages for Protected Populations

The number of parcels affected when compared to the community overall and the avoidance of impacts to community focal points limit the impact of the relocations on the community overall. Additionally, no non-residential uses have unique or special characteristics that are not likely to be reestablished in the community. To minimize the unavoidable effects of ROW acquisition and displacement of people, the FDOT will carry out a ROW 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.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, 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).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Miami, FL. with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 10/23/2019 Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT PD&E Manual was used to evaluate the following section.

A Cultural Resource Assessment Survey (CRAS) was prepared for FDOT, District 6, by Janus Research in 2019. On October 28, 2019, the Florida State Historic Preservation Officer (SHPO) concurred with the determinations of eligibility presented in the CRAS (SHPO/Florida Division of Historical Resources (FDHR) Project File Number 2016-5346C). In a subsequent Case Study Report, the SHPO concurred with the finding of no adverse effects for the proposed project in a letter dated March 10, 2020 (SHPO/FDHR Project File Number 2016-5346D).

In 2024, Janus Research completed a CRAS Addendum to address areas where design changes resulted in an expanded Area of Potential Effects (APE) since the previous documentation. On June 24, 2024, the SHPO concurred with the determinations in the report, the recommendations for the development of an Unanticipated Finds Plan (UFP) during design and the implementation of archaeological monitoring during construction, and that there was no change to the previous no adverse effects finding.

Since the last consultation with the SHPO in 2024, proposed improvements were refined with additional design changes. The current document provides an updated CRAS Addendum to address areas where design changes have resulted in an expanded APE since the previous documentation. The entire project corridor is in Sections 35 and 36 of Township 53 South, Range 40 East, Sections 2, 3, 10, 11, 14, 15, 22, 23, 26, 27, 34, and 35 of Township 54 South, Range 40 East, and Sections 2, 3, and 10 of Township 55 South, Range 40 East on the *Hialeah* (1988) and *South Miami* (1988) United States Geological Survey (USGS) quadrangle maps.

Copies of all three letters are included as appendices to the 2024 Addendum.

The purpose of the current CRAS Addendum is to assist in the avoidance of resources listed in, determined eligible, or considered potentially eligible for listing in the National Register of Historic Places (National Register) within the APE associated with the proposed project.

This Addendum complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (54 U.S. Code (USC) 306108), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the FDOT,*

the Advisory Council on Historic Preservation (ACHP), and the Florida SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida (Section 106 Programmatic Agreement, effective September 27, 2023); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *PD&E Manual* (effective July 31, 2024). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

Principal investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716). Archaeological investigations were conducted under the direction of Rudy J. Westerman, M.A. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

A Research Design was prepared to establish the APE used throughout the project corridor. The Research Design was attached to the original CRAS in 2019. The APE was determined by considering the type of improvements being proposed, the character of the project corridor, and the potential effects these improvements could have on cultural resources. Based on this, the archaeological resources APE consists of the footprint of any subsurface activities, as well as the footprint of newly proposed Right of Way (ROW). The historic resources APE consists of the footprint of all proposed improvements and proposed ROW, adjacent parcels for a distance of up to 150 feet from the proposed at-grade improvements and proposed ROW, and within 250 feet of the proposed elevated improvements. Any proposed elevated improvements were to range in height from 40-68 feet. The APE established in the Research Design was reviewed and accepted by FDOT.

The 2019 CRAS and 2024 CRAS Addendum resulted in the identification of a total of 472 historic resources within the historic resource APE. The historic resources consisted of 432 buildings, 16 linear resources, 12 bridges, 10 resource groups, and two cemeteries. The CRAS and CRAS Addendum resulted in the determination that seven resources (four structures, one cemetery, and two linear resources) were eligible for the National Register: Fairholm House/7425 Sunset Drive (8DA2892), FEC Railway (8DA10107), CSX Railroad (8DA10753), Miami Memorial Park Cemetery/6200 SW 77th Avenue (8DA17261), Sunset Montessori School/7430 Sunset Drive (8DA17305), South Miami Lutheran Church/7190 Sunset Drive (8DA17315), and 780 Tamiami Canal Road (8DA17609).

The Florida SHPO concurred with the National Register eligibility recommendations in a letter dated October 23, 2019 (Janus Research 2019). A subsequent Case Study report (Janus Research 2020) found that the proposed project would have no adverse effect to historic properties. A subsequent evaluation of effects in the 2024 CRAS Addendum resulted in the finding of no adverse effect to historic properties, as well as requirements to develop a UFP during design and for archaeological monitoring to occur during construction. Since the 2019 CRAS, 2020 Case Study, and 2024 CRAS Addendum were conducted in the recent past, these resources are not being re-evaluated as part of the current study and their determinations have not changed. Please see 2024 CRAS Addendum for additional information.

No newly recorded archaeological sites were identified within the archaeological APE considered in this Addendum. At the time of the 2024 CRAS Addendum, three previously recorded archaeological sites were identified within the footprint of the preferred alternative: Flagami Mound (8DA36), Flagami Midden 2 (8DA1073), and Woods Farms (8DA11815). In the area containing these sites, the project has not changed since the 2024 CRAS Addendum was conducted. Therefore, this area is outside of the archaeological APE addressed in this Addendum. However, background research revealed that one

additional archaeological site has been identified within the footprint of the preferred alternative that was not addressed in the previous CRAS Addendum: Flagami Midden 3 (8DA21530). This site was found during a monitoring project. Neither the monitoring archaeologist nor the SHPO have evaluated the National Register eligibility of the site.

The footprint of the preferred alternative in the vicinity of the previously recorded sites has been subjected to archaeological monitoring, and the Flagami Mound (8DA36) and Flagami Midden 2 (8DA1073) sites were found to have been destroyed by development. However, fragmentary human remains were identified during the monitoring in the vicinity of these two archaeological sites and reburied in a solution hole that is currently beneath a paved ramp shoulder. Due to the archaeological sensitivity of this area, the 2024 CRAS Addendum included two recommendations. First, a UFP specific to this project location was to be developed during the design phase of this project. Second, limited archaeological monitoring was to be required to confirm the disturbed nature of the project area and the avoidance of the reburial location. The SHPO concurred with these recommendations on June 24, 2024. The only change to these recommendations based on additional background research is that the limited archaeological monitoring include all initial ground disturbing work in the vicinity of the Flagami Midden 3 site (8DA21530).

Subsurface testing was not feasible within the archaeological APE considered in this Addendum due to the presence of existing at-grade roadways, elevated highways, sidewalks, driveways, parking lots, landscaping, berms, swales, ponds, canals, and subsurface drainage and utilities. The pedestrian survey of the archaeological APE confirmed its developed nature and low potential to contain intact archaeological sites.

The current historic resources survey resulted in the identification of a total of 53 historic resources within the historic resource APE not covered in the 2019 CRAS and 2024 CRAS Addendum. The historic resources consist of 28 newly identified structures (8DA24471-8DA24498), 19 previously recorded and evaluated structures (8DA17267, 8DA17269, 8DA17289-8DA17292, 8DA17300, 8DA17320-8DA17321, 8DA17376, 8DA17384, 8DA17386, 8DA17388, 8DA17390, 8DA17392, 8DA17395, 8DA17397, 8DA17553, 8DA21567, 8DA22762), and six previously recorded resource groups (8DA17632, 8DA17637, 8DA20495, 8DA20529, 8DA20593, 8DA20609).

The six identified resource groups consisted of two that have been evaluated as National Register ineligible in 2019 (8DA17632 and 8DA17637). No new information was revealed to alter these determinations. The four remaining resource groups (8DA17632, 8DA17637, 8DA20495, 8DA20529) were recorded in 2023 Shulman + Associates on behalf of Miami-Dade County. Although these resources were identified and recorded, they were not evaluated for National Register eligibility and the SHPO did not review the evaluations. Field survey and background research did not identify any significant associations with the four resource groups not previously evaluated and due to their commonality with other similar resources in Miami-Dade County they are considered National Register ineligible.
All of the 19 previously recorded and evaluated structures (8DA17267, 8DA17269, 8DA17289-8DA17292, 8DA17300, 8DA17320-8DA17321, 8DA17376, 8DA17384, 8DA17386, 8DA17388, 8DA17390, 8DA17392, 8DA17395, 8DA17397, 8DA17553, 8DA21567, 8DA22762) were previously determined National Register ineligible by the SHPO in 2013, 2019 or 2025. No new information has been revealed to justify a change in eligibility for these 19 resources. Therefore, they remain National Register ineligible.

The 28 newly recorded historic resources (8DA24471-8DA24498) exhibit common architecture and design types found throughout South Florida, and they have no known associations with significant people or events. Furthermore, several of these resources exhibit modifications that affect their historic physical integrity. Historical research and field surveys have not identified any significant associations with these resources. The structures do not appear to be located in a historic district. Therefore, these 28 newly recorded historic resources are considered ineligible for listing in the National Register either individually or as part of a historic district.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The following Section 4(f) recreational resources were determined to exist in close proximity to the project corridor. These include: Tropical Park, Humble Mini Park, Veterans Wayside Park, South Dade Trail Mini Park, and Sudlow Park. Veterans Wayside Park is owned by the Village of Pinecrest with the remaining resources owned by Miami-Dade Department of Parks, Recreation and Open Spaces (MDPROS). Letters of significance have been received for all five identified resources from the officials with jurisdiction. Due to design minimization efforts, none of these resources will be impacted and access will be unaffected.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area

The following Section 6(f) recreational resource was determined to exist in close proximity to the project corridor; Tropical Park. Due to design minimization efforts, this resource will not be impacted and access will be unaffected.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

For additional information on the following, please refer to the Natural Resources Evaluation (NRE) report completed for this project, which is located in the SWEPT project file at the FDOT District Six offices in Miami, Florida.

Species Occurrence and Effect Determinations

Protected Species and Habitat

The project study area was evaluated for potential occurrences of federally listed and state listed plant and animal species in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended; the Fish and Wildlife Conservation Act; the Migratory Bird Treaty Act (MBTA); the Protected Species and Habitat Chapter of the FDOT PD&E Manual; and Chapters 5B-40 and 68A-27, F.A.C. It is important to note that all federally listed species are also considered state listed species, so federally listed species fall under the jurisdiction of the FWS and the Florida Fish and Wildlife Conservation Commission (FWC). However, species only listed at the state level are not considered federally listed and fall under the sole jurisdiction of the FWC. The project study area was also evaluated for the occurrence of federally-designated Critical Habitat as defined by Congress in 50 C.F.R. 17. Based on this evaluation, it was determined that federally-designated Critical Habitat for the Florida manatee (*Trichechus manatus latirostris*) is present within the limits of the Build Alternatives. The project is also located within the FWS Consultation Areas for the Everglade snail kite (*Rostrhamus sociabilis plumbeus*), American Crocodile (*Crocodylus acutus*), and the Florida bonneted bat (*Eumops floridanus)*.

The project was screened through the ETDM Process (ETDM Project #14308) in 2017. During this time, the FWS and FWC commented on potential effects of the project to wildlife and habitat resources. The FWS indicated that the project may contain suitable wood stork (*Mycteria americana*) foraging habitat. Both the FWC and FWS also indicated that the Florida manatee may occur within or adjacent to the project study area. The FWS further indicated that the following federally listed species have potential to utilize habitats within the project study area: eastern indigo snake (*Drymarchon corais couperi*) and the Florida bonneted bat. The National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) commented that no protected marine resources will be affected by the proposed project and that no further coordination is required unless the project should be modified or FDOT determines adverse effects will result. Please refer to the ETDM Programming Screen Summary Report in FDOT's Statewide Environmental Project Tracker (SWEPT) project folder for additional details.

A total of ten federally listed animal species, three federally listed plant species, two species proposed for federal listing, four state listed animal species (not federally listed), and three state listed plant species (not federally listed) were identified as potentially occurring within the limits of the viable Build Alternatives. Additionally, while not state or federally

listed under the ESA, the bald eagle (*Haliaeetus leucocephalus*) and the osprey (*Pandion haliaetus*) were included in the protected species analysis due to the regulatory protections associated with these species.

The species referenced above, along with additional federal and/or state-protected wildlife and plant species that may be affected by the project, are detailed in the following sections.

A determination of May Affect, Not Likely to Adversely Affect (MANLAA) was concluded for the Florida manatee and the wood stork. A determination of No Effect was concluded for all other species having the potential to exist within or in close proximity to the project corridor. ***Table 5-1*** and ***Table 5-2*** provides a summary of the federally listed and state-listed animal and plant species with potential to occur within the limits of the proposed improvements, along with their corresponding effect determinations.

Common Name	**Scientific Name**	**Federal Status**	**State Status**	**Occurrence Potential**	**Effect Determination**
Mammals					
Florida Bonneted Bat	*Eumops floridanus*	E	FE	Low	No Effect
Tricolored Bat(1)	*Perimyotis subflavus*	PE	NL	Low	No Effect Anticipated
Florida Manatee(2)	*Trichechus manatus latirostris*	T	FT	High	MANLAA
Table 4 - 1: Listed/Protected Wildlife Species, Designation, and Potential for Occurrence (Continued)					
Common Name	**Scientific Name**	**Federal Status**	**State Status**	**Occurrence Potential**	**Effect Determination**
American Crocodile	*Crocodylus acutus*	T	FT	Low	No Effect
Eastern Indigo Snake	*Drymarchon corais couperi*	T	FT	Low	MANLAA
Birds					
Bald Eagle(3)(4)	*Haliaeetus leucocephalus*	NL	NL	Moderate	Not Applicable
Osprey(3)	*Pandion haliaetus*	NL	NL	High	Not Applicable
Everglade Snail Kite	*Rostrhamus sociabilis plumbeus*	E	FE	Low	No Effect
Wood Stork	*Mycteria americana*	T	FT	Moderate	MANLAA
Little Blue Heron	*Egretta caerulea*	NL	ST	Moderate	No Adverse Effect Anticipated
Reddish Egret	*Egretta rufescens*	NL	ST	Low	No Adverse Effect Anticipated
Roseate Spoonbill	*Platalea ajaja*	NL	ST	Low	No Adverse Effect Anticipated

Southeastern American Kestrel	*Falco sparverius paulus*	NL	ST	High	No Adverse Effect Anticipated
Insects					
Bartram's Hairstreak Butterfly	*Strymon acis bartrami*	E	FE	None	No Effect
Florida Leafwing Butterfly	*Anaea troglodyta floridalis*	E	FE	None	No Effect
Miami Blue Butterfly	*Cyclargus thomasi bethunebakeri*	E	FE	None	No Effect
Miami Tiger Beetle	*Cicindelidia floridana*	E	FE	None	No Effect
Monarch Butterfly(1)	*Danaus plexippus*	PT	NL	Low	Not Applicable

Table 5 - 1: Listed/Protected Wildlife Species, Designation, and Potential for Occurrence

Federal Status: E = Endangered, T = Threatened, PE = Proposed Endangered, PT = Proposed Threatened, NL = Not Listed
State Status: FE = Federally-designated endangered, FT = Federally-designated threatened, SE = State endangered, ST = State threatened, NL = Not Listed.
Effect Determination: MANLAA = May Affect, Not Likely to Adversely Affect.
(1) The tricolored bat and monarch butterfly are currently proposed for listing with the FWS and effect determinations are not warranted. However, for the tricolored bat, per recent guidance from FDOT Office of Environmental Management, an anticipated effect determination for the tricolored bat has been applied.
(2) The Florida manatee, including the Florida manatee subspecies, is also federally-protected by the *Marine Mammal Protection Act*.
(3) The bald eagle and osprey are not listed by the FWS or FWC but still federally-protected by the *Bald and Golden Eagle Protection Act* and the *Migratory Bird Treaty Act*.
(4) The FFWCC removed need for state permit to impact bald eagles or their nests under the 2017 Bald Eagle Management Plan.

Table 5-2 below provides the occurrence probability for federal and state listed/protected plant species. Although none of the federally listed plant species listed below were observed during the field reviews and have no potential to occur in the project study area due to lack of suitable habitat, they are included in this NRE because they are mentioned in the FWS' IPaC resource list (FWS 2025) generated for this project. The state listed plant species included below appear to have been planted as part of the landscaping along the roadway and were also included in the FDACS and FNAI databases.

Common Name	**Scientific Name**	**Federal Status**	**State Status**	**Occurrence Potential**	**Effect Determination**
West Indian mahogany	Swietenia mahagoni	N/A	ST	High (planted as part of landscaping along roadway)	No Adverse Effect Anticipated
Florida royal palm	Roystonea regia	N/A	SE	High (planted as part of landscaping along roadway)	No Adverse Effect Anticipated

Simpson's stopper	*Myrcianthes fragrans*	N/A	ST	High (planted as part of landscaping along roadway)	No Adverse Effect Anticipated
Carter's small-flowered Flax	*Linum carteri carteri*	E	FE	Low	No Effect
Florida brickell-bush	*Brickellia mosieri*	E	FE	Low	No Effect
Sand flax	*Linum arenicola*	E	FE	Low	No Effect

Table 5 - 2: Listed/Protected Plant Species, Designation, and Potential for Occurrence

Federal Status: E = Endangered, T = Threatened, NL = Not Listed, N/A = Not applicable.
State Status: FE = Federally-designated endangered, ST = State threatened, SE = State endangered.

A discussion of potential impacts to each of the species listed in the above tables (***Table 5-1*** and ***Table 5-2***) is included in the NRE, a companion document for this project. The discussion includes characterizations of each species and potential impacts resulting from each of the proposed viable build alternatives. Conservation and/or minimization of impacts measures are also included in the discussion of the NRE. The resulting effect determinations of these discussions for each of these species is included in the tables above. A copy of the NRE has been appended to the environmental document and uploaded to the project file in SWEPT.

The FDOT submitted an ESA Section 7 Consultation/Concurrence letter to the FWS on September 18, 2019 (***Attachment D***) to request written concurrence on the effects to critical habitat. A copy of the NRE was appended to that letter for FWS review. FWS concurred with the effect determinations and concluded that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the ESA on September 24, 2019 (***Attachment E***). The updates to the NRE include changing the effect determination for the Florida bonneted bat from MANLAA to No Effect based on the 2019 FWS guidance, which was not in effect during the previous evaluation and recent coordination with the FWS on similar projects. In addition, the tricolored bat (*Perimyotis subflavus*) was added as a Proposed Endangered species with an effect determination of No Effect Anticipated [this species does not appear in the FWS' Information for Planning and Consultation (IPaC) listing for this project - see NRE report in SWEPT file for details]. Also, the monarch butterfly (*Danaus plexippuswas*) added as a proposed threatened species with a finding of Not Applicable (see NRE report in SWEPT file for details). The critical habitat for Carter's small-flowered flax (*Linum carteri carteri*), Florida brickell-bush (*Brickellia mosieri*), and sand flax (*Linum arenicola*) were added with a finding of No Destruction or Adverse Modification for all three of these plant species. Follow up coordination with the FWS will be conducted via a technical assistance call to discuss and receive feedback on these updates.

Critical Habitats

Critical Habitat is a specific, federally-designated, geographic area that is essential for the conservation of a threatened or endangered species that may require special management and protection. Critical Habitat may include an area that is not currently occupied by the species, but that will be needed for its recovery. An area is designated as Critical Habitat after the FWS publishes a proposed federal regulation in the Federal Register and then receives public comments on the proposal. Once approved, the final boundaries of the Critical Habitat areas are also published in the Federal Register.

As discussed above, Critical Habitat for the Florida bonneted bat became effective on April 8, 2024. Since FWS-designated Critical Habitat for this species does not exist within the limits or directly adjacent to the proposed project; the viable Build Alternatives will not result in direct or indirect alteration that appreciably diminishes the value of the proposed

Critical Habitat for both the survival and recovery of this species. Therefore, a finding of **"No Destruction or Adverse Modification"** has been determined for the proposed Critical Habitat for the Florida bonneted bat.

Federally-designated Critical Habitat for the Florida manatee does exist within the proposed limits of the Build Alternatives [C-3 (Coral Gables Canal), C-4 (Tamiami Canal), North Line, and Loop Canal]. As discussed above, in-water work for each of these waterways with the exception of the Loop Canal is anticipated to occur as a result of this project. Bridge replacements, bridge removals, bridge widenings, culvert replacements and installations, and potential dredging activities will take place throughout the project study area. Although construction will occur within the limits of these features, no significant adverse impacts to the limits of these waterways are anticipated to occur. For the portions of the waterways that will be culverted (C-100A and Coral Gables Canal), air risers or similar, will be installed every 100-150 feet along the culverted sections to maintain water/air quality. Although the proposed alternatives will result in minor impacts to the overall Critical Habitat area within the project study area, these impacts will not inhibit manatee movement or result in adverse water quality. Therefore, the project will not result in a direct or indirect alteration that appreciably diminishes the value of Critical Habitat for both the survival and recovery of the manatee. A finding of **"No Destruction or Adverse Modification"** has been determined for the designated Critical Habitat for the Florida manatee.

In addition, Critical Habitat for Carter's small-flowered flax and Florida brickell-bush occurs within close proximity of the proposed project. However, these locations are outside the limits of the proposed project and no destruction of adverse modification will occur as these areas will not be impacted.

Strategic Habitat Conservation Areas

Strategic Habitat Conservation Areas (SHCA) are defined as regions not in public ownership, which are recommended for protection in order to maintain biological diversity. These SHCA designations are intended to indicate that the existing land use should be maintained in order to conserve state-wide biodiversity. According to the FFWCC, SHCAs were mapped state-wide in association with the FWC's Closing the Gaps in Florida's Wildlife Habitat Conservation System report (Cox et al., 1994).

There are no Strategic Habitat Conservation Areas within close proximity to the project study area. As such, no impacts are anticipated as a result of the proposed project.

Other Notable Communities in Close Proximity to the Project

Three environmentally endangered land sites including park natural areas within Tropical Park, park natural areas within AD (Doug) Barnes Park, and Trinity Pineland Preserve exist within close proximity to the project corridor. Due to the distance of these areas from the project corridor, no impacts to these other notable communities will occur as a result of the proposed project.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

In accordance with Presidential Executive Order 11990 entitled "Protection of Wetlands" and United States Department of Transportation Order 5660.1A, "Preservation of the Nation's Wetlands" and Part 2, Chapter 9 (Wetlands and Other Surface Waters) of the FDOT PD&E Manual, the project study area was reviewed to identify, quantify, and map wetland communities that are located within the proposed project boundaries. In order to protect, preserve, and enhance wetlands to the fullest extent possible, the FDOT has assessed wetlands that may be affected by proposed roadway improvements.

Wetland/surface water habitats were delineated and assessed on November 13th, 14th, 15th, and 16th, 2018 and December 10th and 13th, 2018 and March 16th and 25th 2021 in accordance with the State of Florida Wetlands Delineation Manual (Chapter 62-340, F.A.C.) and the guidelines found within the Regional Supplement to the US Army Core of Engineers (USACE) Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region (USACE 2010). No viable wetland habitat was observed within the limits of the project study area; however, surface water habitats were identified, delineated, and assessed.

Surface Waters and Stormwater Drainage Features

The existing surface waters and stormwater drainage retention areas within the study area vary in terms of habitat value, quality, level of intrusion by exotic/invasive (undesirable) vegetative species, and degree of geographical isolation. Field investigations identified four South Florida Water Management District (SFWMD)-owned canals, one Miami Dade County-owned canal, and 32 drainage/surface water features. Individual surface water habitats located within the project study area, by Florida Land Use, Cover and Forms Classification System (FLUCFCS) code and FWS classification, are summarized in ***Table 5-3.***

Name	Size of Feature (Acres)	FLUCFCS Code	FLUCFCS Description	FWS Wetland Classification
SF01	0.22	510	Streams and Waterways	PEM1A/h
SF02	0.03	510	Streams and Waterways	PEM1A/h
SF03	0.04	510	Streams and Waterways	PEM1A/h
SF04	1.41	530	Reservoirs	PUBHx
SF05	0.35	530	Reservoirs	PUBHx
SF06	1.11	530	Reservoirs	PUBHx
SF07	2.19	530	Reservoirs	PUBHx
SF08	0.25	530	Reservoirs	PUBHx
SF09	0.87	530	Reservoirs	PUBHx
SF10	0.87	510	Streams and Waterways	PEM1A/h
SF11	0.12	530	Reservoirs	PUBHx
SF12	0.12	510	Streams and Waterways	PEM1A/h
SF13	0.50	510	Streams and Waterways	PEM1A/h
SF14	1.29	530	Reservoirs	PUBHx
SF15	0.17	530	Reservoirs	PUBHx
SF16	0.05	510	Streams and Waterways	PEM1A/h
SF17	0.02	510	Streams and Waterways	PEM1A/h

SF18	0.22	530	Reservoirs	PUBHx
SF19	2.44	530	Reservoirs	PUBHx
SF20	0.64	530	Reservoirs	PUBHx
SF21	1.35	530	Reservoirs	PUBHx
SF22	78.72	530	Reservoirs	PUBHx
SF23	1.28	530	Reservoirs	PUBHx
SF24	28.04	530	Reservoirs	PUBHx
SF25	26.92	530	Reservoirs	PUBHx
SF26	1.52	530	Reservoirs	PUBHx
SF27	0.63	530	Reservoirs	PUBHx
SF28	0.22	530	Reservoirs	PUBHx
SF29	0.27	530	Reservoirs	PUBHx
SF30	0.23	530	Reservoirs	PUBHx
SF31	0.57	530	Reservoirs	PUBHx
SF32	0.53	510	Streams and Waterways	PEM1A/h
Snapper Creek Canal (C-2)	10.54	510	Streams and Waterways	R2UBHx / R5UBH
Coral Gables Canal (C-3)	15.24	510	Streams and Waterways	R2UBHx
Tamiami Canal (C-4)	12.69	510	Streams and Waterways	R2UBHx
North Line Canal	8.88	510	Streams and Waterways	R2UBHx
Cutler Drain Canal C-100A	4.21	510	Streams and Waterways	R2UBHx

Table 5-3: Summary of Individual Surface Waters

PEM1A/h - palustrine, emergent, persistent, temporarily flooded/permanently flooded
PUBHx - palustrine, unconsolidated bottom, permanently flooded, excavated
R2UBHx - riverine, lower perennial, unconsolidated bottom, permanently flooded, excavated
R5UBHx - riverine, unknown perennial, unconsolidated bottom, permanently flooded, excavated

Wetland and Surface Water Impacts

No viable vegetated wetland resources exist within the project corridor. No surface water impacts will result from the No Build Alternative. The proposed improvements will result in a similar acreage of impacts to state and federally jurisdictional drainage/surface water features. No other drainage/surface water features identified within the study area will be impacted as a result of the proposed improvements. The existing surface waters within the project study area all provide low quality habitat due to their location within a densely developed urban area and proximity to the existing roadway corridor.

The proposed drainage/surface water feature impacts will occur to excavated stormwater management facilities/drainage features (wet swales, wet retention/detention features, wet drainage conveyance features, etc.) associated with SR 826 in which water quality/quantity impacts will be addressed through improvements to the existing stormwater management system. Therefore, all drainage/surface water feature impacts will be offset by in-kind replacement of drainage features. As such, compensatory mitigation is not proposed, and a wetland functional assessment was not conducted as part of the NRE. ***Table 5-4*** below summarizes drainage/surface water feature impacts within the project study area for the proposed improvements. Individual impact areas were determined based on the footprint of proposed new roadway construction (not the total acreage of each surface water feature within the project right of way). For more information regarding wetlands and surface waters please refer to the NRE, which can be found in SWEPT and at the FDOT District Office in Miami, FL.

Drainage/Surface Water Feature	Preferred Alternative	
	SqFt	Acres
SF01	1,541.72	0.035
SF02	1,093.21	0.025
SF03	1,600.76	0.037
SF04	9,641.87	0.221
SF06	687.98	0.016
SF09	5,723.01	0.131
SF20	6,201.39	0.142
Subtotal Impacts (Drainage Features)	**26,489.94**	**0.607**
C-100A Canal	57.53	0.001
Snapper Creek Canal (C-2)	7,368.93	0.169
Coral Gables Canal (C-3)	195,322.86	4.484
Tamiami Canal (C-4)	22,311.88	0.512
North Line Canal	1,524.87	0.035
Subtotal Impacts (Surface Waters)	**226,586.07**	**5.201**
Total Impacts	**253,076.01**	**5.808**

Table 5-4: Drainage/Surface Water Feature Impacts

Avoidance and Minimization

Avoidance and minimization of impacts were demonstrated through utilization of the existing, previously disturbed right of way for the majority of the study area. Additionally, the potential for any incidental surface water feature impacts will be minimized to the greatest extent practicable during the project's design and permitting phase, and Best Management Practices (BMPs) will be implemented during construction and operation of the project in accordance with FDOT's current Standard Specifications for Road and Bridge Construction.

Agency Coordination

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. While mitigation is not anticipated for this project, the FDOT will coordinate with the USACE and SFWMD to ensure that any unanticipated mitigation requirements are fully satisfied. The specific type and extent of any required mitigation will be finalized during permitting.

An EFH Assessment is not required for this project as the affected surface waters are not tidally influenced and do not contain EFH.

A meeting with the SFWMD right of way department was conducted on December 7, 2018 to discuss the proposed improvements within the right of way of the C-100A, C-2, and C-4 Canals. A summary of the topics discussed is included in ***Attachment F***.

Refer to Section 8.0, Permits, of this document for additional agency coordination details.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

Pursuant to Presidential Executive Order 11988 ("Floodplain Management"), U.S. Department of Transportation Order 5650.2 ("Floodplain Management and Protection"), and Chapter 23, CFR 650A ("Location and Hydraulic Design of Encroachments on Flood Plains"), and in accordance with Part 2, Chapter 13 - *Floodplains* of the FDOT *PD&E Manual* (dated July 1, 2023), the proposed improvements were analyzed for potential floodplain impacts.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Miami-Dade County (April 2024) indicate the project falls within Zone X, Zone AE and Zone AH.

Areas classified as Zone X are outside the one percent annual chance floodplain, which are not prone to usual flooding. These areas are typically outside of the 100-year floodplain areas of 100-year sheet flow flooding where average depths are less than one foot, areas of 100-year stream flooding where the contributing drainage area is less than one square mile, or areas protected from the 100-year flood by levees.

Zone AE are areas that have a one percent probability of flooding every year (also known as the "100-year floodplain") and where base flood elevations above mean sea level have been established. The base flood elevations have been determined. Properties in Zone AE are considered to be at high risk of flooding under the National Flood Insurance Program. Construction in Zone AE areas must meet local floodplain zoning ordinance requirements.
Zone AH are areas subject to inundation by 1-percent-annual-chance shallow flooding, typically areas of ponding, where average depths are between one and three feet. Properties in Zone AH are considered to be at high risk of flooding under the National Flood Insurance Program. Construction in Zone AE areas must meet local floodplain zoning ordinance requirements.

Location hydraulic studies are required by the Federal-Aid Policy Guide 23 CFR 650A Sec. 650.111. The magnitude of the study reflects the level of significance for floodplain encroachment as determined in the Class of Action Determination from the ETDM Programming Screen. For the SR 826/Palmetto Expressway PD&E Study, the level of significance for floodplain encroachments is "*minimal encroachments*", reflective of projects with floodplain involvement, but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. Normally, these minimal efforts to address the impacts will consist of applying the Department's

drainage design standards and following the Water Management District's procedures to achieve results that will not increase or significantly change the floodplain elevations and/or limits. For projects where the level of significance for the floodplain encroachment is "*minimal encroachment*", the findings of the review of the alternative may consist of documentation in the project file.

The proposed drainage systems will perform hydraulically in a manner equal to or greater than the existing systems, and floodplain surface elevations are not expected to increase. Therefore, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

5.5 Sole Source Aquifer

Biscayne Aquifer

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer. In accordance with the Sole Source Aquifer Program, authorized by Section 1424(e) of the Safe Drinking Water Act of 1974.

The project study area was evaluated for contamination concerns. These concerns were assessed in the Contamination Screening Evaluation Report (CSER) as part of this study. The contamination concerns are summarized in Section 6.3 of this document. In summary, no underground plumes or monitoring wells will be affected by the proposed project. However, if dewatering activities are performed, sites with groundwater contaminated sites that are located within the radius of influence will be affected. All necessary precautions and BMPs pertaining to construction will be followed to prevent adverse impacts to the underlying sole source aquifer.

Additionally, the proposed stormwater management facilities (SMF) will be constructed first, treating stormwater as the roadway is constructed. Water quality will be accomplished using a combination of wet and dry detention volumes as required by SFWMD. Drainage inlets will also have inlet protections to prevent silt or debris discharges during construction. After construction is completed, the SMFs will continue to treat stormwater discharges from the newly constructed roadway. The SFWMD and FDOT stormwater quality and quantity criteria are anticipated to be met with construction of the new stormwater management system. Therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

The proposed project is not anticipated to have negative impacts to the Biscayne Aquifer system, which is the sole source of potable water for most of southeastern Florida. The FDOT requested the EPA's concurrence that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project. The written request included the EPA's Sole Source Aquifer Checklist and the Water Quality Impact Evaluation Checklist. The Sole Source Aquifer package was submitted to the EPA on September 24, 2019. EPA concurrence was received on December 18th, 2019. The EPA's response letter is attached as ***Attachment G***.

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, and extended the project limits north of NW 25th Street (approximately 1 mile north of the original northern limit). On 3/24/2022 the FDOT requested an additional review by the EPA of this updated information for concurrence that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project. The updated concurrence letter from the EPA is pending and will be

attached to this document as ***Attachment H*** once available.

5.6 Water Resources

Part 2, Chapter 11 (Water Quality and Stormwater) of the FDOT PD&E Manual was used to evaluate the following section.

The project is located in Miami-Dade County, Florida, contained within unincorporated Miami-Dade, and is within the jurisdictional boundary of the SFWMD, USACE, and Miami-Dade DRER. Please see ***Proposed Drainage Conditions*** below for information on existing and proposed stormwater management facilities.

Per the Water Quality Impact Evaluation (WQIE), water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with the latest edition of FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of BMPs, including temporary erosion control measures. Temporary erosion control measures will consist of inlet protection system, sediment barriers and floating turbidity barriers. These measures will be included in the Stormwater Pollution Prevention Plan (SWPPP), a component of the engineering design plans for the project. These measures will be implemented, as needed, by the awarded contractor prior to and during construction. Therefore, it is not anticipated that there will be any significant impact downstream of the construction area due to sedimentation or water quality degradation during construction.

Existing Drainage Conditions

The existing drainage system is subdivided into 22 systems. Each of these systems consist of a combination of stormwater inlets, wet/dry retention areas, swales, ditches, and French drains with existing overflow outfalls to local canals. Portions of the corridor experience flooding for the 25-year and 100-year storm events.

For details on the existing drainage conditions please refer to the Preliminary *Engineering Report* (PER), which is in the SWEPT project file at the FDOT District Six offices in Miami, Florida.

Proposed Drainage Conditions

SFWMD has established criteria for water quality, depending on the proposed type of stormwater treatment facility. All proposed stormwater management facilities will provide the necessary water quality treatment volume and limit the post-development peak discharge rate into the C-100 A, Snapper Creek, Coral Gables Canal, Tamiami Canal and North Line Canal to the pre-development peak discharge rate. Water quality treatment and discharge attenuation will be provided via existing and proposed dry detention/retention ponds and French drains.

Based on the conceptual drainage design evaluation for the proposed roadway and interchange improvements, the stormwater management facilities required to meet FDOT drainage criteria, as well as SFWMD/Miami-Dade County Department of Regulatory and Economic Resources (DRER) permit criteria, can be fully accommodated within the existing and proposed ROW, with no additional offsite ROW acquisition due solely for drainage purposes. The project will meet stormwater quantity and water quality requirements and criteria.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

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6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

A traffic noise study for this project (Type I) 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.

Per the Noise Study Report (NSR), design year (2055) traffic noise levels for the proposed improvements will approach [i.e., within 1 dB(A)], meet, or exceed the Noise Abatement Criteria (NAC) at 824 residences and 14 special land use sites within the project limits. In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for these impacted noise sensitive sites.

Noise barriers were not considered a feasible abatement option at 56 impacted residences within Noise Study Areas (NSAs) 7, 28, 29, 44, 47, 65, 66, 67 and ten special land use sites within NSAs 26, 48, 56, 69, 72, 75, 79, 93, 101, and 102. Noise barriers at these locations would restrict access to these sites and/or other properties, would require additional ROW to be acquired, represents an isolated impacted residence, or would not be feasible due to constructability issues and additional costs.

Noise barriers were evaluated for 768 of 824 residences and four of the 14 special land use sites that approach, meet, or exceed the NAC. Twenty-four separate common noise environments (CNEs) were used to assess noise barriers at these locations. Of the 24 CNEs, noise barriers are recommended for further consideration during the project's design phase and for public input at 13 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 Attachment I.

The 13 CNEs where noise barriers are recommended include: S2-1W, S2-2E, S2-2W, S4-1E, S5-1E, S6-1E, S6-1W, S7-1E, S7-1W, S8-1E, S8-1SW, S8-2SW, and S9-1E. Noise barriers at six of the 13 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 seven of the 13 CNEs where noise barriers have been recommended for further consideration represent replacement noise barriers (i.e., S6-1E, S6-1W, S7-1E, S7-1W, S8-1E, S8-1SW, and S9-1E). 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 in accordance with FDOT's noise policy.

The recommended noise barriers at these 13 CNEs are expected to reduce traffic noise by at least 5 dB(A) at 721 residences including 310 of the 824 impacted residences along the project corridor. The estimated cost of the recommended noise barriers is $14,526,000. 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., S1-1W, S2-1E, S3-1E, S3-2E, S3-1W, 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., balconies) associated with the high-rise residential buildings (i.e., up to nine floors) in the vicinity of Kendall Drive and SR 836. The balconies 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 14 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.

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 study 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.

6.2 Air Quality

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 the Level of Service (LOS) and reduce 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.

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 the Level of Service (LOS) and reduce 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.

6.3 Contamination

The proposed project has been evaluated, and potential contamination concerns have been identified for the proposed viable project Build Alternatives. For the viable Build Alternatives, the degree of potential contamination concerns is equivalent due to the location and distance of the potential contaminated sites with reference to the proposed project layout.

As a result of a review of all available data, such as agency file reviews at Miami-Dade County DRER and Florida Department of Environmental Protection (FDEP); the EDR database report; historic data reviews including aerial photography; and the site reconnaissance; the following 56 sites were identified to pose potential contamination concerns to the proposed project. The 56 identified sites, with risk rating (No risk, Low risk, Medium risk, and High risk) associated with the project development. The locations of these sites are identified in ***Appendix J*** .

After a review of the information for the identified sites, site reconnaissance was conducted on January 7, 2026, to confirm the locations of these sites and to identify any additional sites that could pose potential contamination concerns to the proposed construction activities. The locations of identified sites are confirmed and no additional sites with potential contamination concerns were identified. In order to obtain environmental/contamination related information not available in the regulatory databases, interviews were conducted with the property owner/tenants/occupants for the sites that were identified with potential contamination concerns. The locations of identified sites are confirmed and no additional sites with potential contamination concerns were identified.

6.4 Utilities and Railroads

Utilities and railroads are discussed further in the PER for this project. There are numerous utilities throughout the study corridor, as shown in Table 6-3.

Depending on the location and the depth of utilities, construction of the proposed project will likely require adjustments or relocation of some facilities.

Utilities

Utility Agency Owners (UAOs) located in the vicinity of the SR 826 were contacted and requested to provide information regarding their utility facilities within the project study area. Existing UAOs and contact information are provided in***Table 6-2***.

Utility Agency/Owner	**Facility**
AT&T - Florida	Telephone
Atlantic Broadband	Cable TV
CenturyLink / Level 3 Communications (Formerly Qwest Communications)	Fiber Optic
Comcast Cable	Cable TV & Fiber
Crown Castle Fiber	Fiber
Crown Castle NG	Fiber
Fiberlight, LLC.	Fiber Optic
Florida City Gas	Natural Gas
Florida Department of Transportation D6 ITS	Fiber Optic
Florida Gas Transmission	Natural Gas
Florida Power & Light Distribution	Electric
Florida Power & Light Transmission	Electric
Greater Miami Expressway Agency (GMX)	Electric & Fiber
Hotwire Communications	Fiber, Telephone, Cable TV, Coax
MCI / Verizon	Communications / Fiber Optic
Miami-Dade Enterprise Technology Services Dept.	Fiber Optic
Miami-Dade County Public Works	Traffic/
Miami-Dade Water & Sewer Department	Water & Sewer
Redflex Traffic Systems, Inc.	Traffic Control / Street Lights
Suburban Propane	Propane
Univision Network	Not Available

Table 6 - 2: Utility Agency Owners

Source: FDOT District Utility Office (District Six)
Notes: The UAO contact list was developed based on letters sent to each UAO or via responses received from the UAO within the SR 826 corridor at the beginning of the PD&E Study.
The following is a summary of existing utility facilities within the study limits. The crossing roadways and distances described below are approximate locations.

AT&T - Florida

AT&T has substantial utility facilities located within the study corridor. These include manholes, buried and overhead telephone. The following are the locations indicated by the UAO:

- SW 108th Street
- SW 98th Street
- SR 94 / SW 88th Street
- SR 986 / SW 72nd Street

- SW 56th Street / Miller Drive
- SR 976 / Bird Road
- SW 24th Street / Coral Way
- SR 968 / W Flagler Street
- NW 25th Street

Atlantic Broadband

Fiber optic cable (FOC) locations within the study corridor were provided by the UAO. The FOC utilities are indicated to be buried underground. The following are the locations indicated by the UAO:

- SR 94 / SW 88th Street
- SW 78th Street
- SW 28th Street

Centurylink / Level 3 Communications

According to the review conducted by Centurylink / Level 3 Communications, the UAO does not have existing facilities within the limits of this project.

Comcast Cable

Comcast Cable facilities include subgrade and aerial lines. The following are the locations indicated by the UAO:

- SW 112th Street / Killian Drive - aerial
- Along SR 5 / US 1 from within the limits of the study - buried
- SR 94 / SW 88th Street - buried
- SW 76th Avenue from SW 82nd Street to SW 78th Street - buried
- SW 77th Avenue from SW 88th Street to SW 80th Street - buried
- SW 82nd Street - buried
- SW 80th Street - buried
- SW 78th Street - aerial
- SW 77th Court - aerial
- SR 986 / SW 72nd Street - aerial
- SW 77th avenue from SW 70th Street to SW 58th Street - aerial
- SW 60th Street - aerial
- SW 58th Street - aerial
- SW 56th Street - buried
- SW 77th Court - aerial
- SR 976 / SW 40th Street - buried
- SW 72nd Avenue - aerial
- SW 76th Avenue from south of SW 35th Street to S Waterway Drive - aerial
- SW 32nd Terrace - aerial
- SW 28th Street - aerial
- SW 16th Street - aerial

- SR 90 / SW 8th Street / Tamiami Trail - buried
- SR 968 / W Flagler Street - buried
- NW 12th Street - buried and aerial
- NW 87th Avenue - buried
- NW 82nd Avenue - buried
- Crown Castle Fiber

FOC locations were provided by the UAO within the study limits. The FOC utilities are indicated to be aerial and buried underground. The following are the locations indicated by the UAO:

- SR 5 / US 1 / South Dixie Highway on the west side from SW 112th Street to SW 104th Street - aerial
- SW 104th Street - aerial and buried
- SR 5 / US 1 / South Dixie Highway from south of SW 104th Street to north of SR 826 northbound - buried
- SW 104th Street - aerial and buried
- SW 77th Avenue from SW 100th Street to SW 95th Terrace - aerial and buried
- SR 94 / SW 88th Street - buried
- SW 77th Avenue from SW 86th Street to SW 80th Street - aerial and buried
- SW 76th Avenue from SW 80th Street to SW 74th Street - buried
- SW 75th Avenue from SW 74th Street to SR 976 / SW 72nd Street - aerial
- SR 976 / SW 72nd Street - aerial
- SW 75th Avenue from SW 49th Terrace to SR 976 / SW 40th Street - buried
- SR 976 / SW 40th Street - buried
- SW 34th Street - buried
- SW 24th Street / Coral Way around SW 75th Avenue - buried
- SW 16th Street - aerial
- SR 90 / SW 8th Street from SW 82nd Avenue to west of SW 79th Avenue - aerial
- SR 968 / W Flagler Street - aerial and buried
- NW 12th Street - aerial and buried

Crown Castle NG

The UAO provided the location of FOC at the southern end of the PD&E study limits. The FOC utilities are indicated to be buried underground. The following is the location indicated by the UAO:

- Buried Underground Fiber - Within the existing SW 112th Street ROW (south side), in the vicinity of the US 1 intersection.

Fiberlight, LLC.

The UAO identified buried underground FOC facilities within the study limits. The following are the locations indicated by the UAO:

- NW 12th Street from NW 84th Avenue to NW 72nd Avenue
- NW 82nd Avenue
- NW 72nd Avenue old alignment

Florida City Gas

The UAO provided as-built plans to show the location of their gas utilities within the study corridor. The documentation provided included the location of gas mains along the corridor, as well as the sizing of the facilities. Florida City Gas utilities are located within or adjacent the ROW of the project study limits. The following are the locations indicated by the UAO:

- SW 98th Street - 8" gas main.
- SR 94 / SW 88th Street - 4" gas main.
- SR 976 / SW 40th Street - 4" gas main.
- SW 24th Street / Coral Way - 6" gas main.
- Private road adjacent to SR 826 ramp, between SR 968 / Flagler St and SR 836 - 2" gas main

Florida Gas Transmission (FGT)

The UAO provided the locations of their natural gas transmission pipelines within the study limits. The information was provided via base map markups during the coordination phase. The following are the locations indicated by the UAO:

- SW 104th Street - Existing 18" Outer Diameter (O.D.) x 0.250" Wall Thickness (W.T.), Grade X52 Natural Gas Transmission Pipeline (FLMEA).
- SR 5 / US 1 / South Dixie Highway from SW 104th Street to South of SR 826 northbound - Existing 4.50" O.D. x 0.219" W.T., Grade B, Natural Gas Transmission Pipeline (FLBUR).
- SW 24th Street / Coral Way from East of SW 82nd Avenue to SW 78th Place - Existing 6.625" O.D. x 0.188" W.T., Grade B Natural Gas Transmission Pipeline (FLMED).
- SR 968 / Flagler Street - Existing 18" O.D. x 0.250" W.T., Grade X52, Natural Gas Transmission Pipeline (FLMEA).
- SW 72nd Avenue from NW 7th Street to RR Tracks - Existing 18" O.D. x 0.250" W.T., Grade X52, Natural Gas Transmission Pipeline (FLMEA).
- North of NW 12th Street parallel to RR Tracks - Existing 12.75" O.D. x 0.375" W.T., Grade X42, Natural Gas Transmission Pipeline (FLMEB).

Florida Power & Light (FPL)- Distribution

The UAO provided documentation of the location of existing distribution facilities, which consist of overhead and underground lines within the study limits. The following notes were provided by FPL addressing work in the vicinity of FPL's existing facilities:

1 Contractors must maintain clearances, as required by OSHA, when working in the proximity of FPL's high-voltage transmission conductors and lower voltage distribution conductors.
2 The roadway contractor must maintain access to all FPL facilities at all times during construction.
3 All existing facilities must remain energized during road construction.
The following are the locations of FPL's distribution lines:

- SR 5 / US 1 / South Dixie Highway from SW 112th Street to SW 106th Street - overhead power line.
- Running parallel to the US 1 Busway (west side) from SW 104th Street to SW 98th Street - overhead power line.

- Running parallel to the US 1 Busway (west side) from SW 100th Street to SR 826 NB overpass - buried power line.
- SW 98th Street - buried power line.
- SR 94 / SW 88th Street - buried power line.
- SW 77th avenue from SW 86th Street to SW 74th Street - overhead power line.
- SW 85th Street - overhead power line.
- SW 78th Street - overhead power line.
- SW 74th Street - overhead power line.
- SW 77th Avenue from SW 70th Street to SW 58th Street - overhead power line.
- SW 68th Terrace - overhead power line.
- SW 62nd Street - overhead power line.
- SW 60th Street - overhead power line.
- SW 56th Street - overhead power line.
- SR 90 / SW 8th Street - overhead and buried power lines
- SW 77th Court and SW 77th Avenue from SW 2nd Street to SR 968 / West Flagler Street - overhead power line.
- NW 7th Street - buried power line.

Florida Power & Light - Transmission

The UAO provided documentation of the location of the existing transmission facilities, which consist of overhead lines. The following notes were provided by FPL regarding work in the vicinity of FPL's existing facilities:

1 Contractors must maintain clearances, as required by OSHA, when working in the proximity of FPL's high-voltage transmission conductors and lower voltage distribution conductors.
2 The roadway contractor must maintain access to all FPL facilities at all times during construction.
3 All existing facilities must remain energized during road construction.
The following are the locations of FPL's transmission lines:

- SW 80th Street - 138kV Transmission Line.
- SW 56th Street / Miller Drive - 138kV Transmission Line.
- SW 12th Street - 230kV Transmission Line.
- SW 4th Street - 138 kV Transmission Line.
- SW 77th Court from SW 4th Street to SW 2nd Street - 138 kV Transmission Line.
- SW 2nd Street - 138 kV Transmission Line.
- SR 968 / West Flagler Street - 138 kV Transmission Line.
- NW 7th Street from East of NW 79th Avenue to Milam Dairy Road - 138 kV Transmission Line.
- NW 89 Court - (2) 230kV Transmission Lines.
- SW 87th Avenue from SR 836 to NW 7th Street - 138kV Transmission Line.
- NW 7th Street from NW 87th Avenue to NW 82nd Avenue - 138 kV Transmission Line.
- NW 72nd Avenue - 138 kV Transmission Line.

Greater Miami Expressway Agency (GMX)

GMX provided utility records within the SR 826 study limits. Their existing facilities include conduits located in the areas of the Don Shula Expressway (SR 874) interchange and the Dolphin Expressway (SR 836) interchange.

Hotwire Communications

The UAO provided the locations of their underground FOC facilities via base map markups. The following are the locations indicated by the UAO:

- SR 94 / SW 88th Street - buried
- SW 86th Street - buried
- SR 976 / SW 40th Street - buried

MCI / Verizon

The UAO provided the locations of their underground FOC facilities via base map markups. The following are the locations indicated by the UAO:

- SR 94 / SW 88th Street - buried
- Dadeland Boulevard at SR 94 / SW 88th Street - buried
- SR 968 / W Flagler Street - buried
- SW 82nd Avenue at W Flagler Street - buried

Miami-Dade Enterprise Technology Services Department

According to the review conducted by MDC Enterprise Technology Services, the agency does not have any communications facilities within the project limits.

Miami-Dade County Public Works

Facilities owned or maintained by Miami-Dade County Public Works include street lighting and traffic signals. The location of the facilities was not provided by Miami-Dade County at this phase. Potential impacts to street lighting and traffic signals (if any) are to be coordinated with Miami-Dade County in future phases of the project.

Miami-Dade Water & Sewer Department

Miami-Dade Water and Sewer Department (M-D WASD) provided utility records within the study limits. Their facilities consist of water and sanitary sewer mains along the study corridor. The following are the locations indicated by the UAO:

- US 1 at SW 108th Street - 12" Force Main
- US 1 NB at SW 100th Street - 12" Water Main
- US 1 at SW 98th Street - 8" Water Main
- US 1 at SW 98th Street - 42" Force Main
- SW 77th Avenue at SW 98th Street - 12" Water Main
- US 1 at SW 102nd Street - 8" Force Main
- SR 94 / SW 88th Street - 24" Force Main
- SR 94 / SW 88th Street - 12" Water Main
- SW 77th Avenue north of Snapper Creek Expressway - 16" Water Main
- SW 77th Court at SW 72nd Street - 16" DIP Water Main

- SW 72nd Street - 36" DIP Water Main
- SW 76th Avenue at SW 64th St. - 8" DIP Water Main
- SW 56th Street - 48" Water Main
- SW 56th Street - 8" Water Main
- SW 40th Street - 16" Water Main
- SW 40th Street - 48" Water Main
- SW 36th Street - 8" DIP Water Main
- SW 24th Street - 12" Force Main
- SW 24th Street - 30" and 16" Water Main
- Along SW 76th Court from SW 24th Street to SW 8th Street - 30", 12"and 4" Water Main
- SW 8th Street - 30" and 24" DIP Water Main
- Along SW 77th Avenue from SW 4th Street to Flagler Street - 6" Water Main
- SR 968 /Flagler Street - 12" DIP Water Main
- SR 968 /Flagler Street - 60" and 54" Force Main
- Mall of Americas - 8" Force Main
- NW 7th Street - 16" Water Main
- SW 2nd Street - 30" Force Main

Redflex Traffic Systems, Inc.

The UAO provided utility records within the study limits. The following are the locations of the Redflex Traffic System utilities:

- US 1 at SW 112th Street - buried conduit
- US 1 at SW 104th Street - buried conduit

Suburban Propane

According to the review conducted by Suburban Propane, the agency does not have any underground mains or services in the vicinity of the project.

Univision Network
According to the review conducted by Univision Network, the agency does not have existing facilities within the limits of the project.

Railroads

Railroad Crossing

There are no at-grade railroad crossings within the study limits. SR 826 overpasses the following rail lines within the project limits.
1. CSX Mainline Class I
Location: Railroad under SR 826, just south of the SR 874 junction
Crossing Number: 631076X
Owner: CSXT

Tracks: Single
Railroad Type: Freight
Speed: 25mph
ROW: 100 for tracks
2. Miami-Dade County Metrorail Green and Orange Lines
Location: Railroad under SR 826 Northbound on-ramp from US 1
Crossing Number: N/A
Owner: Miami-Dade Transit
Tracks: Dual
Railroad Type: Commuter
Speed: 25mph
ROW: 60ft-86ft for tracks
3. CSX Mainline Class I
Location: Railroad under SR 826, just north of SR 836
Crossing Number: N/A
Owner: CSX
Tracks: Single
Railroad Type: Freight
Speed: 10mph
ROW: 100 for tracks

6.5 Construction

Construction noise and vibration impacts to the project corridor will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. According to Section 335.02 of the Florida Statutes, the FDOT is exempt from compliance with local ordinances. However, it is the FDOT's policy is to follow the requirements of local ordinances to the extent that is considered reasonable. Also, the contractor will be instructed to coordinate with the project engineer and the Department Noise Specialist should unanticipated noise or vibration issues arise during project construction.

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

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

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7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the DRAFT Preliminary Engineering Report Vol 1 .

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)	Status
USACE Section 408 Permit	To be acquired

State Permit(s)	Status
DEP or WMD Environmental Resource Permit (ERP)	To be acquired
DEP National Pollutant Discharge Elimination System Permit	To be acquired
WMD Right of Way Permit	To be acquired

Local Permit(s)	Status
DRER Class II Drainage Discharge Permit	To be acquired
DRER Class III ROW Permit	To be acquired
DRER Class V Construction Dewatering Permit	To be acquired
DRER Class VI Construction Drainage Systems	To be acquired

Other Permit(s)	Status
SFWMD Water Use Permit (for construction dewatering)	To be acquired

Permits Comments

A review of existing environmental permits was conducted to obtain background information for the project corridor. A list of these permits is provided below:

- SFWMD Environmental Resource Permit (ERP) 13-01782-P (SR 826 / SW 24th Street interchange improvements)
- SFWMD ERP 13-02686-P (SR 826 from SR 874 to north of SW 33rd Street - Section 2)
- SFWMD 13-02339-P (SR 826 / SW 8th Street interchange improvements)
- SFWMD ERP 13-04284-P (SR 826 / SR 836 interchange improvements)
- SFWMD ERP 13-00791-S (SR 826 from US-1 to north of SW 72nd Street)

The US Army Corps of Engineers (USACE), FDEP and SFWMD regulate impacts to wetlands and surface waters within the project study area. The USACE also reviews and approves any alterations or improvements proposed within a USACE Civil Works project or works authorized by Congress (e.g., federally funded constructed canals) pursuant to 33 CFR 408. Other resource agencies, including the NMFS, USEPA, and FWS, and FWC, review and comment on wetland/surface water impact permit applications. The FDEP also regulates stormwater discharges from construction sites through the EPA's National Pollutant Discharge Elimination System program. DRER regulates offsite drainage discharge for off-system areas (areas outside the limits of the designated State Highway System). DRER, as well as the SFWMD also regulate county and state canal rights of way, respectively. Furthermore, if determined to be needed by the awarded contactor, the SFWMD and DRER regulate construction dewatering (off-system areas only for DRER).

The complexity of the permitting process will depend greatly on the degree of the impact to jurisdictional areas. The following permits are anticipated to be required for this project:

Permit Issuing Agency

- Section 404 Clean Water Act Dredge and Fill Permit FDEP or USACE
- Section 408 Approval USACE
- Environmental Resource Permit (ERP) SFWMD
- ROW Occupancy Permits/Modifications SFWMD
- Water Use Permits (for construction dewatering) SFWMD
- National Pollutant Discharge Elimination System (NPDES) FDEP
- Class II Drainage Discharge Permit DRER
- Class III ROW Permits DRER
- Class V Construction Dewatering Permit DRER
- Class VI Construction Drainage Systems DRER

The Clean Water Act requires an Individual Section 404 Dredge and Fill Permit if it is determined that more than 1/2-acre of wetlands/surface waters will be impacted. An individual permit will require compliance with the 404(b)(1) guidelines, including verification that all impacts have first been eliminated to the greatest extent practicable, that unavoidable impacts have been reduced to the greatest extent practicable, and lastly that unavoidable impacts have been mitigated. The Section 404 Dredge and Fill Permit will be required from the USACE. A Section 408 approval will also be required from the USACE for modifications/alterations to the C-4 (Tamiami), C-2 (Snapper Creek), C-3 (Coral Gables) and C-100A (Cutler Drain) canals as these features appear to be approved works of the United States Congress.

The SFWMD requires an ERP when construction of any project results in the modification or creation of a water management system or results in impacts to wetlands or waters of the state. Although ERPs exist for portions of the corridor, it is anticipated that a new Individual ERP will be required for this project. A Conceptual ERP may be initially applied for by the FDOT followed by construction ERPs for the entire project or per each segment being advanced for construction if the project is PD&E study limits are subdivided into smaller segments for design/construction.

It is also anticipated that a Right-of-Way Occupancy Permit for work within the SFWMD's right-of-way of the C-100A, C-2, and C-4 canals will be required per coordination with the SFWMD's Right of Way Department. A separate permit (modification) will be required for each waterway/bridge.

A Water Use Permit for construction dewatering may also be required from the SFWMD. The need for the Water Use Permit will be determined during the final design phase of the project.

Under the FDEP's delegated authority from the USEPA to administer the NPDES program, construction sites that will result in greater than one acre of disturbance must file for and obtain either coverage under an appropriate generic permit or an individual permit for point source discharges of stormwater to waters of the United States. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., BMPs) that will be used to reduce the pollutants. This permit will be required for the implementation of any of the viable Build Alternatives.

Miami-Dade DRER requires permits for off-system work proposed outside of FDOT right of way such as along the surface arterials not owned by the State. If any off-system stormwater management components include an offsite discharge outfall, it is anticipated that a Class II Drainage Discharge Permit will be required from DRER. The Class II permit may be upgraded to a Class VI Construction Drainage Systems permit if drainage installations are proposed in areas of known soil or groundwater contamination. A Class III Right-of-Way permit will also be required from the DRER for work within the Coral Gables and North Line canal rights-of-way. Per coordination with Miami-Dade County DRER Water Control, a separate Class III application is required for each bridge crossing as well as for each culverted canal section. A Class IV Freshwater Wetlands Permit is required for impacts to surface water features for off-system work proposed outside of FDOT right of way such as along the surface arterials not owned by the State. In addition, if construction dewatering is determined to be required, a Class V Dewatering Permit will be required (similar to the Water Use Permit from the SFWMD noted above) for off-system dewatering activities required outside of FDOT right of way such as along the surface arterials not owned by the State.

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9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing
The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was developed and implemented for the SR 826 PD&E Study from US 1 to NW 25th Street in Miami-Dade County. 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.

Briefings were held with the following elected officials/agencies/stakeholders prior to the scheduled public meetings:

- City of Doral
- City of South Miami
- Village of Pinecrest
- Miami-Dade County
- Commissioner Carollo, District 3
- Commissioner Reyes, District 4
- Commissioner Rebecca Sosa's Special Project Liaison, District 6
- Commissioner Xavier L. Suarez's Aid, District 7
- Commissioner Jose Diaz, District 12
- Federal Highway Administration

A PD&E Study newsletter and project exhibits were presented during these briefings.
The PIP focused on the ETDM process, elected officials, agency meetings, public informational meetings, and several community outreach techniques, including a project website and project newsletters. These elements are described herein.

Public information meetings began in the winter of 2017 and have continued throughout the study process. Exhibits and project information have been provided for public review and comment at each meeting. Exhibits and project information are also available on the project website. Florida Department of Transportation (FDOT) representatives have been available at each meeting to discuss the project and answer questions, as well as members of the consultant team.

Between 2017 and 2019 the PD&E Study had a Public Kick-Off Meeting, Elected Officials/Agency Kick-Off Meeting, an Alternatives Public Workshop, and a Public Hearing all presenting the project approach of adding Dynamically Priced Express Lanes along this segment of the SR 826 corridor.

Elected Officials/Agencies/Stakeholders Briefings - Briefings have been held with the following Elected Officials/Agencies/Stakeholders prior to the 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 2017 - Both an Elected Officials/Agency and Public Kick-Off Meetings were held in December 2017 in Miami-Dade County. 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 Study process in general, and to provide FDOT with initial concerns and areas to evaluate as part of the study. Numerous exhibits and project information were provided for public review. A project newsletter describing the PD&E Study was distributed to all the attendees.

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

- Florida International University
- Florida Medical College
- Dolphin Mall
- Mall of Americas
- Dadeland Mall
- International Mall
- Flagami NET Office
- Versailles Gardens II Condominium
- Flagler Corporate Center
- The Greenery Mall Administrative Office
- Downtown Dadeland 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
- Suniland Shopping Center
- 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.

The following are some of the comment topics provided at the meetings:

- Noise barrier requests and understanding of process
- Project schedule between now and construction

Elected Officials/Agencies/Stakeholders Briefings - Briefings have been 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 2019 - 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.

Additional outreach included distributing Alternatives Public Workshop notices to 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

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- 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
- 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 are some of the comment topics provided at the meeting:

- Mixed feedback for express lanes
- Modifications to the intersection timing plans
- Provide more noise barriers
- Suggested more transit improvements
- Right of way acquisition process

Public Hearing 2019- A Public Hearing was held on Thursday, November 7th, 2019. The purpose of this hearing was to present to the public the preferred alternative and seek public input. Numerous exhibits detailing the project were provided for public review. A project newsletter describing the PD&E Study to date was distributed to all the attendees.

Additional outreach included distributing Alternative Public Workshop notices to 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
- Existing Conditions
- No-Build Alternative Conditions
- South Florida Express Lanes
- Milestone Project Schedule
- Preferred Alternative
- Roadway Typical Sections
- Level of Service
- Preliminary Cost Estimate
- Noise

The hearing was held on Thursday, November 7, 2019, at the West Dade Regional Library, Auditorium 1, 9445 Coral Way, Miami, Florida 33165.A total of 20 written comments and 13 verbal comments were received at this hearing. Approximately 145 people attended the meeting.

The following are some of the comment topics provided at the meeting:

- Provide more noise barriers
- Requests to not include tolls
- Why consider express lanes?
- Discussions about using shoulders for emergencies

All comments received during the Public Hearing have been recorded and documented as part of the PD&E Study process. All comments received during the 10-day period following the Public Hearing were included in the Public Transcript. Comments have been responded to via email and/or mail.

PD&E Study: A New Approach - 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 corridor improvements for the project area, considering four new build alternatives that add lanes along the corridor. Between 2021 and 2025, the PD&E Study held two Alternatives Public Workshops, both presenting the new project approach.

Alternatives Public Workshop 2021 - A Hybrid Alternatives Public Workshop was held in December 2021 in Miami-Dade County. The in-person and virtual sessions were held concurrently on the same day. The virtual session was held using the GoToWebinar Platform. The purpose of this workshop was to present the new alternative highway improvement concepts along the project study area. The workshop consisted of a pre-recorded formal presentation, followed by an exhibits overview video session, and a comment period. Numerous exhibits and project information were provided for review. A project newsletter with information on the PD&E Study to date was distributed to all the attendees.

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

- Project Study Area
- PD&E Study Process
- Needs of the Project
- Environmental Features
- No-Build Alternative Conditions
- Build Alternatives
- Evaluation Matrix
- Roadway Typical Sections
- PD&E Milestone Schedule

The workshop was held on Tuesday, December 14, 2021, at the FDOT District Six Auditorium, 1000 NW 111th Avenue, Miami, Florida 33172. A total of 13 in-person comments and 17 virtual comments were received at this workshop. Thirty-one people attended in-person and 43 people attended virtually.

The following are some of the comment topics provided at the meeting:

- Requested a clear definition of managed lanes
- Requested a definition of HOV lanes
- Asked which type of vehicles could use the HOV lanes
- Provide more noise barriers
- Asked which alternative analysis criteria was used in the study
- Concerns about pollution mitigation
- Construction timeline
- Expansion of transit improvements
- Right of way acquisition process

Sunset Drive Community Engagement Meeting - A Community Engagement Meeting was held in October 2024 in Miami-Dade County. The purpose of this workshop was to present the proposed improvements at the intersection of Sunset Drive (within limits of the designated State Historic Highway). Numerous exhibits and project information were provided for review. A project newsletter with information on the PD&E Study to date was distributed to all the attendees.

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

- PD&E Study Process
- Project Study Area
- Needs of the Project
- Existing Conditions
- Roadway Typical Sections

The meeting was held on Monday, October 28, 2024, at the St. Matthew the Apostle Episcopal Church located at 7410 Sunset Drive, Miami, FL 33143. A total of three verbal comments were received at this workshop. Approximately 36 people attended the meeting.

The following are some of the comment topics provided at the meeting:

- Construction segmentation
- Safety concerns
- Project funding timeline

Alternatives Public Workshop 2025 -A Hybrid Alternatives Public Workshop was held in November 2025 in Miami-Dade County. The in-person and virtual sessions were held concurrently on the same day. The virtual session was held using the GoToWebinar Platform. The purpose of this workshop was to present the new alternative highway improvement alternatives concepts along the study area. The workshop consisted of a pre-recorded formal presentation, followed by an exhibits overview video session, and a comment period. Numerous exhibits and project information were provided for review. A project newsletter with information on the PD&E Study to date was distributed to all the attendees.

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

- Project Study Area
- PD&E Study Process
- Needs of the Project
- Environmental Features
- No-Build Alternative Conditions
- Build Alternatives
- Evaluation Matrix
- Roadway Typical Sections
- PD&E Milestone Schedule

The workshop was held on Thursday, November 6, 2025, at the enVision Hotel Miami International Airport, located at 7250 NW 11th Street, Miami, FL 33126. A total of four in-person comments and 22 virtual comments were received at this workshop. Fifty-one people attended in-person and 48 people attended virtually.
The following are some of the comment topics provided at the meeting:

- Right-of-way acquisition process
- Funding for construction timeline
- Requested if property will be impacted

- Access modifications

Public Hearing 2026 - A Public Hearing is planned in March 2026. 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 fact sheet describing the PD&E Study to date will be distributed to all the attendees. Once the Comments and Coordination Report is complete after the Public Hearing, this section will be updated.

Summary of Public Hearing:
This section will be updated after the Public Hearing occurs.

Date of Public Hearing: 03/02/2026
Summary of Public Hearing
This section will be updated after the Public Hearing occurs.

DRAFT

10. Commitments Summary

1. In compliance with the applicable provisions of Chapter 83-365 of the Laws of Florida designating portions of Sunset Drive as a State Historic Highway, any trees to be removed will be replaced and/or relocated with a similar type of tree of equivalent size within the limits of the designated historic highway section of Sunset Drive. The tree disposition plan will be developed during the Design phase of the project.
2. An Unanticipated Finds Plan specific to the SR 826/SR 836 Interchange project area will be developed for the project. Limited archaeological monitoring during construction will be conducted by a professional Archaeologist provided by the FDOT. The monitoring is to confirm the disturbance and lack of natural soils within the Area of Potential Effect, as well as to spot check and confirm avoidance of ground disturbing activities at a solution hole containing reburied human remains under the existing paved shoulder of the northbound to eastbound ramp. Limited monitoring is to occur in the vicinity of Flagami Mound (8DA36) and Flagami Midden 2 (8DA1073) archaeological sites and the above-mentioned ramp.
3. Prior to commencing construction activities, the FDOT is committed to re-surveying the project corridor for features that could serve as potential roosting habitat and signs of the Florida bonneted bat. If any signs of the Florida bonneted bat are observed, the FDOT is committed to reinitiating consultation with the FWS to determine the appropriate course of action.
4. For the portions of the C-100A and Coral Gables canal that will be culverted, air risers will be installed every 100-150 feet along the culverted sections to maintain water/air quality.
5. During the design phase of this project, the FDOT will survey the project study area for the presence of active osprey nests. Permits will be applied for if impacts to active nests during construction are unavoidable.
6. FDOT is committed to the construction of feasible and reasonable noise abatement measures (i.e., recommended noise barriers) at the noise impacted locations identified in the Noise Study Report contingent upon the following conditions:
   - Final recommendations on the construction of abatement measures are determined during the project's design and through the public involvement process.
   - Detailed noise analyses during the final design process supports the need, feasibility and reasonableness of providing abatement.
   - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
   - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office.
   - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.
7. Five publicly-owned parks exist adjacent to the project corridor: Tropical Park, Humble Mini Park, Sudlow Park, Veterans Wayside Park, and South Dade Trail Mini Park. FDOT's contractor will not stage materials or make temporary use of these parks during construction.
8. FDOT will continue to coordinate with Greater Miami Expressway Agency (GMX) the approach and process to modify the connections to and from SR 874 and SR 836 in and out of SR 826.

9. FDOT will continue to coordinate with MDT the approach and process to connect the SR 826 express lanes system to the US 1 Busway Corridor. The coordination will also include discussing strategies to enforce the use of the bus only lanes and the access in and out of the express lanes system.
10. Any Design Variation or Design Exception affecting SR 874 and SR 836 shall be provided to GMX for review and approval.

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11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Supporting Documentation Specific to Social Resources
Cultural Resources Assessment Survey (CRAS) Addendum 4/12/2022
Cultural Resources Assessment Survey (CRAS) 2019
Cultural Resources Assessment Survey (CRAS) Addendum 6/7/2024
Cultural Resources Assessment Survey (CRAS) Addendum 1/13/2026
Natural Resources Evaluation (NRE)
Water Quality Impact Evaluation (WQIE) Checklist
Noise Study Report (NSR)
Air Quality Technical Memorandum
Contamination Screening Evaluation Report (CSER)
DRAFT Preliminary Engineering Report Vol 1
DRAFT Preliminary Engineering Report Vol 2
Public Involvement Program

DRAFT

Attachments

Planning Consistency

Attachment A - Project Plan Consistency Documentation

Social and Economic

Attachment B - Land Use

Cultural Resources

SHPO Concurrence Letters
State Historic Highway Technical Memorandum 011526
PROS South Dade Trail Mini-Park Signed OWJ Ltr 11-12-19
SignedOwnerJurisdictionLetter_StatementOfSignificance_FDOT_SudlowPark_Jan282020
SR 826 Statement of Significance Letter OWJ - Veterans Wayside Park
Section 4(f) Report

Natural Resources

Attachment D - FWS Effect Determination Concurrence Letter to FWS
Attachment E - FWS Effect Determination Concurrence Letter from FWS
Attachment F - Agency Meeting Notes SFWMD FDOT USACE
Attachment G - EPA Concurrence Letter from EPA 2019
Attachment H - EPA Concurrence Letter from EPA 2022

Physical Resources

Attachment I - Noise Maps
Noise Barrier Evaluation Summary and Recommendations Tables
Appendix J Potential Contaminated Sites in the Vicinity of the PD&E Study

DRAFT

Planning Consistency Appendix

Contents:

Attachment A - Project Plan Consistency Documentation

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DRAFT

Attachment A

Project Plan Consistency Documentation

SMART M.A.P. 2050

Mobility. Accessibility. Prosperity.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

LONG RANGE TRANSPORTATION PLAN

Table 4-18. FDOT SIS Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
16	FDOT	SR 826 / Palmetto Expressway	East of NW 57 Avenue	East of NW 42 Avenue	Add Lanes & Reconstruct	$77.356	$0.004
17	FDOT	SR 826 / Palmetto Expressway	East of NW 42 Avenue	East of NW 32 Avenue	Add Lanes & Reconstruct	$74.592	$0.004
18*	FDOT	SR 826 / Palmetto Expressway EB Ramp	SR 826 / Palmetto Expressway EB	SR 9 / I-95 NB	Interchange Ramp (New)	$207.234	
19*	FDOT	SR 826 / Palmetto Expressway	US 1 / S Dixie Highway	NW 25 Street	Preliminary Engineering for Future Capacity / Managed Lanes	$766.982	$117.230
20	FDOT	SR 826 / Palmetto Expressway	NW 32 Avenue	US 1 NW 17 Avenue	Add Lanes & Reconstruct	$105.840	$0.004
21*	FDOT	SR 9 / I-95	S of SR 860 / Miami Gardens Drive	Broward County Line	PD&E/EMO Study / Capacity Improvements/Modify Interchanges	$619.790	
22*	FDOT	SR 93 / I-75	SR 826 / Palmetto Expressway	Broward County Line	PD&E/EMO STUDY / Capacity Improvements / Modify Interchanges	$26.010	$6.010
23*	FDOT	SR 9A / I-95	North of NW 143 Street	South of SR 860 / MIA Gardens Drive	PD&E/EMO Study / Capacity Improvements/Modify Interchanges	$180.114	$5.500
Priority II (2031-2035)							
24*	FDOT	Golden Glades Interchange East Lot	Golden Glades Interchange	Golden Glades Interchange	Truck parking and travel center	$12.000	
25	FDOT	SR 9A / I-95	North of Biscayne Canal	SR 860 / Miami Garden Drive	Add Lanes & Reconstruct	$65.844	
Priority III (2036-2040)							
26	FDOT	SR 826/Palmetto Expressway	NW 17 Avenue	SR 9/I-95	Managed Lanes	$161.811	
Priority IV (2041-2050)							
27*	FDOT	SR 826 / Palmetto Expressway	I-75	Golden Glades Interchange	Add Special Use Lanes	$89.594	
28	FDOT	SR 826 / Palmetto Expressway	NW 32 Avenue	NW 17 Avenue	Managed Lanes	$105.836	

** Project not shown on map.* *Note: O&M costs for projects on the State Highway System (SHS) are accounted for in the Districtwide Revenue Estimate for Resurfacing, Bridge, and Operations & Maintenance (O&M). These costs are identified in the 2050 Revenue Forecast Handbook on pages 33-34.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$150.063															$150.063		
$144.701															$144.701		
$304.760			$1.160	$56.700				$66.493				$80.410				$99.997	
$838.180							$838.180										
$205.322															$205.322		
$798.261		$30.789					$744.072				$23.400						
$25.800					$25.800												
$330.951					$15.480										$315.471		
Priority II (2031-2035)																	
$15.480							$15.480										
$84.939							$84.939										
Priority III (2036-2040)																	
$252.425											$252.425						
Priority IV (2041-2050)																	
$173.812															$173.812		
$205.322															$205.322		

Note: YoE = Year of Expenditure.

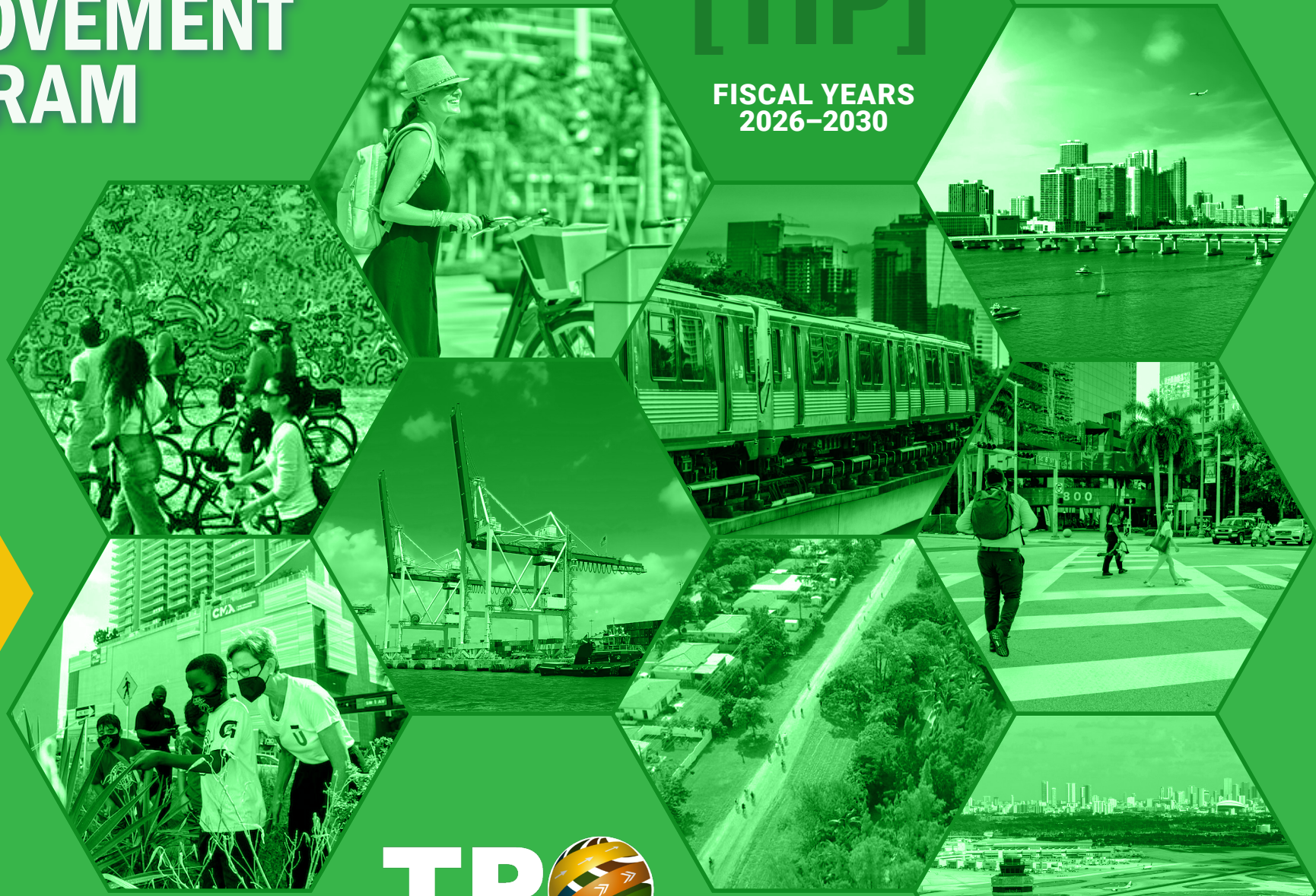
PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

TRANSPORTATION IMPROVEMENT PROGRAM

[TIP]

APPROVED MAY 29, 2025

FISCAL YEARS 2026–2030



TPO

Miami-Dade Transportation Planning Organization

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FEDERALLY-FUNDED PROJECTS

HIGHWAYS

TPO Project No	Facility/Project Name	County	Type of Work							Federal Funding Components					5-Yr Page Ref
Agency Project No	From / Location To / Location	Old Item	Roadway ID	Length (miles)	Begin Point	End Point	Lanes Exist	Lanes Improv	Lanes Add'l						
										CONSTRUCTION	GFBZ	0	0	1,694	0

DT4301615	CONSTRUCTION FINAL ESTIMATES CONTRACT SUPPORT FOR LAP OVERSIGHT	DIST/ST-WIDE	INSPECT CONSTRUCTION PROJS.									Proposed Funding ($000s)				PL 2.1 -188
4301615			6	0.0	0.0	0.0	0	0	0	Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	
										CONSTRUCTION	SA	390	280	280	280	

DT4326391	SR 826 / PALMETTO EXPRESSWAY	MIAMI-DADE	PRELIM ENG FOR FUTURE CAPACITY									Proposed Funding ($000s)				PL 2.1 -199
4326391	US 1 / S DIXIE HIGHWAY NW 25 STREET		6	8.4	0.0	0.0	0	0	0	Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	
										RIGHT OF WAY	ACNP	0	1,500	525	0	

DT4355051	CITY OF MIAMI GARDENS - NW 199 STREET / BETTY FERGUSON RECREATIONAL COMPLEX	MIAMI-DADE	BIKE PATH/TRAIL									Proposed Funding ($000s)				PL 2.1 -212
4355051			12	0.0	0.0	0.0	0	0	0	Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	
										CONSTRUCTION	TALT	596	0	0	0	
										CONSTRUCTION	TALU	410	0	0	0	

DT4357603	SR 826 / PALMETTO EXPRESSWAY	MIAMI-DADE	ADD LANES & RECONSTRUCT									Proposed Funding ($000s)				PL 2.1 -218
4357603	EAST OF NW 67 AVENUE EAST OF NW 57 AVENUE		6	1.0	0.0	0.0	0	0	0	Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	
										PRELIMINARY ENGINEERING	SA	2	2	2	0	

HIGHWAYS

TPO Project No:	DT4326391
LRTP Ref:	4-113
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	8.364
District:	6

Project Description: **SR 826 / PALMETTO EXPRESSWAY** **US 1 / S DIXIE HIGHWAY** **NW 25 STREET**

Type of Work: **PRELIM ENG FOR FUTURE CAPACITY** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
	DDR	503	0	0	0	0	0	0	503
	DI	500	0	0	0	0	0	0	500
	DS	16	0	0	0	0	0	0	16
PRELIMINARY ENGINEERING	**Total**	**1,019**	**0**	**0**	**0**	**0**	**0**	**0**	**1,019**
	ACNP	0	0	1,500	525	0	200	110	2,335
	DI	0	0	0	0	500	0	0	500
RIGHT OF WAY	**Total**	**0**	**0**	**1,500**	**525**	**500**	**200**	**110**	**2,835**
	DDR	382	0	0	0	0	0	0	382
	DDR	143	0	0	0	0	0	0	143
	DIH	253	0	0	0	0	0	0	253
	DIS	1,637	0	0	0	0	0	0	1,637
	DS	128	0	0	0	0	0	0	128
	DS	676	0	0	0	0	0	0	676
	GFSA	312	0	0	0	0	0	0	312
	GMR	509	0	0	0	0	0	0	509
	NHPP	9,716	0	0	0	0	0	0	9,716
	PKYI	0	0	0	0	0	0	0	0
	SIWR	226	0	0	0	0	0	0	226
PROJECT DEVELOPMENT AND ENVIRONMENTAL	**Total**	**13,982**	**0**	**0**	**0**	**0**	**0**	**0**	**13,982**

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: $17,836

Item Number: 432639 **Item TOTAL ALL Years ALL Phases ALL Segments: $22,396**

Florida Department of

TRANSPORTATION

Web Application

Federal Aid Management Sabrina Aubery - Manager

STIP Project Detail and Summaries Online Report

**** Repayment Phases are not included in the Totals ****

Selection Criteria	
Current STIP	**Detail**
Financial Project: 432639 1	**Related Items Shown**
County/MPO Area: Miami-Dade	**As Of Last Night:** 1/14/2026

HIGHWAYS

Item Number: 427647 1 **Project Description:** SR 90/SW 7 STREET FROM SW 2ND AVENUE TO SW 5 AVENUE

District: 06 **County:** MIAMI-DADE **Type of Work:** PD&E/EMO STUDY **Project Length:** 0.628MI

		Fiscal Year						
Phase / Responsible Agency		**<2026**	**2026**	**2027**	**2028**	**2029**	**>2029**	**All Years**
P D & E / MANAGED BY FDOT								
Fund Code:	-TOTAL OUTSIDE YEARS	4,492						**4,492**
	Item: 427647 1 Totals	**4,492**						**4,492**

Item Number: 432639 1 **Project Description:** SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST *SIS*

District: 06 **County:** MIAMI-DADE **Type of Work:** PRELIM ENG FOR FUTURE CAPACITY **Project Length:** 8.364MI

		Fiscal Year						
Phase / Responsible Agency		**<2026**	**2026**	**2027**	**2028**	**2029**	**>2029**	**All Years**
P D & E / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	524,941						**524,941**
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	259,421	21,450					**280,871**
	DIS-STRATEGIC INTERMODAL SYSTEM	1,636,850						**1,636,850**

	DS-STATE PRIMARY HIGHWAYS & PTO	803,955	134					**804,089**
	DSBI-PALMETTO ML TOLL CAP IMPROVE		1,528,900					**1,528,900**
	GFSA-GF STPBG ANY AREA	311,533						**311,533**
	GMR-GROWTH MANAGEMENT FOR SIS	508,853						**508,853**
	NHPP-IM, BRDG REPL, NATNL HWY-MAP21	9,715,737						**9,715,737**
	PKYI-TURNPIKE IMPROVEMENT	154						**154**
	SIWR-2015 SB2514A-STRATEGIC INT SYS	225,742						**225,742**
Phase: P D & E Totals		**13,987,186**	**1,550,484**					**15,537,670**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	502,804						**502,804**
	DI-ST. - S/W INTER/INTRASTATE HWY	500,000						**500,000**
	DS-STATE PRIMARY HIGHWAYS & PTO	16,216						**16,216**
Phase: PRELIMINARY ENGINEERING Totals		**1,019,020**						**1,019,020**
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP			1,500,000	525,000		310,080	**2,335,080**
	DI-ST. - S/W INTER/INTRASTATE HWY					500,000		**500,000**
Phase: RIGHT OF WAY Totals				**1,500,000**	**525,000**	**500,000**	**310,080**	**2,835,080**
Item: 432639 1 Totals		**15,006,206**	**1,550,484**	**1,500,000**	**525,000**	**500,000**	**310,080**	**19,391,770**

Item Number: 432639 6 **Project Description:** SR 90/SW 8 ST/SW 7 ST FROM SR 9/SW 27 AVENUE TO BRICKELL AVENUE

District: 06 **County:** MIAMI-DADE **Type of Work:** PD&E/EMO STUDY **Project Length:** 2.970MI

		Fiscal Year						
Phase / Responsible Agency		**<2026**	**2026**	**2027**	**2028**	**2029**	**>2029**	**All Years**
P D & E / MANAGED BY FDOT								
Fund Code:	-TOTAL OUTSIDE YEARS	4,142,278						**4,142,278**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	-TOTAL OUTSIDE YEARS	13,198						**13,198**
Item: 432639 6 Totals		**4,155,476**						**4,155,476**

Item Number: 436479 1 **Project Description:** SR 934/NW 74 ST. FROM E. OF SR 826/PALMETTO EXPWY TO E. OF NW 69 AVE. *SIS*

District: 06 **County:** MIAMI-DADE **Type of Work:** INTERSECTION IMPROVEMENT **Project Length:** 0.810MI

		Fiscal Year						
Phase / Responsible Agency		**<2026**	**2026**	**2027**	**2028**	**2029**	**>2029**	**All Years**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	9,502						**9,502**
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	77,640						**77,640**
	DS-STATE PRIMARY HIGHWAYS & PTO	252,506						**252,506**

PAGE 106 FLORIDA DEPARTMENT OF TRANSPORTATION DATE RUN: 07/07/2025
AS-OF DATE: 07/01/2025 OFFICE OF WORK PROGRAM TIME RUN: 11.16.12
STIP REPORT MBRSTIP-1
HIGHWAYS

TOBD	28,323,326	5,415,584	5,535,808	5,619,924	5,887,608	6,091,351	56,873,601
TOTAL <N/A>	30,319,526	5,415,584	5,535,808	5,619,924	5,887,608	6,091,351	58,869,801
TOTAL 424933 1	30,319,526	5,415,584	5,535,808	5,619,924	5,887,608	6,091,351	58,869,801
TOTAL Project:	30,319,526	5,415,584	5,535,808	5,619,924	5,887,608	6,091,351	58,869,801

ITEM NUMBER:432639 1 PROJECT DESCRIPTION:SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST *SIS*
DISTRICT:06 COUNTY:MIAMI-DADE PROJECT LENGTH: 8.364MI TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY

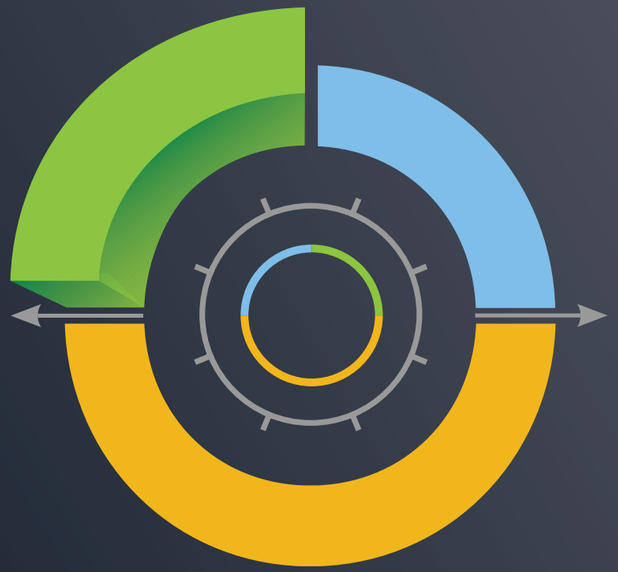
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	142,940	0	0	0	0	0	142,940
DIH	257,742	0	0	0	0	0	257,742
DS	127,815	0	0	0	0	0	127,815
PKYI	154	0	0	0	0	0	154
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	502,804	0	0	0	0	0	502,804
DI	500,000	0	0	0	0	0	500,000
DS	16,216	0	0	0	0	0	16,216
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACNP	0	0	1,500,000	525,000	0	310,080	2,335,080
DI	0	0	0	0	500,000	0	500,000
TOTAL <N/A>	1,547,671	0	1,500,000	525,000	500,000	310,080	4,382,751
FEDERAL PROJECT NUMBER: D617 027 B							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	382,001	0	0	0	0	0	382,001
DIS	1,636,850	0	0	0	0	0	1,636,850
DS	676,140	0	0	0	0	0	676,140
GFSA	311,533	0	0	0	0	0	311,533
GMR	508,853	0	0	0	0	0	508,853
NHPP	9,715,737	0	0	0	0	0	9,715,737
SIWR	225,742	0	0	0	0	0	225,742
TOTAL D617 027 B	13,456,856	0	0	0	0	0	13,456,856
TOTAL 432639 1	15,004,527	0	1,500,000	525,000	500,000	310,080	17,839,607



FDOT

SIS
Strategic Intermodal System

Strategic Intermodal System Funding Strategy



First Five Year Plan

MULTI-MODAL

FY 2025/2026 through FY 2029/2030

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation



SIS ADOPTED 1ST FIVE YEAR PROGRAM

District 6 Non - Interstate Plan

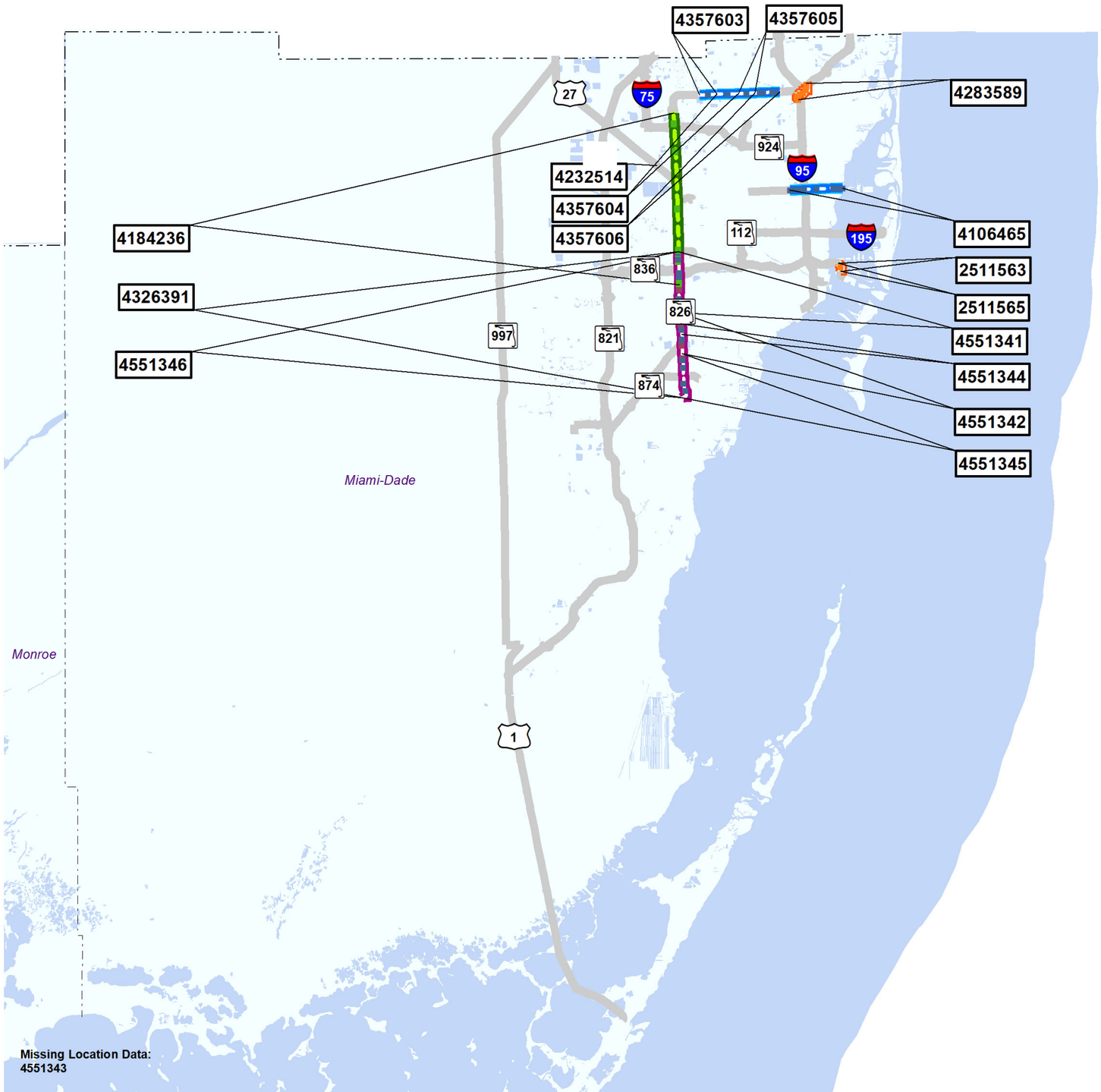
FM# ITEMSEG	County Name	Facility	Work Mix Description	Improvement Type Description	2026	2027	2028	2029	2030	Total State Managed	Total District Managed	Total Local Funds	TOTAL COST BY PHASE ROLL-UP					MLD
													PD&E	PE	ENV	ROW	CON	
4283589	Miami-Dade	GOLDEN GLADES INTERCHANGE ENGINEERING SUPPORT	9982: Prelim Eng for Future Capacity	PE: Preliminary Engineering	$501	$250	$250	$250	$0	$0	$1,251	$0	$0	$1	$0	$0	$1,250	
2511563	Miami-Dade	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395	0002: New Road Construction	RESERV: Reserve	$54,147	$55,771	$57,444	$59,167	$60,942	$164,857	$104,552	$18,062	$0	$0	$0	$0	$287,472	
2511565	Miami-Dade	PORT OF MIAMI TUNNEL OVERSIGHT CONSULTANT	0920: INSPECT CONSTRUCTION PROJS.	RESERV: Reserve	$708	$708	$708	$708	$708	$3,500	$38	$0	$0	$38	$0	$0	$3,500	
4232514	Miami-Dade	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE)	0218: Add Lanes and Rehabilitate Pvmt	GRASEP: Grade Separation	$14,845	$11,888	$0	$0	$0	$23,003	$3,730	$0	$0	$0	$0	$25,492	$1,241	
4184236	Miami-Dade	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	9999: PDE/EMO Study	PDE: Project Dev. & Env.	$6,000	$0	$0	$0	$0	$0	$6,000	$0	$6,000	$0	$0	$0	$0	
4326391	Miami-Dade	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST	9982: Prelim Eng for Future Capacity	PE: Preliminary Engineering	$0	$1,500	$525	$500	$200	$2,725	$0	$0	$0	$0	$0	$2,725	$0	
4357603	Miami-Dade	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE	0213: Add Lanes and Reconstruct	MGLANE: Managed Lanes	$9	$2	$2	$0	$0	$0	$13	$0	$0	$13	$0	$0	$0	
4357604	Miami-Dade	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE	0213: Add Lanes and Reconstruct	MGLANE: Managed Lanes	$7	$2	$2	$0	$0	$0	$11	$0	$0	$11	$0	$0	$0	
4357605	Miami-Dade	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE	0213: Add Lanes and Reconstruct	MGLANE: Managed Lanes	$7	$2	$2	$0	$0	$0	$11	$0	$0	$11	$0	$0	$0	
4357606	Miami-Dade	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE	0213: Add Lanes and Reconstruct	MGLANE: Managed Lanes	$8	$2	$2	$0	$0	$0	$12	$0	$0	$12	$0	$0	$0	
4551346	Miami-Dade	SR 826/PALMETTO EXPY FR US-1/S. DIXIE HWY TO NW 25TH ST DESIGN SUPPORT	9982: Prelim Eng for Future Capacity	PE: Preliminary Engineering	$200	$500	$750	$1,250	$1,250	$3,950	$0	$0	$0	$3,950	$0	$0	$0	
4551341	Miami-Dade	SR 826/PALMETTO XWAY FROM N. OF CORAL WAY/SW 24TH ST TO S. OF NW 25 ST	9982: Prelim Eng for Future Capacity	PE: Preliminary Engineering	$26,500	$150	$5,981	$8,270	$3,875	$44,776	$0	$0	$0	$26,650	$0	$18,126	$0	
4551342	Miami-Dade	SR 826/PALMETTO XWAY FROM N. OF MILLER DR. TO N. OF CORAL WAY	9982: Prelim Eng for Future Capacity	PE: Preliminary Engineering	$0	$12,905	$0	$6,657	$51,172	$70,027	$707	$0	$0	$36,470	$0	$34,264	$0	
4551343	Miami-Dade	SR 826/PALMETTO XWAY FROM FLAGER ST. TO SR 836/DOLPHIN XWAY	9982: Prelim Eng for Future Capacity	PE: Preliminary Engineering	$0	$0	$7,100	$0	$150	$7,250	$0	$0	$0	$7,250	$0	$0	$0	
4551344	Miami-Dade	SR 826/PALMETTO XWAY FROM S. OF SR 976/BIRD RD. TO N. SR 976/BIRD RD.	9982: Prelim Eng for Future Capacity	PE: Preliminary Engineering	$0	$0	$8,500	$0	$150	$8,650	$0	$0	$0	$8,650	$0	$0	$0	
4551345	Miami-Dade	SR 826/PALMETTO XWAY FROM US-1 TO NORTH OF MILLER DRIVE/SW 56TH ST.	9982: Prelim Eng for Future Capacity	PE: Preliminary Engineering	$0	$0	$0	$0	$29,550	$29,550	$0	$0	$0	$29,550	$0	$0	$0	
4106465	Miami-Dade	SR 934/NE/NW 79 ST FROM WEST OF I-95(13 CT.) TO END OF SR 934/1 WAY PR	0213: Add Lanes and Reconstruct	A4-8: Add 4 to Build 8 Lanes	$1	$0	$9,669	$0	$15	$0	$9,685	$0	$0	$9,685	$0	$0	$0	
				Annual Totals	$102,933	$83,680	$90,935	$76,802	$148,012	$358,288	$126,010	$18,062	$6,000	$122,291	$0	$80,607	$293,463	

DRAFT

Notes

PD&E=Project Development & Environmental; Phase Group - 2 and Phase Type - all but 9
PE=Preliminary Engineering; Phase Group - 3; Phase Type - all but 9
ENV=Environmental Mitigation: Phase Group - C; Phase Type - all but 9
ROW=Right-of-Way; Phase Group - 4 and all Phase Type - all but 9
CON=Construction and Support (may include Grants); Phase Group - 5 & 6 and Phase Type - all but 9
MLD=Missing project location (project not in map)

(1) All Values in Thousands of "As Programmed" Dollars
(2) Project cost are subject to change
(3) TOTAL LOCAL FUNDS include all funds that start with LF fund code



District 6

First Five Year
Non - Interstate Plan

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2025/2026 through FY 2029/2030
(as of July 1, 2025)

Legend

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

Notes

Projects color coded by highest project phase. Some projects may overlap on map.Project costs are subject to change.

0 10 20 40
Miles

FDOT HIGHWAY

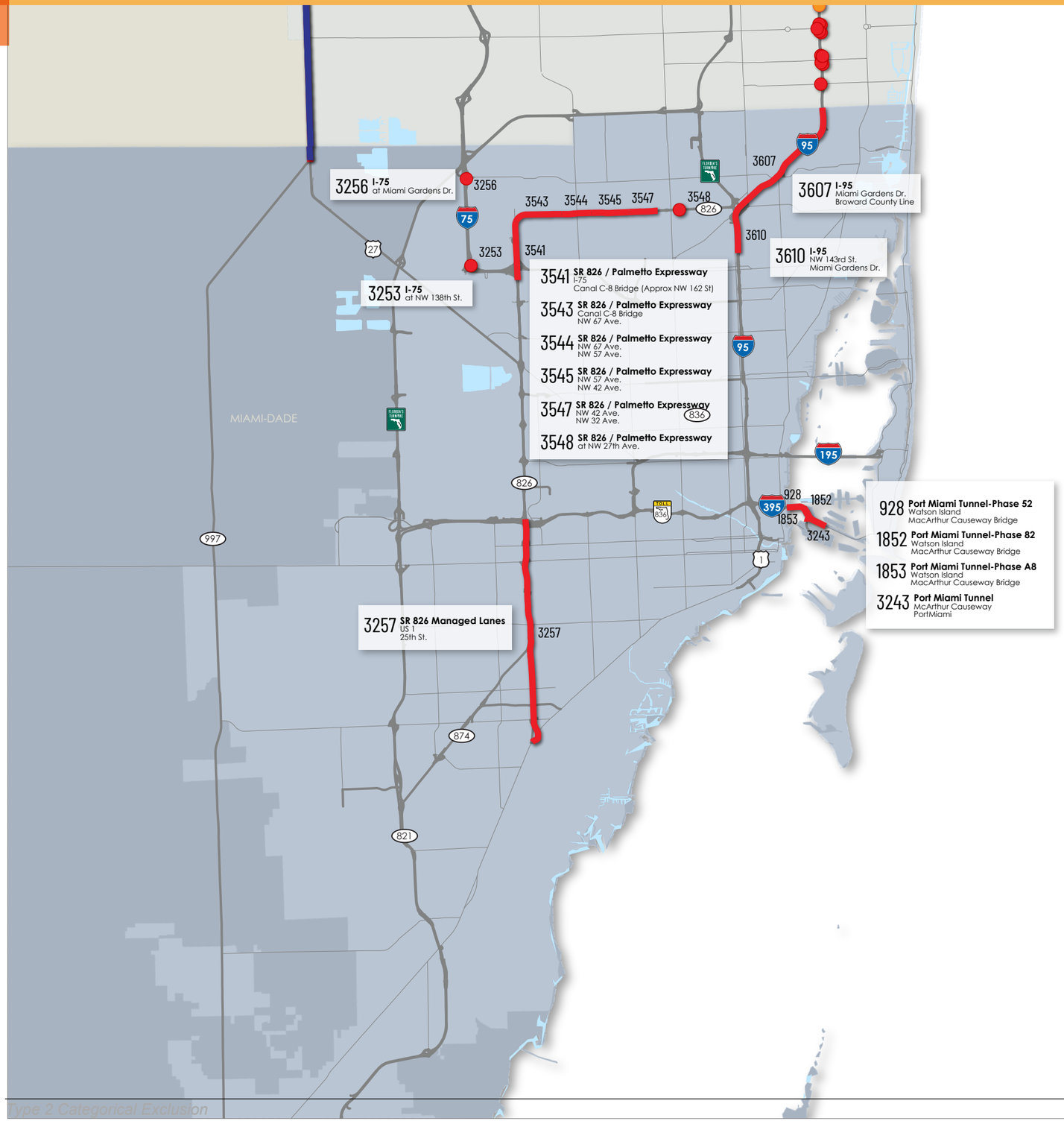


SIS Cost Feasible Plan 2035-2050

2024 Edition

SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 47TH TER/NW 42ND AVE

STRATEGIC INTERMODAL SYSTEM



Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office

LEGEND

PROJECT LABELS

Project Number: 3493 US 98 CR 30A Airport Rd. (Facility)
Project Limits

Note: Project Limits are approximate. See table for further details.

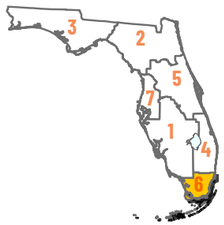
IMPROVEMENTS - HIGHEST FUNDING PHASE

Bridge, Interchange, Intersection / Corridor

- CON - Construction & Mega Projects
- RW - Right of Way
- PE - Preliminary Engineering
- PDE - Project Development and Environmental

OTHER FEATURES

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads
- SIS Highways
- Other State Roads
- Future SIS Highways



N W E S

4 2 0 4
Miles

Map produced by the FDOT Systems Implementation Office.
Data current as of March 15, 2024.

Type 2 Categorical Exclusion

Page 24 of 302

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
3243	Port Miami Tunnel	McArthur Causeway	PortMiami							**6,300**	2035	11	ACCESS
928	Port Miami Tunnel-Phase 52	Watson Island	MacArthur Causeway Bridge							**413,196**	2035	11	NR
1852	Port Miami Tunnel-Phase 82	Watson Island	MacArthur Causeway Bridge							**370,883**	2035	11	NR
1853	Port Miami Tunnel-Phase A8	Watson Island	MacArthur Causeway Bridge							**136,000**	2035	8	NR
3253	I-75	at NW 138th Street						203,000	**203,000**				M-INCH
3256	I-75	at Miami Gardens Drive						90,000	**90,000**				M-INCH
3607	I-95	S of Miami Gardens	Broward / Miami-Dade County Line					30,000	**30,000**				UP
3610	I-95	NW 143rd Street	S of Miami Gardens Drive					270,000	**270,000**				UP
3543	SR 826 / Palmetto Expressway	N of Canal C-8 Bridge (NW 162 Street)	E of NW 67 Avenue					110,618	**110,618**				A2-8
3544	SR 826 / Palmetto Expressway	E of NW 67 Avenue	E of NW 57 Avenue					65,224	**65,224**				A2-8
3548	SR 826 / Palmetto Expressway	at NW 27 Avenue						105,836	**105,836**				M-INCH
3547	SR 826 / Palmetto Expressway	E of NW 42 Avenue	E of NW 32 Avenue					74,588	**74,588**				A2-8
3545	SR 826 / Palmetto Expressway	E of NW 57 Avenue	E of NW 42 Avenue					77,352	**77,352**				A4-8
3541	SR 826 / Palmetto Expressway	I-75	N of Canal C-8 Bridge (Approx NW 162 St)					183,415	**183,415**				A2-8
3257	SR 826 Managed Lanes	US 1	25th Street					633,752	**633,752**				MGLANE
			Funded CFP District Totals						**1,843,785**	**926,379**		=	**2,770,164**

LEGEND

(A) FY 2034/2035 - 2039/2040
(B) FY 2040/2041 - 2044/2045
(C) FY 2045/2046 - 2049/2050
Mega Projects Phased Over Time

NOTES

(1) All values in thousands of Present Day Dollars (2024).
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3
A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A2-10: Add 2 Lanes to Build 10
A4-6: Add 4 Lanes to Build 6
A4-8: Add 4 Lanes to Build 8
A4-10: Add 4 Lanes to Build 10
A4-12: Add 4 Lanes to Build 12
A1-AUX: Add 1 Auxilliary Lane
A2-AUX: Add 2 Auxilliary Lanes
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes
A2-MGL: Add 2 Managed Lanes
ACCESS: Access Change
BRIDGE: New / Modify Bridge
FRTCAP: Freight Capacity
GRASEP: Grade Separation
HWYCAP: Highway Capacity
ITS: Intelligent Transp. System
MGLANE: Managed Lanes
M-INCH: Modify Interchange
M-INT: Modify Intersection
N-INCH: New Interchange
NR: New Road
PDE: Project Dev. and Env.
PTERM: Passenger Terminal
SERVE: Add Svc/Front/CD System
STUDY/PLAN: Planning Study
TRUKPK: Truck Parking
TURN: Add Turn Lane
UP: Ultimate Plan

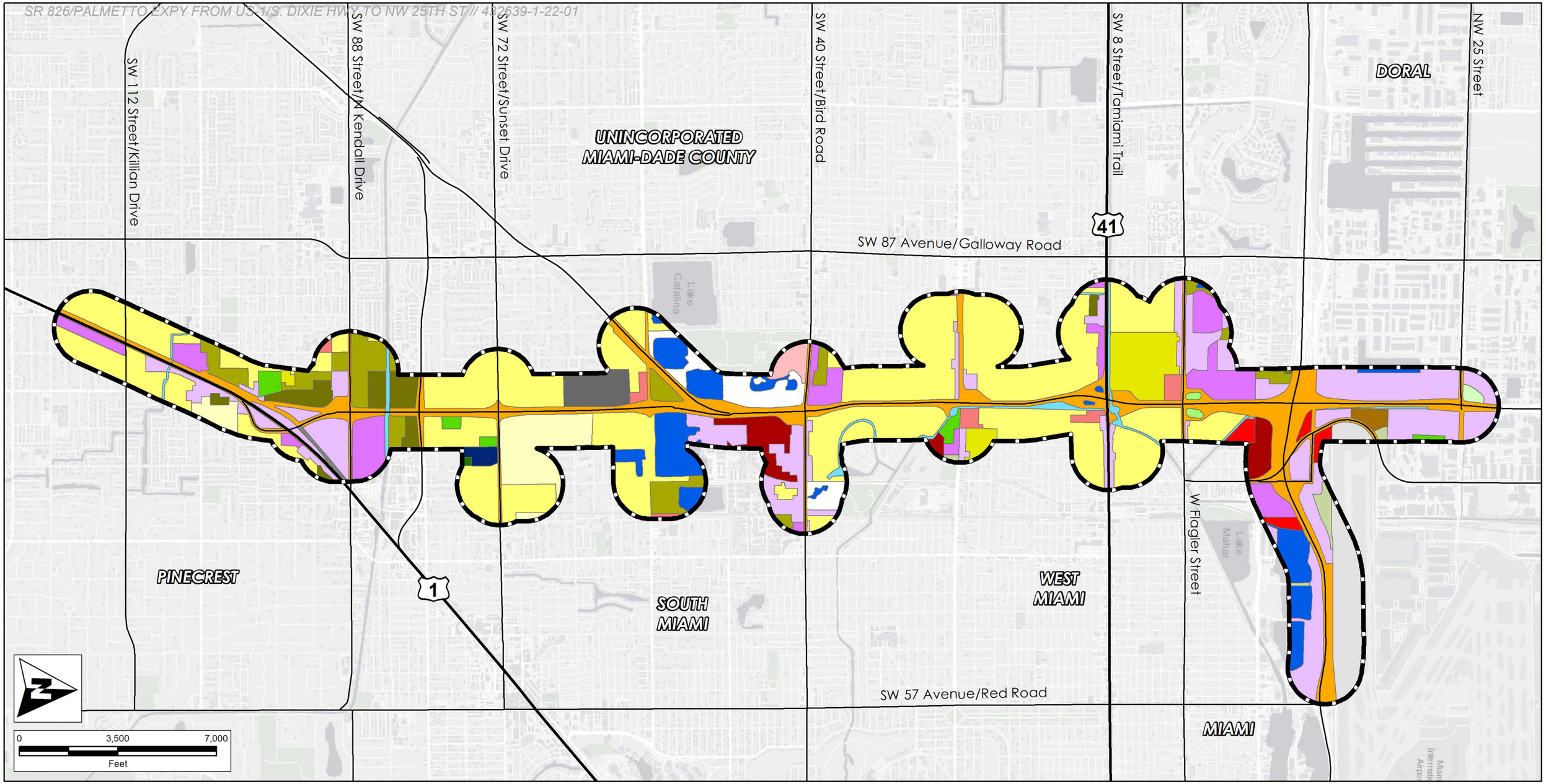
DRAFT

Social and Economic Appendix

Contents:

Attachment B - Land Use

DRAFT

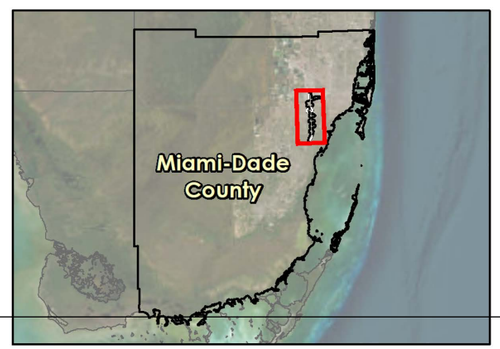


Legend

- Project Study Area
- 110: Residential, Low Density
- 120: Residential, Medium Density
- 130: Fixed Single Family Units, High Density
- 133: Multiple Dwelling Units, Low Rise
- 134: Multiple Dwelling Units, High Rise
- 140: Commercial and Services
- 141: Shopping Centers
- 148: Cemeteries
- 155: Other Light Industry
- 170: Institutional
- 171: Educational Facilities
- 185: Parks and Zoos
- 186: Community Recreation Facilities
- 190: Open Land
- 320: Upland Shrub and Brushland
- 411: Pine Flatwoods
- 512: Channelized Waterways, Canals
- 530: Reservoirs
- 6172: Mixed Shrubs
- 641: Freshwater Marshes / Graminoid Prairie - Marsh
- 740: Disturbed Land
- 743: Spoil Areas
- 811: Airports
- 812: Railroads and Railyards
- 814: Roads and Highways

Sources:
FDOT, ESRI, MDC, SFWMD Land Use (2025

REFERENCES:
Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet
Projection: Transverse Mercator: Units: Foot US



FDOT

Existing Land Use/ Vegetative Cover within the Project Study Area

Prepared By: DCQ		Document: CSER Land Use	
Checked By: LF	Job: SR 826	Rev Date: 1/12/2026	Rev:

Cultural Resources Appendix

Contents:

SHPO Concurrence Letters
State Historic Highway Technical Memorandum 011526
PROS South Dade Trail Mini-Park Signed OWJ Ltr 11-12-19
SignedOwnerJurisdictionLetter_StatementOfSignificance_FDOT_SudlowPark_Jan282020
SR 826 Statement of Significance Letter OWJ - Veterans Wayside Park
Section 4(f) Report

DRAFT

FDOT

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 NW 111th Avenue
Miami, FL 33172-5800

KEVIN J. THIBAULT, P.E.
SECRETARY

September 24, 2019

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources, and
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee FL 32399-0250

RECEIVED
2019 SEP 27 A 9:50
HISTORIC PRESERVATION

Attn: Dr. Adrianne Daggett, Transportation Compliance Review Program

Re: Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 826/ Palmetto Expressway Project Development and Environment (PD&E) Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) project in Miami-Dade County, Florida (Financial Project ID [FPID] No. 432639-1-22-02)

Dear Dr. Parsons,

At the request of the Florida Department of Transportation (FDOT), District 6, Janus Research prepared a Cultural Resources Assessment Survey (CRAS) for the State Road (SR) 826/Palmetto Expressway Project Development and Environment (PD&E) Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) project in Miami-Dade County, Florida. The objective of this CRAS was to identify cultural resources and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4. Volume I of this submittal includes the report, and Volume II includes all Florida Master Site File (FMSF) forms completed for previously recorded and newly identified historic resources.

The Preferred Alternative for the project proposes adding express lanes along this segment of SR 826 with access points at selected locations to enter and exit the express lanes system. This includes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. 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 will have a direct connection with the Miami-Dade Transit (MDT) US 1 South Miami-Dade Busway Corridor. The Preferred Alternative also proposes interchange, intersection, and arterial improvements to support the optimal operations of the SR 826 corridor. The Area of Potential Effect (APE) was based on the improvements and includes resources that could be indirectly or directly affected by the project.

This assessment complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective January 14, 2019). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

No newly recorded archaeological sites were identified within the archaeological APE. One previously recorded archaeological site within the archaeological APE was previously monitored and found to have been destroyed by development. Two shovel tests excavated within the archaeological APE yielded no archaeological material. Subsurface testing was not feasible within the rest of the archaeological APE due to the presence of existing at-grade roadways, elevated highways, sidewalks, driveways, parking lots and other hardscape; landscaping; canals, berms, storm sewer, and other drainage and water management features; buried and overhead utilities, including electric, sewer, water, fiber optic cable, Intelligent Transportation Systems (ITS), signalization, and lighting; and existing buildings and structures. The pedestrian survey and subsurface testing of the archaeological APE confirmed the developed nature of the project corridor and a low potential for finding intact archaeological sites.

The historic resources survey resulted in the identification of a total of 416 historic resources within the historic resource APE. The historic resources consist of 378 buildings, fourteen linear resources, twelve bridges, ten resource groups, and two cemeteries. Of the identified historic resources, 26 are previously recorded and 390 are newly recorded. Additionally, the field survey revealed that eight previously recorded resources have been demolished or otherwise removed.

Three previously recorded historic resources are considered eligible for listing in the National Register: Fairholm House (8DA2892), FEC Railway (8DA10107), and CSX Railroad (8DA10753). These three resources were not previously evaluated by SHPO within the current APE. Four newly recorded historic resources are considered eligible for

listing in the National Register: Miami Memorial Park (8DA17261), Sunset Montessori School (8DA17305), South Miami Lutheran Church (8DA17315), and 780 Tamiami Canal Road (8DA17609).

The remaining newly and previously recorded historic resources exhibit common architecture and design types found throughout South Florida, and they have no known associations with significant people or events. Furthermore, several of these resources exhibit modifications that affect their historic physical integrity. Therefore, these historic resources are considered ineligible for listing in the National Register either individually or as part of a historic district.

We kindly request that this cover letter and enclosed Volumes I and II be reviewed, and concurrence provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at Barbara.Culhane@dot.state.fl.us or (305) 470-5231.

Sincerely,

Kelsey Londell

for **Barbara B. Culhane, M.S., A.I.C.P.**
District Cultural Resources Coordinator/
Environmental Supervisor II

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2016·5346 C. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

for Timothy A. Parsons, Ph.D., Director, and
State Historic Preservation Officer
Florida Division of Historical
Resources

Deputy SHPO

10/28/2019
[DATE]

FDOT

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 NW 111th Avenue
Miami, FL 33172-5800

KEVIN J. THIBAULT, P.E.
SECRETARY

February 4, 2020

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources, and
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee FL 32399-0250

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2020 FEB -7 P 2:22

Attn: Dr. Adrianne Daggett, Transportation Compliance Review Program

Re: Section 106 Evaluation and Determination of Effects Case Study Report for the State Road (SR) 826/ Palmetto Expressway Project Development and Environment (PD&E) Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) project in Miami-Dade County, Florida (FDOT Financial Project Identification Number [FPID]: 432639-1-22-02)

Dear Dr. Parsons,

Please find the Section 106 Evaluation and Determination of Effects Case Study Report for the State Road (SR) 826/Palmetto Expressway Project Development and Environment (PD&E) Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) project, which was prepared in accordance with the provisions of Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004). This case study report documents potential effects of the proposed improvements to the National Register of Historic Places (National Register)–eligible resources identified during the Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 826/Palmetto Expressway Project Development and Environment (PD&E) Study from US 1 (SR 5) to SR 836 (Dolphin Expressway) (Janus Research 2019a).

In September of 2019, the CRAS was prepared and resulted in the identification of seven significant historic resources: Fairholm House (8DA2892), FEC Railway (8DA10107), CSX Railroad (8DA10753), Miami Memorial Park (8DA17261), Sunset Montessori School (8DA17305), South Miami Lutheran Church (8DA17315), and 780 Tamiami Canal Road (8DA17609). The CRAS was prepared studying the Preferred Alternative of the overall SR 826/Palmetto Expressway PD&E Study. On October 28, 2019, the State Historic Preservation Officer (SHPO) concurred with the findings of the 2019 CRAS.

This Section 106 Evaluation and Determination of Effects Case Study Report documents the potential effects of the Preferred Alternative improvements to the seven significant historic resources within the project Area of Potential Effect (APE). The Criteria of Effect, as defined in 36 CFR Part 800.5, were applied to these resources. Based on the improvements that are proposed as part of the Preferred Alternative, there will be no adverse effects to the seven significant historic resources. With the exception of the FEC Railway, improvements in the vicinity of the remaining six resources will take place within existing right of way (ROW) and for the most part will be at-grade. The characteristics that contribute to the eligibility of the six resources will not be adversely affected directly or indirectly, and the resources will continue to convey their significance.

The improvements at the southernmost end of the recorded FEC Railway (8DA10107) in the APE includes the removal of approximately 300 feet of rail materials. These improvements will affect the railroad but based on the small amount of rail removed in relation to the overall length of the historic FEC line, this should not result in an adverse effect. In addition, this is not historically the end of the rail line, as the rail materials south of this location were removed as part of the US 1 Busway project in the 1990s and 2000s. Therefore, this small change will not cut off the overall line from other portions of the rail line, and the linear resource will still maintain eligibility in this area, as its significance for transportation and development will still be evident.

We kindly request that this cover letter and enclosed document be reviewed, and concurrence provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at Barbara.Culhane@dot.state.fl.us or (305) 470-5231.

Sincerely,

Barbara B. Culhane, M.S., A.I.C.P.
District Cultural Resources Coordinator/
Environmental Supervisor II

Dr. Timothy A. Parsons
February 4, 2020
Page 3

The Florida State Historic Preservation Officer finds the attached Section 106 Evaluation and Determination of Effects Case Study complete and sufficient and ☐ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for

SHPO/FDHR Project File Number 2016-5346D.

Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

Deputy SHPO 3/10/2020

For Timothy A. Parsons, Ph.D., Director, and State Historic Preservation Officer
Florida Division of Historical Resources

[DATE]

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.

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 N.W. 111 Avenue
Miami, Florida 33172

JARED W. PERDUE, P.E.
SECRETARY

June 7, 2024

Alissa S. Lotane
Director, Division of Historical Resources, and
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee FL 32399-0250

Attn: Alyssa McManus, Transportation Compliance Review Program

Re: Cultural Resources Assessment Survey (CRAS) Addendum for SR 826/Palmetto Expressway from US 1 (SR 5) to NW 25th Street, Miami-Dade County, Florida (Financial Project ID [FPID] No. 432693-1-22-02)

Dear Ms. Lotane,

A *Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 826/ Palmetto Expressway Project Development and Environment (PD&E) Study from US 1 (SR 5) to NW 25th Street* project in Miami-Dade County, Florida was prepared for the Florida Department of Transportation (FDOT), District 6, by Janus Research in 2019. On October 28, 2019, the Florida State Historic Preservation Officer (SHPO) concurred with the determinations of eligibility presented in the CRAS (SHPO/ Florida Division of Historical Resources [FDHR] Project File Number 2016-5346C). In a subsequent Case Study Report, the SHPO concurred with the finding of effects for the proposed project in a letter dated March 10, 2020 (SHPO/FDHR Project File Number 2016-5346D). Since the last consultation with the SHPO, the project design has progressed. The current document provides a CRAS Addendum to address areas where design changes have resulted in an expanded Area of Potential Effects (APE) since the previous documentation.

This assessment complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004);

Stipulation VII of the *Section 106 Programmatic Agreement among the Federal Highway Administration (FHWA), the FDOT, the Advisory Council on Historic Preservation (ACHP), and the Florida State Historic Preservation Officer (SHPO), Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective September 27, 2023); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective July 1, 2023). All work also conforms to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated). Historic linear resource evaluation was conducted in accordance with the *FDOT Historic Linear Resource Guide*.

The PD&E Study began in 2017 with the project approach of adding Dynamically Priced Express Lanes along this segment of the corridor. In 2020, the study was placed on hold to determine what other alternatives could be considered along this section of SR 826. In January 2021, the study resumed with a new approach. The new project approach evaluated additional travel lanes along the corridor, not including express lanes.

No newly recorded archaeological sites were identified within the archaeological APE. Three previously recorded archaeological sites within the archaeological APE have been subjected to archaeological monitoring and found to have been destroyed by development. However, fragmentary human remains were identified during the monitoring in the vicinity of the Flagami Mound (8DA36) and Flagami Midden 2 (8DA1073) archaeological sites and reburied in a solution hole that is currently beneath a paved ramp shoulder. Due to the archaeological sensitivity of this area, an Unanticipated Finds Plan specific to this project location will be developed during the design phase of this project. Limited archaeological monitoring will be required to confirm the disturbed nature of the project area and the avoidance of the reburial location. Subsurface testing was not feasible within the archaeological APE due to the presence of existing at-grade roadways, elevated highways, sidewalks, driveways, parking lots, landscaping, berms, swales, and subsurface drainage and utilities. The pedestrian survey confirmed the developed nature of the portion of the archaeological APE that was expanded since the previous CRAS. It also confirmed a low potential for finding intact archaeological sites.

The current historic resources survey resulted in the identification of a total of 56 historic resources within the historic resource APE not covered in the 2019 CRAS and subsequent 2020 Case Study Report. The historic resources consist of 54 newly identified structures (8DA19668-8DA19674, 8DA19676-8DA19680, 8DA19682-8DA19683, 8DA19685-8DA19690, 8DA21565-8DA21576, 8DA21622-8DA21637, 8DA22761-8DA22766), and two previously identified linear resources (8DA4584, and 8DA15697).

The two previously recorded historic linear resources are considered ineligible for listing in the National Register within the current APE: Bird Road/SW 40th Street (8DA4584), and the Coral Gables (C-3) Canal (8DA15697). The current sections of these resources have not been previously evaluated. However, in 2019 the sections immediately adjacent were evaluated as National Register ineligible in the original CRAS for this project. The current segments of the resources are identical to the sections previously determined National Register ineligible and no new information has been revealed to suggest they are otherwise significant. Therefore, the current segments are recommended as National Register ineligible.

A short segment of the National Register-eligible CSX Railroad (8DA10753) is also located in the historic resources APE. However, the proposed improvements to the resource are exempt from Section 106 review under the 2018 Program Comment to Exempt Consideration of Effects to Rail Properties Within Rail Right-of-Way, under Stipulation II.E (Railroad and Rail Transit/Roadway At-Grade Crossings and Grade Separations). Therefore, the CSX Railroad and the proposed improvements are not addressed in this report.

The 54 newly recorded historic resources exhibit common architecture and design types found throughout South Florida, and they have no known associations with significant people or events. Furthermore, several of these resources exhibit modifications that affect their historic physical integrity. Historical research and field survey has not identified any significant associations with these resources. The structures do not appear to be located in a historic district. Therefore, these 54 newly recorded historic resources are considered ineligible for listing in the National Register either individually or as part of a historic district.

The 2019 CRAS resulted in the identification of a total of 416 historic resources within the historic resource APE. The historic resources consisted of 378 buildings, fourteen linear resources, twelve bridges, ten resource groups, and two cemeteries. The CRAS resulted in the recommendation that seven resources (four structures, one cemetery, and two linear resources) were eligible for the National Register: Fairholm House/7425 Sunset Drive (8DA2892), FEC Railway (8DA10107), CSX Railroad (8DA10753), Miami Memorial Park Cemetery/6200 SW 77th Avenue (8DA17261), Sunset

Montessori School/7430 Sunset Drive (8DA17305), South Miami Lutheran Church/7190 Sunset Drive (8DA17315), and 780 Tamiami Canal Road (8DA17609). The SHPO concurred with the National Register eligibility recommendations in a letter dated October 23, 2019 (Janus Research 2019). A subsequent Case Study report (Janus Research 2020) found that the proposed project would have no adverse effect to the seven significant historic properties. The SHPO concurred with the finding of effects for the proposed project in a letter dated March 10, 2020

The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5 of the NHPA, were applied to the significant historic resources identified in this CRAS. The current improvements taking place in the immediate vicinity of the FEC Railway (8DA10107) and CSX Railroad (8DA10753) will continue to result in no adverse effects to the linear resources. The improved SR 826 will bridge over the railroads and will replace the current facility. The new bridges will not require physically impacting the railroads or removing and/or modifying any materials. The current improvements in the immediate vicinity of the Fairholm House/7425 Sunset Drive (8DA2892), Miami Memorial Park Cemetery/6200 SW 77th Avenue (8DA17261), Sunset Montessori School/7430 Sunset Drive (8DA17305), South Miami Lutheran Church/7190 Sunset Drive (8DA17315), and 780 Tamiami Canal Road (8DA17609) have not changed since the 2020 evaluation of effects, and therefore, there will continue to be no adverse effect on these resources.

We kindly request that this cover letter is reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project, please contact me at Victoria.Vogt@dot.state.fl.us or (305) 470-5420.

Sincerely,

DocuSigned by:
Victoria Vogt
D3427C9EEE844D5...

Victoria Vogt, M.S.
District Cultural Resources Coordinator

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☑ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR

Project File Number 2024-3453. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida* (2023 PA), and appended materials, if providing concurrence with a finding of ***No Historic Properties Affected*** for a whole project, or to ***No Adverse Effect*** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within *23 C.F.R. Part 774* and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO Comments:

Alissa S. Lotane 6/24/24

Alissa S. Lotane, Director, and [DATE]
State Historic Preservation Officer
Florida Division of Historical Resources

FDOT PROJECT WITH STATE HISTORIC HIGHWAY LAW INVOLVEMENT CHECKLIST

SUNSET DRIVE – FLORIDA LAW 83-365

FM Number: 432639-1-22-01

Contract Number: _____

Project Description: SR 826/Palmetto Expressway PD&E Study

Project Limits: SR 826 from US 1/SR 5/Dixie Highway to NW 25th Street

Project Manager: Raul Quintela

The information provided in this checklist is intended for general informational purposes only. All users are to review the pertinent chapter(s) and law(s), as needed.

Procedure

All items below should be checked.

☒ Coordination sent to DHR [concurrence/correspondence attached] Date: February 13, 2025

☒ EOR Memo filed in project file. Date: January 15, 2026

☒ Meeting held with the Director of Transportation Development or designee to coordinate the details of the project's improvements and FDOT's position that the project complies with this SHH law was confirmed [meeting agenda/notes attached] Date: _____

SHH Law Limits

Is the project within the following limits?

The limits of the Sunset Drive State Historic Highway lie between Cartagena Plaza and Southwest 56th Avenue and between Southwest 69th Avenue and Southwest 87th Avenue. The SHH Law applies to the paved surface of the road and the 300 feet on either side of the paved surface.

YES ☒ NO ☐

If NO is selected: No further action is necessary.
If YES is selected: Form shall be completed, and a location map shall be included in EOR Memo.

FDOT PROJECT WITH STATE HISTORIC HIGHWAY LAW INVOLVEMENT CHECKLIST

SUNSET DRIVE – FLORIDA LAW 83-365

SHH Law Restrictions

☐ There will not be any cutting or removal of any tree having a diameter at its thickest part in excess of 6 inches within 35 feet of either side of the paved surface of Sunset Drive or engagement in any activity which requires the removal without replacement of such a tree.

☐ There will not be any alteration to the physical dimensions or location of Sunset Drive except for the addition of primary or secondary roads intersecting the limits of Sunset Drive.

☐ There will not be any erection, demolition, or significant alteration to the appearance of any structure, including, but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Sunset Drive, with the following exceptions:

a) Bicycle paths and recreational facilities, the construction of which does not require the removal of any structure deemed worthy of preservation by the division. The division shall be consulted, and official approval obtained before any work is begun.
b) Erections, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of Sunset Drive and its surroundings. The division shall be consulted, and official approval obtained before any work is begun.

☐ There will not be any signs erected within 300 feet of either side of the paved surface of Sunset Drive, except the following:

a) Official road signs, including traffic control devices, erected by the Department of Transportation or by the city or county having jurisdiction over the portion of Sunset Drive involved;
b) Signs not visible from Sunset Drive;
c) Markers indicating points of historical interest erected or approved by the division;
d) Signs that do not exceed 6 square feet in area advertising the sale or lease of the property upon which they are located; or
e) Signs advertising only the name or nature of the business being conducted upon, or the products facilities, goods, or services being sold, supplied or distributed upon or from, the premises where the signs are located, if such signs do not exceed a total of 30 square feet in area for any one business.

If prohibited activities or improvements are being proposed, reevaluate these improvements to determine if they can be modified or removed so that ALL items can be checked above. If it is necessary to make improvements which appear to be in conflict with the restrictions contained in this SHH law, these specific improvements should be highlighted in the meeting with the Director of Transportation Development to determine FDOT's position regarding compliance with the SHH law.

SHH Law Public Involvement Requirements

There are no public involvement requirements under this law.

FDOT PROJECT WITH STATE HISTORIC HIGHWAY LAW INVOLVEMENT CHECKLIST

SUNSET DRIVE – FLORIDA LAW 83-365

Funding

No state funds may be expended on prohibited activities by any public body or agency.

Does the project involve state funds? YES ☒ NO ☐

If YES is selected, are any prohibited activities being proposed? YES ☒ NO ☐

If prohibited activities or improvements are being proposed, reevaluate these improvements to determine if they can be modified or removed so that NO can be checked above. If it is necessary to make improvements which appear to be in conflict with the restrictions contained in this SHH law, these specific improvements should be highlighted in the meeting with the Director of Transportation Development to determine FDOT's position regarding compliance with the SHH law.

If the project does not involve state funds, does it involve any non-state public funds? YES ☐ NO ☒

If prohibited activities or improvements are being proposed, reevaluate these improvements to determine if they can be modified or removed so that YES can be checked above. If it is necessary to make improvements which appear to be in conflict with the restrictions contained in this SHH law, these specific improvements should be highlighted in the meeting with the Director of Transportation Development to determine FDOT's position regarding compliance with the SHH law.

DRAFT

From: McManus, Alyssa M.
Sent on: Thursday, February 13, 2025 11:48:03 AM
To: Vogt, Victoria
CC: Streelman, Amy; Imberman, Max
Subject: RE: FDOT D6 - SR 826/Palmetto Expressway PD&E Study - Community Engagement Meeting (Sunset Drive/SW 72nd Street) Community Engagement Meeting

EXTERNAL SENDER: Use caution with links and attachments.

Hello,

I think we are all good. No further coordination needed unless there's a change to the project.

Thanks, and have a great day.

Alyssa McManus
| Historic Preservationist | Bureau of Historic Preservation | Division of Historical Resources | Florida Department of State | 500 South Bronough Street | Tallahassee, Florida 32399 | 850.245.6425 | 1.800.847.7278 | Fax: 850.245.6425
Alyssa.McManus@dos.fl.gov |

From: Vogt, Victoria <Victoria.Vogt@dot.state.fl.us>
Sent: Thursday, February 13, 2025 11:12 AM
To: McManus, Alyssa M. <Alyssa.McManus@dos.fl.gov>
Cc: Streelman, Amy <Amy_Streelman@janus-research.com>; Imberman, Max <Max.Imberman@dot.state.fl.us>
Subject: RE: FDOT D6 - SR 826/Palmetto Expressway PD&E Study - Community Engagement Meeting (Sunset Drive/SW 72nd Street) Community Engagement Meeting

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Good Morning Alyssa,

Hope all has been well! I just wanted to loop back with you regarding the subject PD&E Study (432639-1) and its involvement with the Sunset Drive State Historic Highway law. As you are aware, FDOT held a Community Engagement Meeting to present the SHH law to the public on October 28, 2024. See the attached for a copy of the meeting minutes. No comments were received from the public regarding the proposed scope of work in relation to the SHH designation.

Due to this, as well as the SHPO concurrence received in June 2024, FDOT believes that no additional SHH coordination is needed for this project at this time.

Let me know if you have any questions or would like to discuss 😊

Best,

Victoria Vogt, M.S., FCCM
District Cultural Resources Coordinator/
Environmental Supervisor

Planning and Environmental Management Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building

1000 NW 111th Avenue, Room 6111
Miami, Florida 33172

Phone: (305) 470-5420; Fax: (305) 470-5205
E-mail: Victoria.Vogt@dot.state.fl.us



From: Vogt, Victoria
Sent: Wednesday, October 16, 2024 9:55 AM
To: McManus, Alyssa M. <Alyssa.McManus@dos.fl.gov>
Cc: Quintela,Raul <Raul.Quintela@dot.state.fl.us>; Solis-Rios, Ryan <rsolis-rios@corradino.com>
Subject: FDOT D6 - SR 826/Palmetto Expressway PD&E Study - Community Engagement Meeting (Sunset Drive/SW 72nd Street) Community Engagement Meeting

Hi Alyssa,

FDOT D6 is holding a Community Engagement Meeting regarding proposed improvements to SR 986/SW 72nd Street/Sunset Drive between SW 78th Court and SW 72nd Avenue in Miami-Dade County. These improvements were identified as part of the SR 826/Palmetto Expressway PD&E Study. The meeting will be held on Monday, October 28, 2024, from 6 p.m. to 8 p.m, as well as in-person at the St. Matthew the Apostle Episcopal Church located at 7410 Sunset Drive, Miami, FL 33143.

This meeting will present the proposed improvements along Sunset Drive, designated as a State Historic Highway, and receive feedback from the local residents within the study area.

I wanted to extend you and your colleagues and invitation to attend 😊

Best,

Victoria Vogt, M.S., FCCM
District Cultural Resources Coordinator/
Environmental Supervisor

Planning and Environmental Management Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111
Miami, Florida 33172

Phone: (305) 470-5420; Fax: (305) 470-5205
E-mail: Victoria.Vogt@dot.state.fl.us



DRAFT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TECHNICAL REPORT COVERSHEET

650-050-38
ENVIRONMENTAL
MANAGEMENT
08/22

STATE HISTORIC HIGHWAYS 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.

DRAFT

FLORIDA DEPARTMENT OF TRANSPORTATION

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

STATE HISTORIC HIGHWAYS TECHNICAL MEMORANDUM

DRAFT

January 2026





















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DRAFT

1.0 PROJECT OVERVIEW

1.1 Project Description and Location

The Florida Department of Transportation (FDOT) District Six is conducting a Project Development and Environment (PD&E) Study for SR 826/Palmetto Expressway from US 1/ SR 5/Dixie Highway to NW 25th Street, a distance of approximately 8.4 miles (see **Figure 1-1**). The objective of this PD&E Study is to evaluate corridor modifications to improve operations and interchange access. The study is also evaluating additional lanes and interchange improvements. The proposed improvements will address existing and future traffic needs, improve travel time reliability, enhance safety, and provide long-term mobility options along the corridor. The project is located in unincorporated Miami-Dade County, Florida.

This *State Historic Highways Technical Memorandum*, a companion document in this PD&E Study, has been developed, documenting the proposed project's compliance with Sunset Drive/SW 72nd Street/SR 968 State Historic Highway Law 83-365.

The PD&E Study evaluated the following potential types of improvements along the SR 826 corridor:

- Additional travel lanes and auxiliary lanes.
- Interchange improvements – modification of existing entrance and exit ramps serving the interchanges.
- 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.

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.



Figure 1 - 1: Project Study Area

SR 826, between US 1 and SR 874, consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and NW 25th Street, 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 eleven existing interchanges within the project limits. Nine of the eleven interchanges provide connections 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 service and distribute traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County. SR 874 and SR 836 are both tolled expressways maintained by the Greater Miami Expressway Agency (GMX).

1.2 Purpose and Need

The primary purpose and need for this project is to add lanes to the SR 826 corridor to meet future transportation demand, improve travel time reliability, and provide long-term mobility options. Secondary 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/Transportation Demand – The project traverses four of the six transportation planning areas (central, northwest, south, and west) identified within the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan (LRTP). The greatest population and employment growth between the years 2010 and 2040 is expected to occur within the south transportation planning area of Miami-Dade County. The 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 expected to grow modestly over the same period. The population within the central area is projected to increase by 27.9% and employment is projected to increase by 32.5%. The population within the northwest area is projected to increase by 20% and employment is expected to rise by 41.9%. The population in the west area is projected to increase by 12.5% and employment is expected to rise by 42.5%. The

projected growth in the area will result in a significant increase in travel demand, further deteriorating the already congested SR 826 corridor.

Safety – According to the FDOT Crash Analysis Reporting System, there were a total of 3,714 crashes along the north segment of SR 826 (from SR 874 to NW 25th Street) during a five-year crash period, with 933 crashes in 2014; 921 crashes in 2015; 551 crashes in 2016; 668 crashes in 2017; and 641 crashes in 2018. Further review of these crashes by direction suggests that overall, 1,755 (47.3%) crashes occurred in the northbound direction and 1,794 (48.3%) crashes occurred in the southbound direction. There was a total of 1,015 crashes along the south segment of SR 826 (from US 1 to SR 874) during the same five-year crash period, with 215 crashes in 2014; 196 crashes in 2015; 213 crashes in 2016; 221 crashes in 2017; and 170 crashes in 2018. Further review of these crashes by direction suggests that overall, 313 (30.8%) crashes occurred in the northbound direction and 343 (33.8%) crashes occurred in the southbound direction.

Safety along the corridor will be enhanced with the construction of additional lanes. The additional lanes will alleviate the frequent stop-and-go traffic conditions, reducing rear-end and sideswipe type crashes. Adding mainline and interchange lanes will improve mobility and reduce congestion along the corridor. The additional lanes will also help 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 east-west transportation corridor, SR 836. The corridor provides system-level connections to S.R. 874, SR 924, I-75, Florida's Turnpike, and I-95. In addition, SR 826 is designated as a Strategic Intermodal System (SIS) facility. The section of SR 826 from U.S. 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 and the Dadeland Mall, located at SW 88th Street. The northern segment of SR 826, between SR 836 and I-75, opened in August 2019 with an express lanes system and other corridor improvements. When combining the northern segment improvements with the southern segment additional lane improvements, this SR 826 regional system will greatly improve operations, 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 2018 Miami-Dade County Freight Plan Update. The plan identifies the construction of a separate, barrier-protected truck lane with manageable entry and exit points along SR 826 as a freight priority highway need for

Miami-Dade County. However, adding more lanes along SR 826 would create a more efficient roadway network, improving traffic flow and operations between the mainline and interchanges. Although this study does not specifically evaluate a truck lane, the enhanced traffic conditions resulting from the addition of mainline and interchange lanes 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 crucial in facilitating traffic movement during emergency evacuation periods, as it connects to other major arterials and highways within the state's evacuation route network.

Project Status - The project is identified as funded in the Miami-Dade TPO's 2050 Long Range Transportation Plan (LRTP) for Construction as Priority II in Fiscal Year (FY) 2031-2035. Partial funding has been allocated for Design and Right-of-Way in the TPO's FY 2026-2030 Transportation Improvement Program (TIP). The same phases are identified as partially funded in the FDOT's FY 2026-2029 State Transportation Improvement Program (STIP). The project is also included within the FDOT FY 2025/2026 - FY 2029/2030 SIS First Five-Year Plan, where it is partially funded for Design and Right-of-Way. Additionally, the project is identified as partially funded for Construction in the FDOT FY 2035 - FY 2050 SIS Long Range Cost Feasible Plan.

1.3 State Historic Highways within the Project Study Area

The project study area was evaluated in accordance with the Archaeological and Historical Resources Chapter of the FDOT PD&E Manual. The PD&E Study area and portions of roads designated by the Florida Legislature as State Historic Highways are depicted on **Figure 1-2**.

The PD&E Study area is located within the boundaries of three State Historic Highways: Sunset Drive/SW 72nd Street between SW 69th Avenue and SW 87th Avenue; Calle Ocho/US 41/SW 8th Street/Tamiami Trail from Brickell Avenue to the Palmetto Expressway/SW 74th Avenue; and Killian Drive from SR 874 to US 1, as defined in Section 1 of Chapter 83-365 of the Laws of Florida (effective June 5, 1983; see **Appendix A**). However, of these designated corridors, only Sunset Drive lies within the footprint of the proposed project improvements.

It is important to note that this Historic Highway designation does not rely on National Register of Historic Places (NRHP) eligibility criteria or any other standard method for evaluating historic properties.

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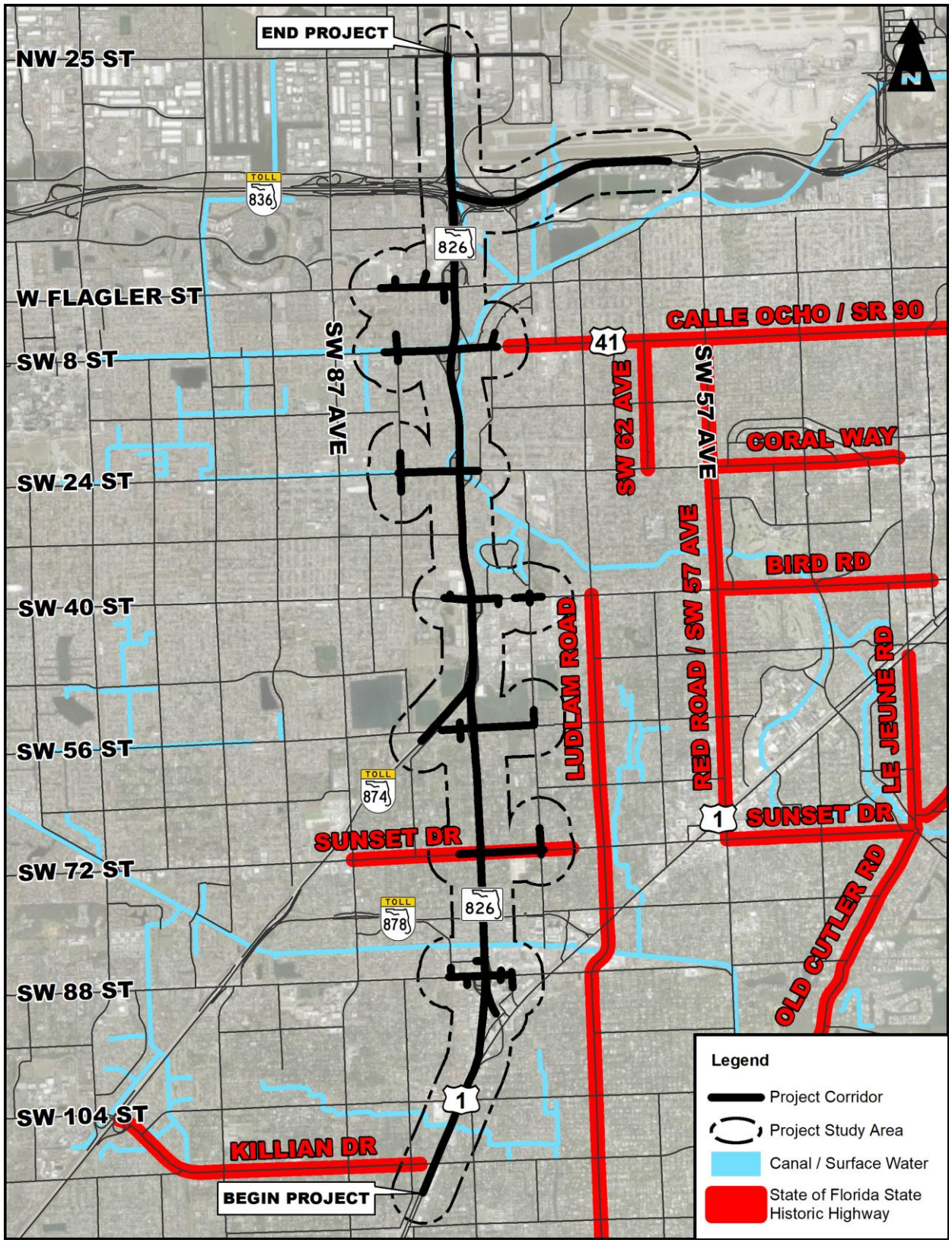


Figure 1 - 2: State Historic Highways Map

2.0 PROJECT IMPROVEMENTS TO ADDRESS THE PROJECT NEEDS

Alternatives evaluated along Sunset Drive during this PD&E Study included the No-Build Alternative and one Build Alternative. The Build Alternative was developed and evaluated based on the ability to meet the project's purpose and need. The existing conditions and proposed improvements are described in **Sections 2.1** and **2.2**.

2.1 Description of the Existing Facility

Sunset Drive, between SW 78th Court and SW 72nd Avenue, consists of four travel lanes (two lanes in each direction). The inside lanes are 11-foot wide and the outside lanes are 14-foot wide. The center median varies throughout the corridor with a 19-foot wide center median at select locations or an 11-foot wide left-turn lane with an eight-foot wide traffic separator (see **Figure 2-1**). Along the outside, the corridor has grassed swales that vary between eight and nine feet wide with a five-foot wide sidewalk. The total right-of-way width is approximately 100 feet.

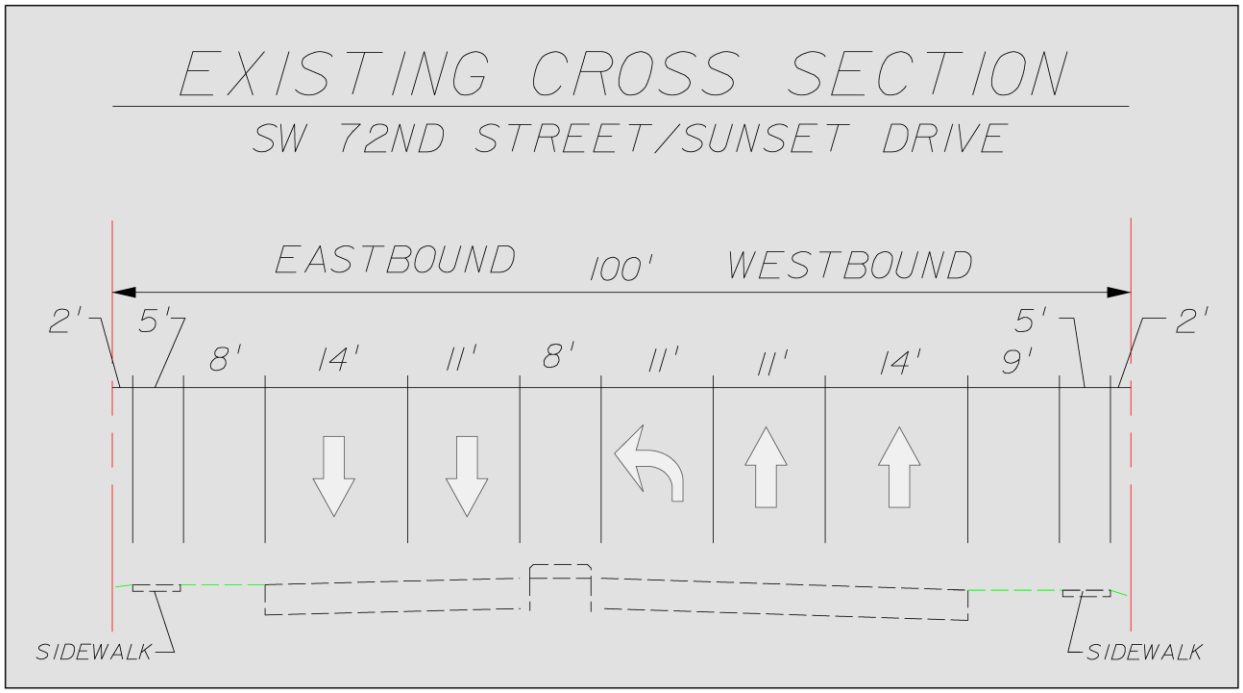


Figure 2 - 1: Existing Roadway Typical Section along Sunset Drive

2.2 Preferred Alternative

To keep up with the growing traffic demand within the study area, improvements were identified along SR 826, its interchanges, and crossing arterial roadways. Along Sunset Drive improvements are needed to safely add capacity in and out of the interchange to address the deteriorating operating conditions between SR 826 and Sunset Drive.

The preferred alternative along Sunset Drive proposes adding an additional eastbound travel lane and exclusive turn lanes at all signalized intersections within the study limits, which includes the interchange intersection ramp terminals. The additional eastbound travel lane is illustrated by the red arrow in **Figure 2-2**. The proposed improvements will require the replacement of the SR 826 bridges over Sunset Drive to accommodate the additional lanes. The corridor will consist of five 11-foot wide travel lanes (three lanes in the eastbound direction and two lanes in the westbound direction) with a 15-foot wide median. Left-turn lanes will be 11-feet wide with a four-foot wide traffic separator. Along the outside of both east and west travel directions, the corridor will have a seven-foot wide grassed swale and an eight-foot wide concrete shared-use path. **Figures 2-3** and **2-4** depict the proposed improvements along Sunset Drive.

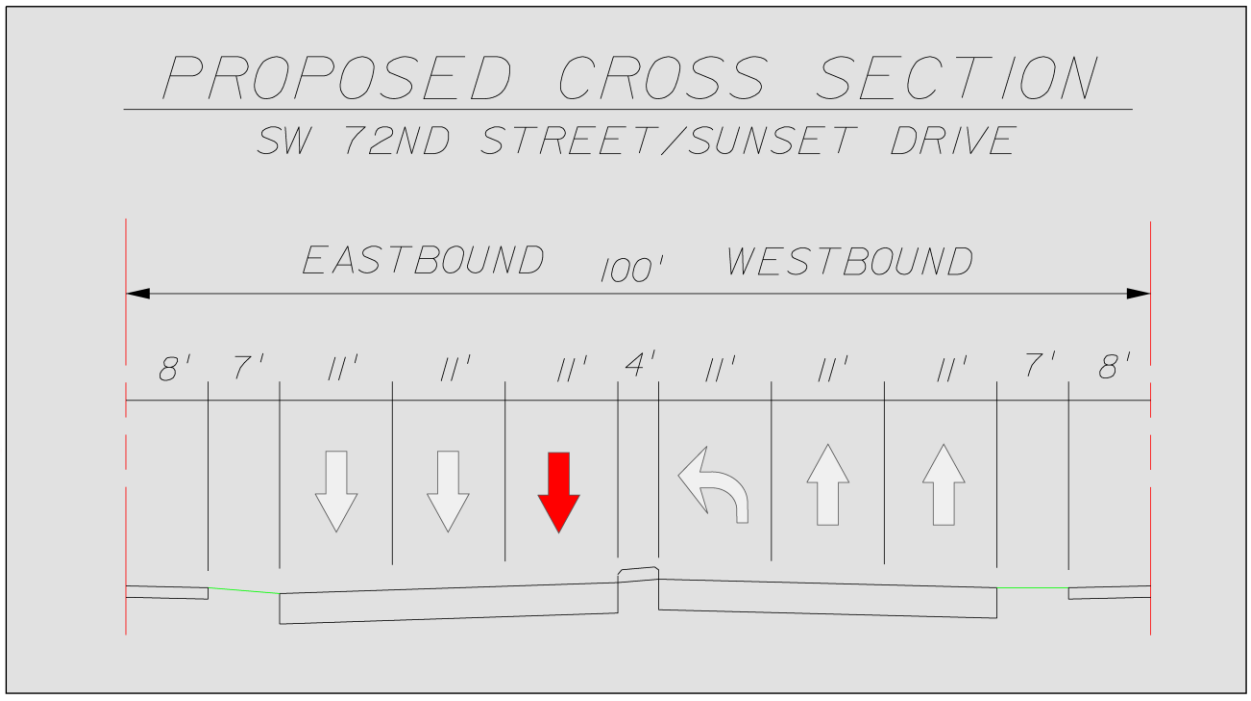


Figure 2 - 2: Proposed Roadway Typical Section along Sunset Drive

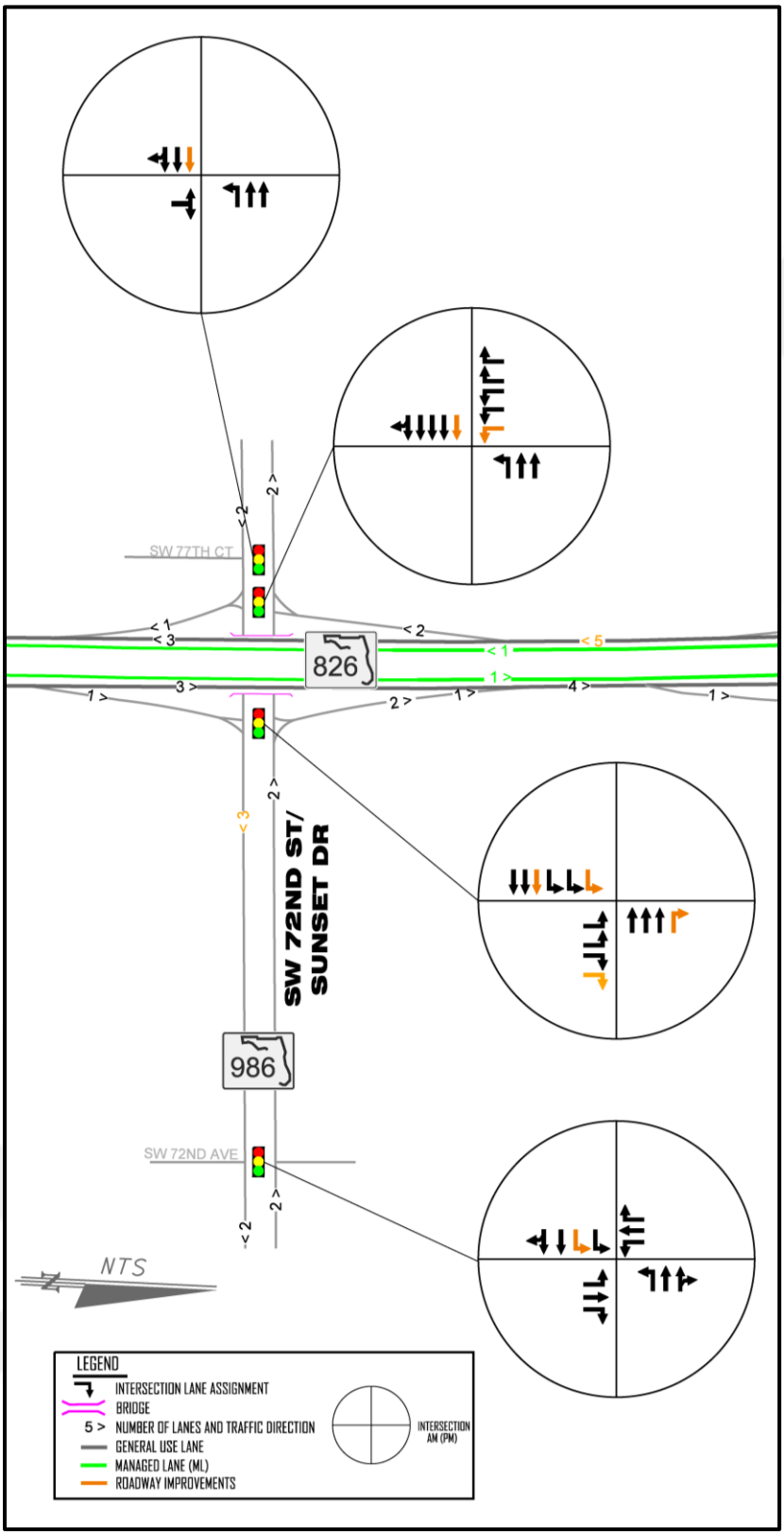


Figure 2 - 3: Proposed Sunset Drive Improvements – Schematic Line Diagram

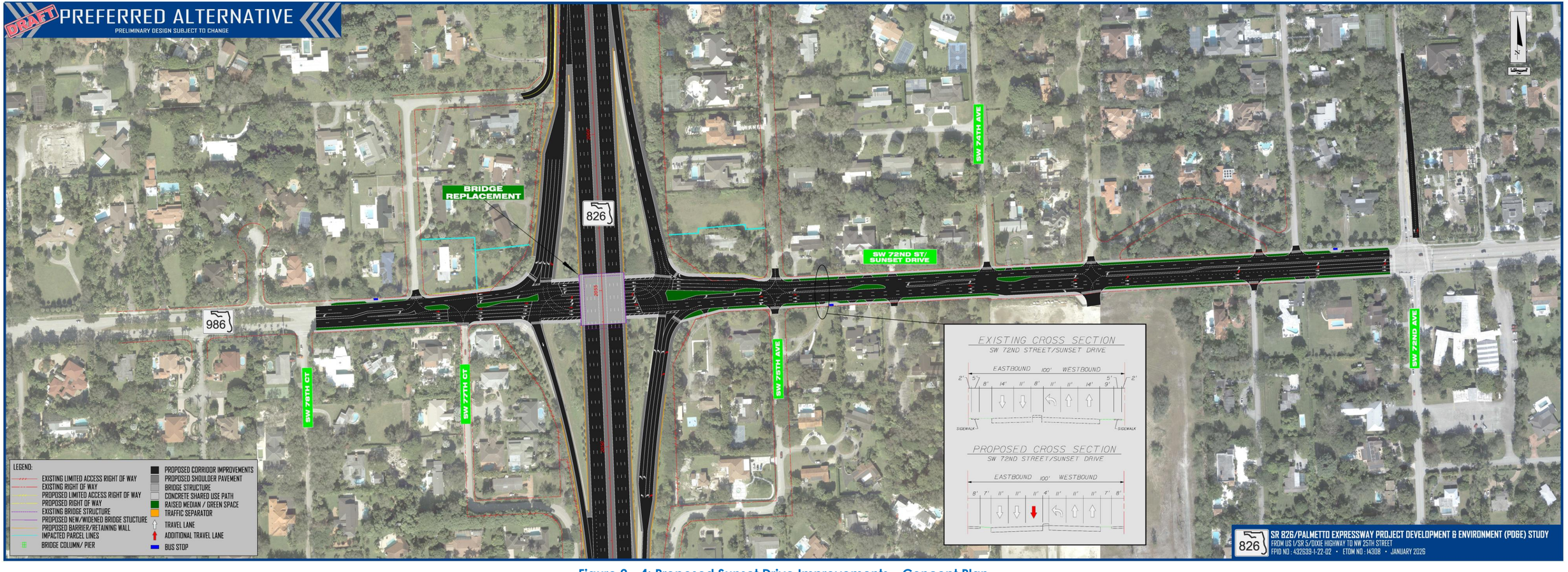


Figure 2 - 4: Proposed Sunset Drive Improvements – Concept Plan

3.0 STATUTORY COMPLIANCE

Based on an engineering review of the law, the improvements recommended to enhance safety in the study area are compliant with the applicable provisions of Chapter 83-365 for Sunset Drive.

The applicability of each section of Chapter 83-365 of the Laws of Florida to the proposed project is outlined below:

Section 1

Section 1 of Chapter 83-365 provides relevant definitions of terms used in the Chapter.

(1) "Sunset Drive" means those portions of Sunset Drive located between Cartegena Plaza and Southwest 56th Avenue and between Southwest 69th and Southwest 87th Avenue, otherwise known as Galloway Road, in Dade County.
(2) "Division" means the Division of Archives, History and Records Management of the Department of State.
(3) "Historic easement" means any easement, restriction covenant, or condition running with the land, designated to preserve, maintain, or enhance all or part of the existing state of places of historic, architectural, archaeological, or cultural significance.

Section 2

Section 2 of Chapter 83-365 states:

"Sunset Drive is hereby designated as a state historic highway. No state funds shall be expended by any public body or agency for any of the following purposes:

(1) To cut or remove any tree having a diameter at it thickest part in excess of 6 inches within 35 feet of either side of the paved surface of Sunset Drive, or to engage in an activity which requires the removal without replacement of such a tree;

The proposed project will avoid to the maximum extent practicable the cutting or removal of trees as described in Section 2, Part (1) above. However, it is anticipated that

some trees as described in Section 2, Part (1) above will be cut or removed by the proposed safety project.

In August 2019, a tree inventory of existing trees was conducted along the portion of Sunset Drive within the project area. The tree survey identified 195 trees that meet the criteria in Section 2, Part (1) above (i.e., greater than 6 inches diameter at its thickest part and located within 35 feet of either side of the paved surface of Sunset Drive). The results are tabulated in **Appendix B** and depicted over recent aerial photography in **Figure 3-1**. Of those trees identified, it is estimated that approximately 40 trees will be impacted by the proposed safety project (trees identified within the limits of the existing roadway ROW as shown in **Figure 3-1**).

Any trees removed as part of the project will be replaced and/or relocated with a similar species of comparable size within the limits of the designated historic highway segment of Sunset Drive. During the PD&E phase of the project, FDOT coordinated with the Florida Division of Historical Resources (FDHR) of the Florida Department of State regarding impacts to trees as described in Section 2, Part (1) above. The final tree disposition plan will be developed during final Design phase of the project.

Section 2 continues:

> *(2) To alter the physical dimensions or location of Sunset Drive, except for the addition of primary or secondary roads intersecting the limits of Sunset Drive:*
>
> *(3) To erect, demolish, or significantly alter the appearance of any structure, including, but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Sunset Drive, with the following exceptions:*
>
> > *(a) Bicycle paths and recreational facilities, the construction of which does not require the removal of any structure deemed worthy of preservation by the [Division of Archives, History and Records Management of the Department of State]. The division shall be consulted and official approval of the division obtained before any work is begun.*
> >
> > *(b) Erections, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of Sunset Drive and its surroundings. The division shall be consulted and official approval of the division obtained before any work is begun.*

The proposed safety improvements along Sunset Drive involve modifications to physical dimensions, as described in Section 2, Parts (2) and (3) above. These improvements are necessary to enhance vehicular safety within the project limits and are consistent with the intent to preserve the overall physical dimensions and alignment of Sunset Drive, as well as the appearance of adjacent structures.

FDOT consulted with FDHR in October 2024, and in February 2025, was advised by FDHR that no additional coordination would be required unless there was a change to the project.

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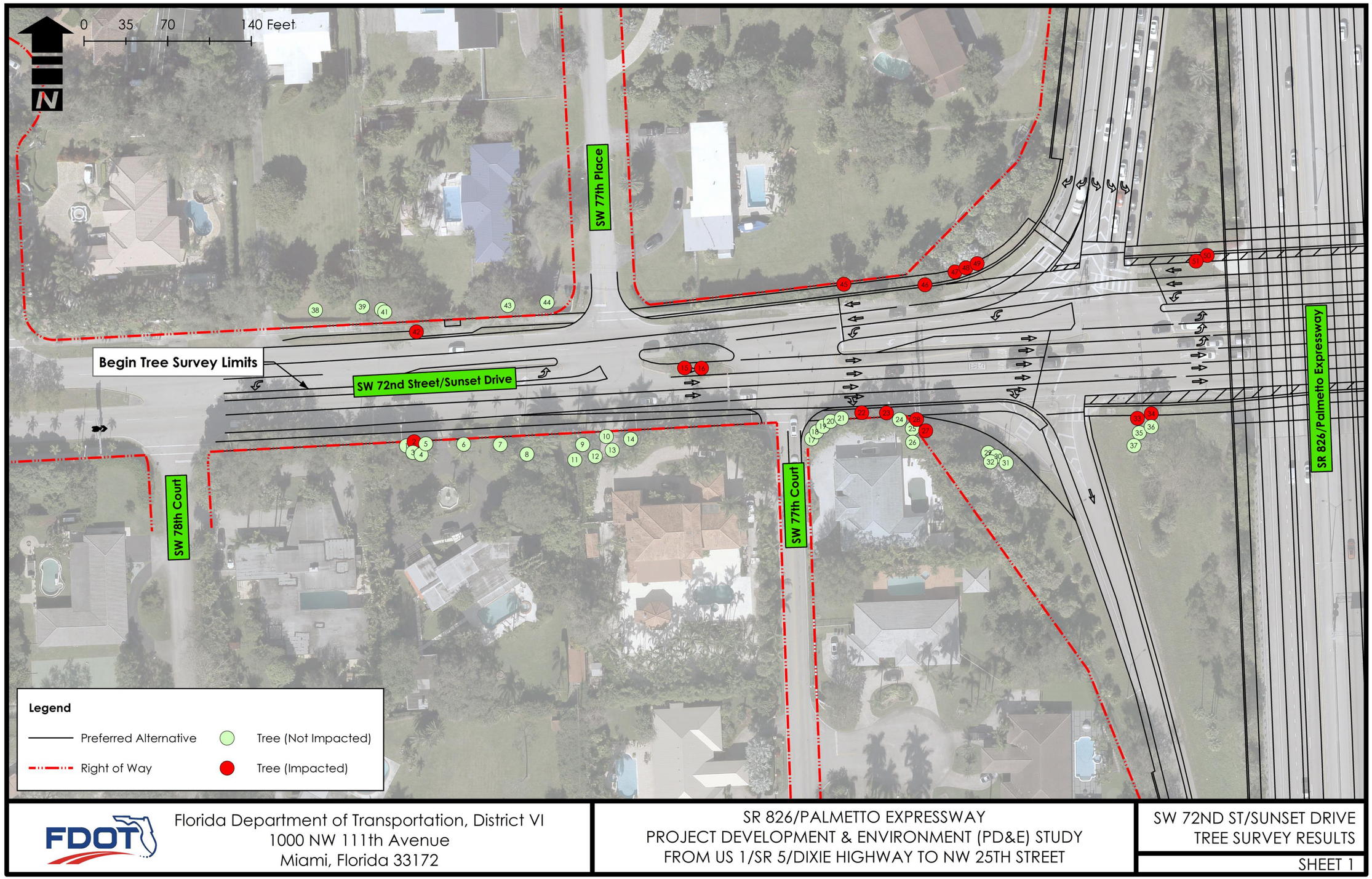
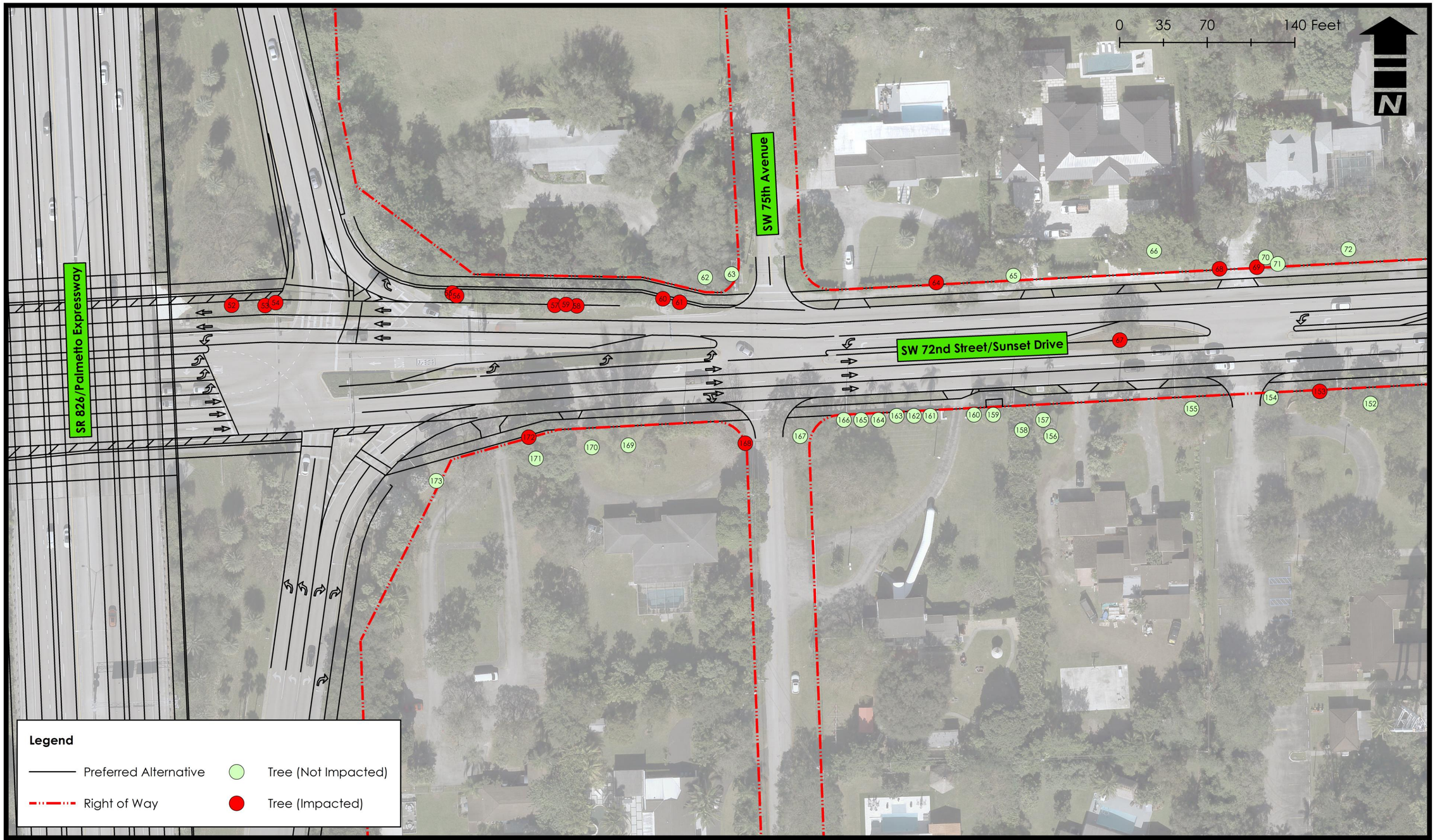


Figure 3 - 1: Tree Survey Results (1 of 4)



Florida Department of Transportation, District VI
1000 NW 111th Avenue
Miami, Florida 33172

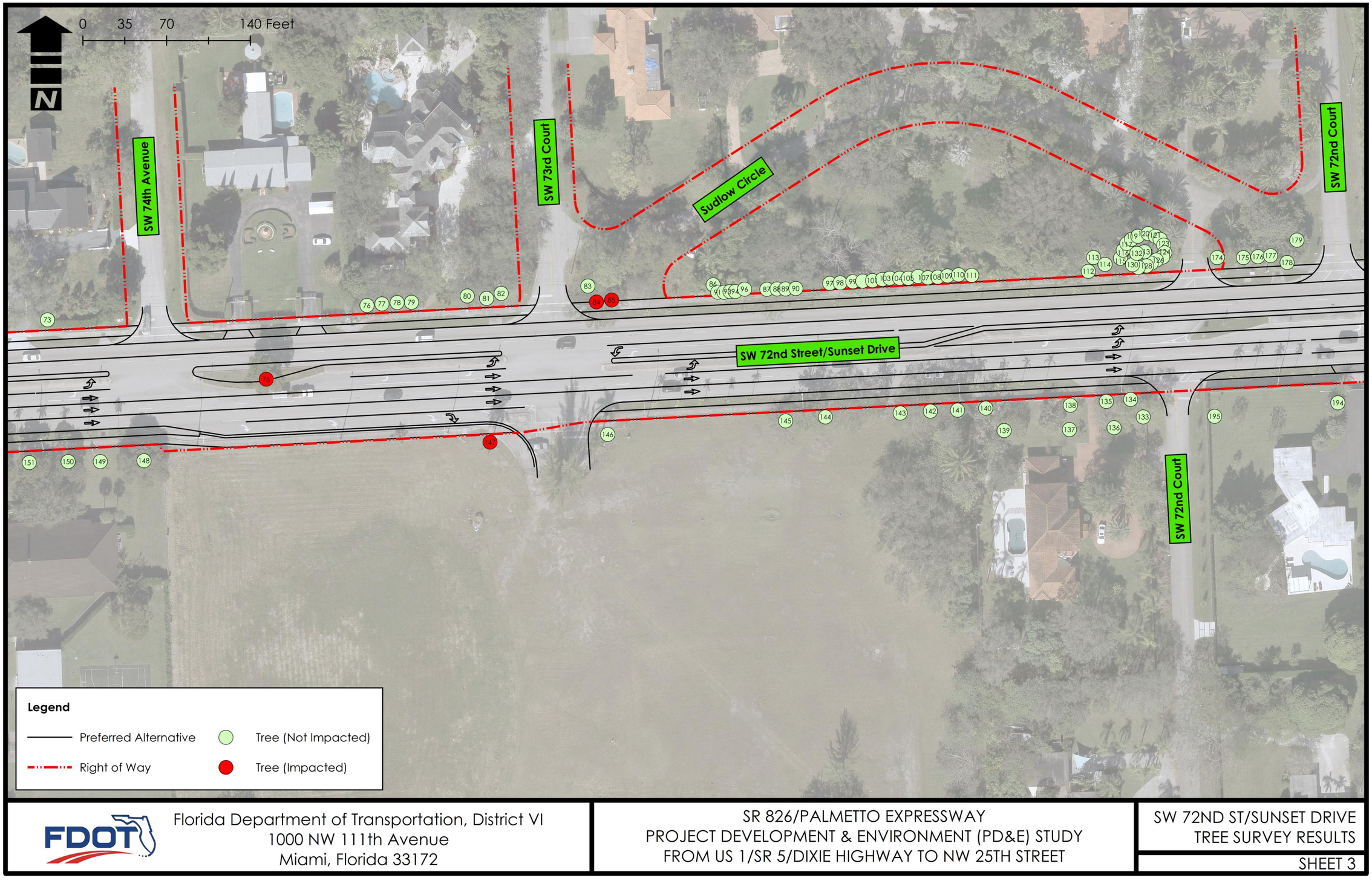
SR 826/PALMETTO EXPRESSWAY
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
FROM US 1/SR 5/DIXIE HIGHWAY TO NW 25TH STREET

SW 72ND ST/SUNSET DRIVE
TREE SURVEY RESULTS

SHEET 2

Figure 3 – 1: Tree Survey Results (2 of 4)

SR 826/PALMETTO EXPY FROM US1/S. DIXIE HWY TO NW 25TH ST // 432639-1-22-01



Florida Department of Transportation, District VI
1000 NW 111th Avenue
Miami, Florida 33172

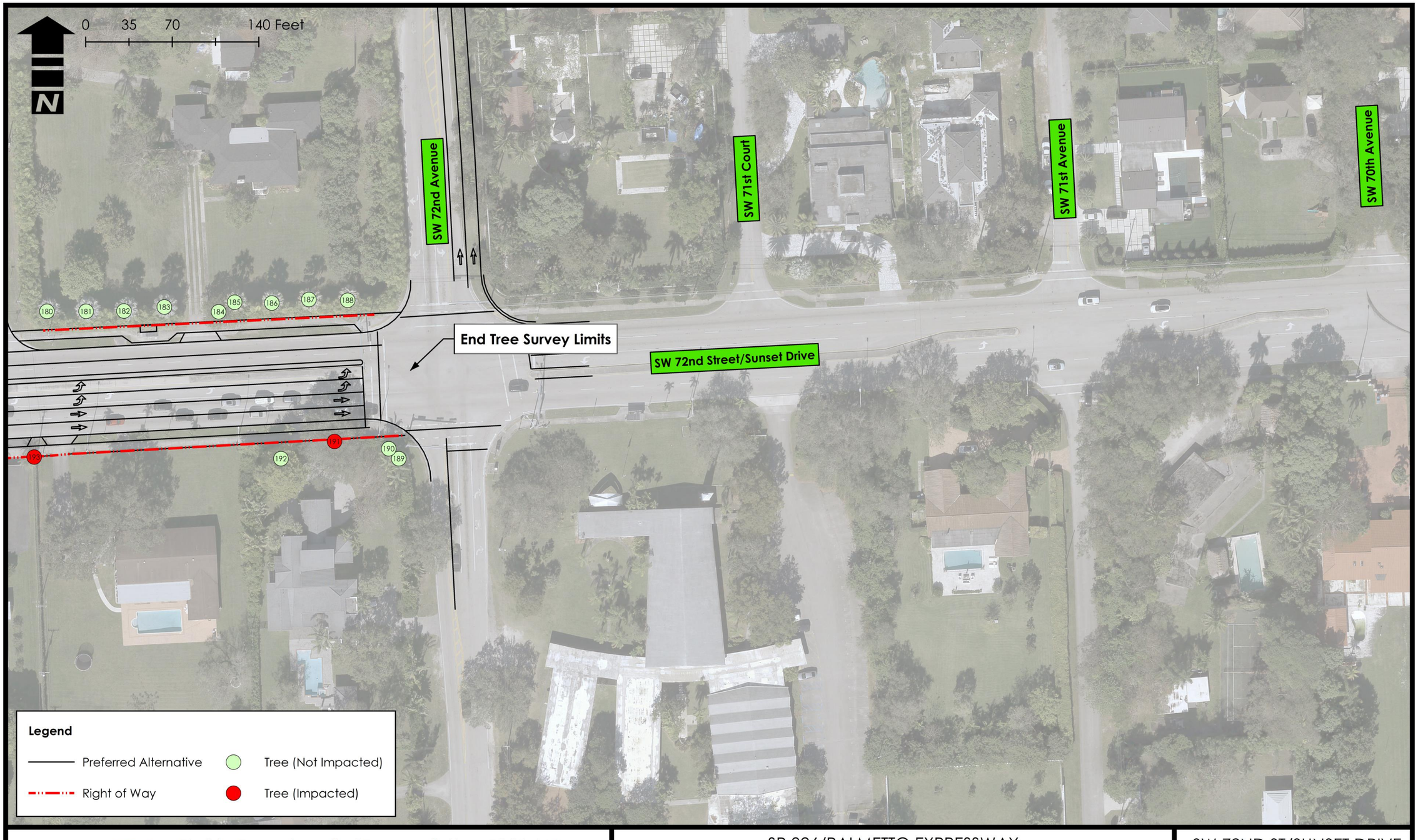
SR 826/PALMETTO EXPRESSWAY
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
FROM US 1/SR 5/DIXIE HIGHWAY TO NW 25TH STREET

SW 72ND ST/SUNSET DRIVE
TREE SURVEY RESULTS

SHEET 3

Figure 3 – 1: Tree Survey Results (3 of 4)

SR 826/PALMETTO EXPRESSWAY FROM US 1/SR 5/DIXIE HWY TO NW 25TH ST // 432639-1-22-01



Florida Department of Transportation, District VI
1000 NW 111th Avenue
Miami, Florida 33172

SR 826/PALMETTO EXPRESSWAY
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
FROM US 1/SR 5/DIXIE HIGHWAY TO NW 25TH STREET

SW 72ND ST/SUNSET DRIVE
TREE SURVEY RESULTS
SHEET 4

Figure 3 – 1: Tree Survey Results (4 of 4)

Section 2 also states:

> *"Nothing in this section shall be construed to prevent the ordinary maintenance and repair of Sunset Drive or structures adjacent thereto, provided the physical dimensions and location of Sunset Drive and the appearance of any such structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency having jurisdiction over the portion of Sunset Drive involved. However, the preservation of Sunset Drive shall take priority over considerations of traffic management, and the public safety shall not be construed to require alterations in Sunset Drive when alternative means of promoting safety, including more restrictive traffic regulations, are available."*

To support the undertaking of the proposed public safety project, FDOT conducted an analysis of data obtained from FDOT's Crash Analysis Reporting System (CARS). Relevant sections of the Crash Analysis Report (CAR) (November 2021) are provided as **Appendix C**. Key findings from the CAR for the Sunset Drive portion of the project are detailed below. FDOT has determined that no alternative means of promoting safety, including more restrictive traffic regulations, are available.

- A total of 649 crashes occurred at the SR 986/SW 72nd Street/Sunset Drive interchange, with 113 crashes in 2014; 115 crashes in 2015; 122 crashes in 2016; 174 crashes in 2017; and 125 crashes in 2018. Out of 649 total interchange crashes, 138 occurred on SR 826; 254 occurred on the ramps; and 257 occurred on SR 986/SW 72nd Street/Sunset Drive. Of the total crashes, 498 (76.7%) were "Property Damage Only" and 151 (23.3%) were "Injury". There were no fatal crashes identified for the study period at this interchange. One hundred and sixty-one (24.8%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 28%. Wet roadway surface conditions were reported for 88 (13.6%) crashes, which is slightly higher than the Districtwide average of 12%.
- The leading crash types include Rear-end with 369 (56.9%) and Angle with 89 (13.7%). Rear-end and Angle-type crashes are typical of highly congested roadways and signalized intersections.
- During the crash analysis years, this interchange serviced between 101,300 to 116,900 vehicles daily.

- The leading crash types along the study segment were Rear-end with 101 crashes (39.3%), Angle with 73 crashes (28.4%), and left-turn with 43 crashes

(16.7%). Based on the confidence level analysis, the total number of crashes for this location is considered abnormally high for years 2014-2018 (except 2015), when compared to other corridors with similar functional classification - urban, 4-5 lanes, 2-way divided with a raised separator.

Section 3

Section 3 of Chapter 83-365 states:

> *"No signs may be erected within 300 feet of either side of the paved surface of Sunset Drive, except the following:*
>
> *(1) Official road signs, including traffic control devices, erected by the Department of Transportation or by the city or county having jurisdiction over the portion of Sunset Drive involved;*

The proposed signage will be consistent with exceptions listed in Part (1) above. All new and/or updated signs proposed by the project are official roadway signs and have been located in accordance with the FHWA's *Manual on Uniform Traffic Control Devices for Streets and Highways* and FDOT standards. Preliminary proposed locations for roadway signs are shown in **Figure 3-2**.

Section 3 continues:

> *(2) Signs not visible from Sunset Drive;*
>
> *(3) Markers indicating points of interest erected or approved by the division.*
>
> *(4) Signs that do not exceed 6 square feet in area advertising the sale or lease of the property upon which they are located; or*
>
> *(5) Signs advertising only the name or nature of the business being conducted upon, or the products, facilities, goods, or services being sold, supplied, or distributed upon or from, the premises where the signs are located, if such signs do not exceed a total of 30 square feet in area for any one business."*

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The proposed project will not include signs as described in Parts (2) and (3). The proposed project will not include signs that advertise the sale or lease of property or that advertise a business, as described in Parts (4) and (5) of *Section 3*.

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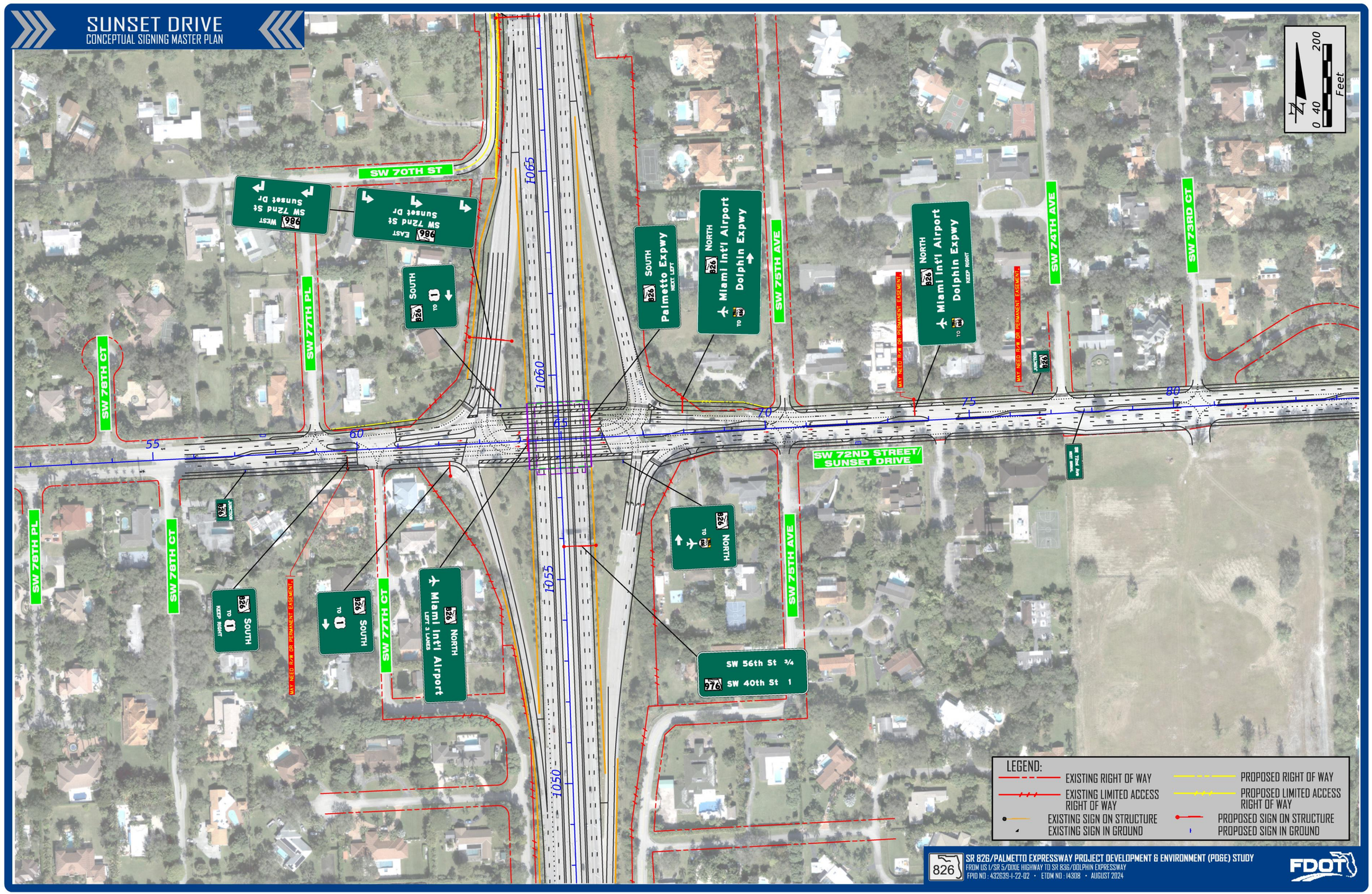


Figure 3 - 2: Conceptual Master Signing Plan for Sunset Drive

Section 4

Section 4 of Chapter 83-365 states:

> *The division is authorized to obtain, by purchase, gift, or devise, historic easements in property situated along Sunset Drive, whenever and to whatever extent that the division may determine appropriate, for the preservation of Sunset Drive or of any structure of historic significance along Sunset Drive. To be considered worthy of protection by the division, property or the protected part thereof need not be of great historic, architectural, archeological, or cultural significance when considered by itself, provided that it makes a significant contribution to the area considered as a whole. Any restriction placed on the use of the property situated along Sunset Drive pursuant to this section shall be reported by the division to the tax assessor of Dade County and shall be taken into consideration when the property is assessed for tax purposes.*

As part of the proposed project, no restrictions will be placed on properties situated along Sunset Drive.

Section 5

Section 5 of Chapter 83-365 states:

> *The division shall provide for the erection of suitable markers on and along Sunset Drive.*

The erection of suitable markers on and along Sunset Drive are not currently planned as part of the proposed project.

Section 6

This section is administrative in nature (states that the act shall take effect upon becoming law) and is not applicable to the scope of the proposed project.

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4.0 PUBLIC INVOLVEMENT

An in-person Community Engagement Meeting was held on Monday, October 28, 2024, at 6:00 p.m. at the St. Matthew the Apostle Episcopal Church at 7410 Sunset Drive, Miami, FL 33143. The purpose of this meeting was to solicit input from the community on the improvements being proposed for Sunset Drive, as well as the PD&E Study process in general. Numerous exhibits and project information were provided for public review. Please refer to **Appendix D** for a copy of the meeting minutes.

A duly noticed and advertised public hearing will be conducted for the PD&E Study in March 2026. The public hearing will be advertised and held consistently with federal and state requirements.

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5.0 CONCLUSION

In conclusion, under the provisions of Chapter 83-365, FDOT has determined that these public safety improvements are necessary for public health and safety. Licensed Professional Engineers have determined that there are no other alternative means of promoting safety such as signage, pavement marking, or more restrictive traffic regulations, which will adequately address these needs.

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Appendix A: Chapter 83-365 of the Laws of Florida

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Broward Regional Service Center in Broward County, for which materials and work the department agreed to pay Edward L. Nezelek, Inc., the sum of $3,688,500, and

WHEREAS, Edward L. Nezelek, Inc., satisfactorily completed all of said work and furnished all of said materials and received payment in the sum of $3,688,500 pursuant to said contract, and

WHEREAS, Edward L. Nezelek, Inc., filed claims with the department for certain additional moneys to which it claimed entitlement as a result of additional work and services performed for the department pursuant to said contract, and

WHEREAS, following their filing for said additional moneys with the appropriate state administrative agency, said claims were compromised by a consent order and agreement between Edward L. Nezelek, Inc., and the department, dated March 2, 1982, and

WHEREAS, said consent order and agreement of March 2, 1982, provided that the department was in agreement that Edward L. Nezelek, Inc., should receive an additional sum of $75,000 for said additional work and services performed pursuant to said contract, and

WHEREAS, an additional appropriation of funds by the state is necessary in order for Edward L. Nezelek, Inc., to receive said additional compensation of $75,000, NOW, THEREFORE,

Be It Enacted by the Legislature of the State of Florida:

Section 1. The facts stated in the preamble to this act are found and declared to be true.

Section 2. The sum of $75,000 is appropriated from the General Revenue Fund to be paid to Edward L. Nezelek, Inc., as relief for additional services performed and materials furnished to the department in connection with a construction contract and pursuant to a consent order and agreement.

Section 3. The Comptroller is directed to draw his warrant in favor of Edward L. Nezelek, Inc., in the sum of $75,000 from the General Revenue Fund, and the State Treasurer is directed to pay the same out of such funds in the State Treasury not otherwise appropriated.

Section 4. This act shall take effect July 1, 1983.

Became a law without the Governor's approval.

Filed in Office Secretary of State June 14, 1983.

CHAPTER 83-365

House Bill No. 563

An act relating to historic preservation; designating Sunset Drive as a historic highway; providing definitions; prohibiting the use of state funds for certain physical changes on or near Sunset Drive; requiring the approval of the Division of Archives, History and Records

Management of the Department of State for other specified changes; limiting the erection of signs; authorizing the division to erect markers and to obtain historic easements in property along the road; providing an effective date.

WHEREAS, in 1894, John Burtashaw and members of his family settle along Cutler Trail in the vicinity of what later became Larkins, and

WHEREAS, a one-room school was built and opened in 1896 at th corner of what is now Sunset Drive and Erwin Road, and the pathway t the school along the section line through the pine woods was th beginning of Sunset Drive, and

WHEREAS, early in 1904, Wilson A. Larkins, son-in-law of Joh Burtashaw, purchased an 80-acre tract of land 5 miles west and nort of Larkins, which settlement now bore his name, and in order to reac the farming tract, travel by wagon occurred along the section line from Larkins to a point just east of what is now Galloway Road an then turned northwest, and

WHEREAS, when the railroad to Homestead was completed in 190 mail was dropped off at the point where Larkins Road crossed th railroad tracks, and

WHEREAS, by 1907, there was a community effort to improve the ro in that settlers gathered rocks and deposited them along the roadbe county convicts then smashed the stones with sledgehammers, and roc were quarried along the roadway to build both road and homes, and

WHEREAS, also by 1907, a portion of Larkins Road from Coco Pl Circle at Old Cutler Road to Larkins Station was oiled and, in 191 the oiled surface was extended west of the rail station to what now Ludlam Road, and

WHEREAS, there were, by 1923, widely spaced residences among th avocado groves along the road now called Sunset Drive, and several these native stone and Dade County pine structures still exist as f west as 80th Avenue, and

WHEREAS, it is the finding of the Legislature that Sunset Dri should be preserved in order that present and future residents Florida may enjoy its benefits, NOW, THEREFORE,

Be It Enacted by the Legislature of the State of Florida:

Section 1. Definitions.--As used in this act:

(1) "Sunset Drive" means those portions of Sunset Drive locat between Cartegena Plaza and Southwest 56th Avenue and betwe Southwest 69th Avenue and Southwest 87th Avenue, otherwise known Galloway Road, in Dade County.

(2) "Division" means the Division of Archives, History a Records Management of the Department of State.

(3) "Historic easement" means any easement, restrictio covenant, or condition running with the land, designated to preserv maintain, or enhance all or part of the existing state of places historic, architectural, archeological, or cultural significance.

7

Section 2. Sunset Drive is hereby designated as a state historic highway. No state funds shall be expended by any public body or agency for any of the following purposes:

(1) To cut or remove any tree having a diameter at its thickest part in excess of 6 inches within 35 feet of either side of the paved surface of Sunset Drive, or to engage in an activity which requires the removal without replacement of such a tree;

(2) To alter the physical dimensions or location of Sunset Drive except for the addition of primary or secondary roads intersecting the limits of Sunset Drive;

(3) To erect, demolish, or significantly alter the appearance of any structure, including, but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Sunset Drive, with the following exceptions:

(a) Bicycle paths and recreational facilities, the construction of which does not require the removal of any structure deemed worthy of preservation by the division. The division shall be consulted and official approval obtained before any work is begun.

(b) Erections, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of Sunset Drive and its surroundings. The division shall be consulted and official approval obtained before any work is begun.

Nothing in this section shall be construed to prevent the ordinary maintenance and repair of Sunset Drive or structures adjacent thereto, provided the physical dimensions and location of Sunset Drive and the appearance of any such structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency having jurisdiction over the portion of Sunset Drive involved. However, the preservation of Sunset Drive shall take priority over considerations of traffic management, and the public safety shall not be construed to require alterations in Sunset Drive when alternative means of promoting safety, including more restrictive traffic regulations, are available.

Section 3. No signs may be erected within 300 feet of either side of the paved surface of Sunset Drive, except the following:

(1) Official road signs, including traffic control devices, erected by the Department of Transportation or by the city or county having jurisdiction over the portion of Sunset Drive involved;

(2) Signs not visible from Sunset Drive;

(3) Markers indicating points of historical interest erected or approved by the division;

(4) Signs that do not exceed 6 square feet in area advertising the sale or lease of the property upon which they are located; or

(5) Signs advertising only the name or nature of the business being conducted upon, or the products, facilities, goods, or services being sold, supplied, or distributed upon or from, the premises where

the signs are located, if such signs do not exceed a total of 30 square feet in area for any one business.

The provisions of this section shall not supersede a more restrictive law, ordinance, or regulation already in effect or taking effect after the enactment of this act.

Section 4. The division is authorized to obtain, by purchase, gift, or devise, historic easements in property situated along Sunset Drive, whenever and to whatever extent that the division may determine appropriate, for the preservation of Sunset Drive or of any structure of historic significance along Sunset Drive. To be considered worthy of protection by the division, property or the protected part thereof need not be of great historic, architectural, archeological, or cultural significance when considered by itself, provided that it makes a significant contribution to the area considered as a whole. Any restriction placed on the use of property situated along Sunset Drive pursuant to this section shall be reported by the division to the tax assessor of Dade County and shall be taken into consideration when the property is assessed for tax purposes.

Section 5. The division shall provide for the erection of suitable markers on and along Sunset Drive.

Section 6. This act shall take effect upon becoming a law.

Approved by the Governor June 13, 1983.

Filed in Office Secretary of State June 14, 1983.

CHAPTER 83-366

House Bill No. 825

An act relating to the naming of state buildings; authorizing and directing the Board of Regents of the Division of Universities of the Department of Education to name the expanded business building at Florida State University the "Charles A. Rovetta Building"; and to name the athletic administration and fieldhouse building at Florida State University the "Coyle E. Moore Athletic Center"; providing an effective date.

WHEREAS, Charles A. Rovetta has devoted much of his adult life to the cause of higher education in this nation and this state, and

WHEREAS, for 20 years he served Florida State University as Dean of the College of Business and was instrumental in developing the reputation which the college bears today, and

WHEREAS, in addition to his academic duties, Dean Rovetta unselfishly gave of his time to the community of Tallahassee and the State of Florida in civic, religious, and social endeavors, and

WHEREAS, Florida State University, this state, and higher education have greatly benefited from the leadership and concern demonstrated by Dean Charles A. Rovetta, and

Appendix B: Tree Survey Results

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Tree ID Number	Scientific Name	Common Name	Canopy Diameter (Ft)	Height (Ft)	Canopy Area (Sq. Ft)	Diameter Breast Height (DBH)
1	*Tabebuia heterophylla*	White cedar	13	25	132.7	13
2	*Swietenia mahagoni*	West Indian mahogany	30	28	706.5	2, 7, 3 *
3	*Syagrus romanzoffiana*	Queen palm	20	22	314.0	8
4	*Swietenia mahagoni*	West Indian mahogany	33	30	854.9	14, 12
5	*Cocos nucifera*	Coconut palm	16	27	201.0	8
6	*Cocos nucifera*	Coconut palm	24	22	452.2	7
7	*Psidium guajava*	Guava	18	18	254.3	3, 3, 3, 3, 3, 2 *
8	*Phoenix canariensis*	Canary Island date palm	22	15	379.9	18
9	*Phoenix canariensis*	Canary Island date palm	22	18	379.9	25
10	*Phoenix canariensis*	Canary Island date palm	26	20	530.7	25
11	*Roystonea regia*	Royal palm	15	33	176.6	23
12	*Roystonea regia*	Royal palm	17	35	226.9	22
13	*Roystonea regia*	Royal palm	15	40	176.6	26
14	*Roystonea regia*	Royal palm	15	42	176.6	21
15	*Terminalia buceras*	Black olive	27	20	572.3	11
16	*Terminalia buceras*	Black olive	26	25	530.7	10
17	*Syagrus romanzoffiana*	Queen palm	16	24	201.0	9
18	*Syagrus romanzoffiana*	Queen palm	14	20	153.9	9
19	*Syagrus romanzoffiana*	Queen palm	16	21	201.0	11
20	*Syagrus romanzoffiana*	Queen palm	18	30	254.3	11
21	*Syagrus romanzoffiana*	Queen palm	16	22	201.0	11
22	*Syagrus romanzoffiana*	Queen palm	22	31	379.9	14
23	*Syagrus romanzoffiana*	Queen palm	16	25	201.0	13
24	*Syagrus romanzoffiana*	Queen palm	18	33	254.3	14
25	*Syagrus romanzoffiana*	Queen palm	18	34	254.3	15
26	*Syagrus romanzoffiana*	Queen palm	18	25	254.3	12
27	*Coccoloba uvifera*	Seagrape	42	38	1,384.7	9, 9, 5, 15, 14
28	*Albizia lebbeck*	Woman's tongue	20	36	314.0	15
29	*Hyophorbe lagenicaulis*	Bottle palm	12	6	113.0	12
30	*Hyophorbe lagenicaulis*	Bottle palm	12	6	113.0	14
31	*Hyophorbe lagenicaulis*	Bottle palm	12	6	113.0	14
32	*Bismarckia nobilis*	Bismarck palm	19	17	283.4	17
33	*Washingtonia robusta*	Washington fan palm	13	48	132.7	11
34	*Washingtonia robusta*	Washington fan palm	13	47	132.7	13
35	*Washingtonia robusta*	Washington fan palm	13	48	132.7	12
36	*Washingtonia robusta*	Washington fan palm	13	48	132.7	12
37	*Washingtonia robusta*	Washington fan palm	14	45	153.9	13
38	*Delonix regia*	Royal poinciana	50	38	1,962.5	16, 20, 15
39	*Melaleuca viminalis*	Bottlebrush	15	20	176.6	11, 12
40	*Delonix regia*	Royal poinciana	10	20	78.5	9
41	*Delonix regia*	Royal poinciana	12	20	113.0	9
42	*Adonidia merrillii*	Manila palm	12	12	113.0	6, 4 *
43	*Quercus virginiana*	Live oak	35	30	961.6	24, 16
44	*Araucaria heterophylla*	Norfolk Island pine	18	30	254.3	13, 4, 3, 3 *
45	*Persea americana*	Avocado	22	45	379.9	12, 16, 4 *
46	*Coccoloba uvifera*	Seagrape	50	40	1,962.5	4, 4, 4, 4, 4, 4, 6, 6, 6, 6, 6, 6 *
47	*Hyophorbe lagenicaulis*	Bottle palm	7	7	38.5	12
48	*Hyophorbe lagenicaulis*	Bottle palm	7	9	38.5	15
49	*Hyophorbe lagenicaulis*	Bottle palm	7	6	38.5	11
50	*Sabal palmetto*	Cabbage palm	14	23	153.9	14
51	*Washingtonia robusta*	Washington fan palm	14	43	153.9	12
52	*Bursera simaruba*	Gumbo limbo	30	30	706.5	10
53	*Washingtonia robusta*	Washington fan palm	12	38	113.0	11

Tree ID Number	Scientific Name	Common Name	Canopy Diameter (Ft)	Height (Ft)	Canopy Area (Sq. Ft)	Diameter Breast Height (DBH)
54	*Washingtonia robusta*	Washington fan palm	10	45	78.5	12
55	*Tabebuia aurea*	Caribbean trumpet-tree	30	30	706.5	13
56	*Sabal palmetto*	Cabbage palm	16	23	201.0	18
57	*Albizia lebbeck*	Woman's tongue	50	48	1,962.5	30
58	*Albizia lebbeck*	Woman's tongue	35	40	961.6	11
59	*Sabal palmetto*	Cabbage palm	14	23	153.9	26
60	*Bursera simaruba*	Gumbo limbo	26	35	530.7	12
61	*Albizia lebbeck*	Woman's tongue	30	35	706.5	20
62	*Quercus virginiana*	Live oak	35	40	961.6	21
63	*Quercus virginiana*	Live oak	28	35	615.4	25
64	*Ficus* sp.	Ficus	40	35	1,256.0	60
65	*Swietenia mahagoni*	West Indian mahogany	40	38	1,256.0	28
66	*Swietenia mahagoni*	West Indian mahogany	65	45	3,316.6	40
67	*Terminalia buceras*	Black olive	40	45	1,256.0	18
68	*Cocos nucifera*	Coconut palm	7	38	38.5	9
69	*Cocos nucifera*	Coconut palm	6	39	28.3	7
70	*Conocarpus erectus*	Buttonwood	30	50	706.5	20
71	*Syagrus romanzoffiana*	Queen palm	18	30	254.3	18
72	*Delonix regia*	Royal poinciana	35	50	961.6	25
73	*Quercus virginiana*	Live oak	60	45	2,826.0	33
75	*Terminalia buceras*	Black olive	40	35	1,256.0	18
76	*Quercus virginiana*	Live oak	32	30	803.8	16
77	*Quercus virginiana*	Live oak	33	30	854.9	18
78	*Quercus virginiana*	Live oak	34	30	907.5	17
79	*Quercus virginiana*	Live oak	31	25	754.4	13
80	*Quercus virginiana*	Live oak	33	30	854.9	11
81	*Quercus virginiana*	Live oak	32	30	803.8	11
82	*Quercus virginiana*	Live oak	33	30	854.9	11
83	*Quercus virginiana*	Live oak	36	40	1,017.4	19
84	*Quercus virginiana*	Live oak	35	30	961.6	14, 8
85	*Quercus virginiana*	Live oak	34	30	907.5	19
86	*Quercus virginiana*	Live oak	30	28	706.5	11
87	*Caryota urens*	Fishtail palm	9	35	63.6	5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5 *
88	*Caryota urens*	Fishtail palm	9	30	63.6	4, 4, 4, 4, 4, 4, 4, 4, 4 *
89	*Caryota urens*	Fishtail palm	9	26	63.6	4, 4, 4, 4, 4, 4 *
90	*Caryota urens*	Fishtail palm	9	28	63.6	4, 4, 4, 4 *
91	*Caryota urens*	Fishtail palm	9	26	63.6	4, 4, 4, 4, 4, 4 *
92	*Caryota urens*	Fishtail palm	9	26	63.6	8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8
93	*Caryota urens*	Fishtail palm	9	28	63.6	3, 3, 3, 3, 3, 3 *
94	*Caryota urens*	Fishtail palm	9	27	63.6	4, 4, 4, 4, 4 *
96	*Caryota urens*	Fishtail palm	9	20	63.6	4, 4, 4, 4, 4, 4, 4, 4, 4, 4 *
97	*Sabal palmetto*	Cabbage palm	12	9	113.0	9
98	*Sabal palmetto*	Cabbage palm	12	14	113.0	13
99	*Sabal palmetto*	Cabbage palm	24	23	452.2	15
100	*Sabal palmetto*	Cabbage palm	24	24	452.2	10
101	*Sabal palmetto*	Cabbage palm	24	26	452.2	16
102	*Sabal palmetto*	Cabbage palm	20	24	314.0	15
103	*Sabal palmetto*	Cabbage palm	20	22	314.0	12
104	*Sabal palmetto*	Cabbage palm	20	25	314.0	11
105	*Sabal palmetto*	Cabbage palm	18	24	254.3	15
106	*Sabal palmetto*	Cabbage palm	18	24	254.3	14
107	*Sabal palmetto*	Cabbage palm	18	22	254.3	13
108	*Sabal palmetto*	Cabbage palm	18	22	254.3	14
109	*Sabal palmetto*	Cabbage palm	18	20	254.3	13

Tree ID Number	Scientific Name	Common Name	Canopy Diameter (Ft)	Height (Ft)	Canopy Area (Sq. Ft)	Diameter Breast Height (DBH)
110	*Sabal palmetto*	Cabbage palm	21	20	346.2	16
111	*Sabal palmetto*	Cabbage palm	22	21	379.9	15
112	*Sabal palmetto*	Cabbage palm	18	13	254.3	15
113	*Roystonea regia*	Royal palm	30	40	706.5	19
114	*Ficus* sp.	Ficus	25	30	490.6	20
115	*Sabal palmetto*	Cabbage palm	10	9	78.5	11
116	*Sabal palmetto*	Cabbage palm	14	15	153.9	15
117	*Sabal palmetto*	Cabbage palm	14	16	153.9	16
118	*Sabal palmetto*	Cabbage palm	14	22	153.9	15
119	*Sabal palmetto*	Cabbage palm	14	21	153.9	16
120	*Sabal palmetto*	Cabbage palm	14	33	153.9	14
121	*Sabal palmetto*	Cabbage palm	14	19	153.9	9
122	*Sabal palmetto*	Cabbage palm	14	16	153.9	10
123	*Sabal palmetto*	Cabbage palm	14	18	153.9	11
124	*Sabal palmetto*	Cabbage palm	14	23	153.9	11
125	*Sabal palmetto*	Cabbage palm	14	25	153.9	9
126	*Sabal palmetto*	Cabbage palm	14	29	153.9	8
127	*Sabal palmetto*	Cabbage palm	14	31	153.9	13
128	*Sabal palmetto*	Cabbage palm	14	34	153.9	11
129	*Sabal palmetto*	Cabbage palm	14	33	153.9	16
130	*Sabal palmetto*	Cabbage palm	14	20	153.9	12
131	*Roystonea regia*	Royal palm	30	35	706.5	22
132	*Bursera simaruba*	Gumbo limbo	30	28	706.5	19
133	*Zizyphus mauritiana*	Indian jujube	24	43	452.2	3, 4, 7, 6, 10 *
134	*Juniperus virginiana*	Red cedar	18	35	254.3	8, 9, 5, 5 *
135	*Juniperus virginiana*	Red cedar	20	35	314.0	6, 6, 3, 3, 3 *
136	*Quercus virginiana*	Live oak	28	34	615.4	12, 10, 11
137	*Mangifera indica*	Mango	22	23	379.9	11
138	*Araucaria heterophylla*	Norfolk Island pine	22	50	379.9	18
139	*Mangifera indica*	Mango	65	40	3,316.6	18, 26
140	*Syagrus romanzoffiana*	Queen palm	24	28	452.2	11
141	*Delonix regia*	Royal poinciana	27	26	572.3	11
142	*Delonix regia*	Royal poinciana	24	30	452.2	16
143	*Delonix regia*	Royal poinciana	30	28	706.5	17
144	*Delonix regia*	Royal poinciana	50	30	1,962.5	29
145	*Mangifera indica*	Mango	28	35	615.4	21, 21, 22, 22
146	*Roystonea regia*	Royal palm	16	29	201.0	12
147	*Roystonea regia*	Royal palm	19	30	283.4	12
148	*Swietenia mahagoni*	West Indian mahogany	35	38	961.6	14
149	*Swietenia mahagoni*	West Indian mahogany	40	30	1,256.0	15
150	*Swietenia mahagoni*	West Indian mahogany	26	30	530.7	16
151	*Swietenia mahagoni*	West Indian mahogany	26	38	530.7	15
152	*Swietenia mahagoni*	West Indian mahogany	28	34	615.4	17
153	*Swietenia mahagoni*	West Indian mahogany	40	37	1,256.0	25
154	*Quercus virginiana*	Live oak	24	25	452.2	9
155	*Bursera simaruba*	Gumbo limbo	52	36	2,122.6	27
156	*Sabal palmetto*	Cabbage palm	8	25	50.2	10
157	*Sabal palmetto*	Cabbage palm	7	26	38.5	9
158	*Sabal palmetto*	Cabbage palm	6	19	28.3	9
159	*Syagrus romanzoffiana*	Queen palm	14	18	153.9	9
160	*Syagrus romanzoffiana*	Queen palm	13	20	132.7	10
161	*Syagrus romanzoffiana*	Queen palm	16	32	201.0	13
162	*Syagrus romanzoffiana*	Queen palm	16	19	201.0	10
163	*Syagrus romanzoffiana*	Queen palm	17	25	226.9	10

Tree ID Number	Scientific Name	Common Name	Canopy Diameter (Ft)	Height (Ft)	Canopy Area (Sq. Ft)	Diameter Breast Height (DBH)
164	*Syagrus romanzoffiana*	Queen palm	16	16	201.0	11
165	*Syagrus romanzoffiana*	Queen palm	18	18	254.3	12
166	*Syagrus romanzoffiana*	Queen palm	18	20	254.3	12
167	*Quercus virginiana*	Live oak	70	45	3,846.5	20, 16
168	*Terminalia catappa*	West Indian almond	36	43	1,017.4	26
169	*Casuarina equisetifolia*	Australian pine	40	60	1,256.0	37
170	*Mangifera indica*	Mango	24	34	452.2	24
171	*Ficus* sp.	Ficus	28	45	615.4	30
172	*Quercus virginiana*	Live oak	32	25	803.8	24
173	*Tabebuia heterophylla*	White cedar	24	30	452.2	10, 9
174	*Terminalia buceras*	Black olive	26	35	530.7	20
175	*Sabal palmetto*	Cabbage palm	14	24	153.9	13
176	*Sabal palmetto*	Cabbage palm	15	22	176.6	14
177	*Sabal palmetto*	Cabbage palm	16	28	201.0	15
178	*Sabal palmetto*	Cabbage palm	20	21	314.0	14
179	*Sabal palmetto*	Cabbage palm	19	27	283.4	16
180	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
181	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
182	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
183	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
184	*Bursera simaruba*	Gumbo limbo	22	26	379.9	14
185	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
186	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
187	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
188	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
189	*Adonidia merrillii*	Manila palm	14	16	153.9	8, 6, 5
190	*Adonidia merrillii*	Manila palm	14	16	153.9	6, 4, 2 *
191	*Quercus virginiana*	Live oak	45	40	1,589.6	26
192	*Manilkara zapota*	Sapodilla	45	35	1,589.6	14, 25
193	*Syagrus romanzoffiana*	Queen palm	16	16	201.0	11
194	*Syagrus romanzoffiana*	Queen palm	15	22	176.6	11
195	*Sabal palmetto*	Cabbage palm	9	9	63.6	14
				Total Canopy Area (Sq. Ft)	94,218.1	* Note: multiple trunks originate from the same root system

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Appendix C: Crash Analysis Report

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CRASH ANALYSIS REPORT

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
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JUNE 2019

FINAL

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1.0 INTRODUCTION

The Florida Department of Transportation, District Six (FDOT) has recently started a Project Development and Environmental Study (PD&E) 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 is one of the most traveled transportation corridors in Miami-Dade County. This multilane expressway extends south-north 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.

Within the study area, SR 826 is identified as Section 87260000 on the State Highway System. 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, Area Type 2, Freeway in an existing urbanized area with limited access.



Figure 1-1 – Project Location Map

1.1 AREA OF INFLUENCE

There are eleven existing interchanges within the area of influence (see ***Figure 1-2***). Nine of the eleven 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. There are 43 intersections in the area of influence including 27 arterial intersections and 16 ramp terminal (interchange) intersections.



Figure 1-2 – Area of Influence

2.0 FREEWAY CRASH ANALYSIS

Crash data on SR 826 from US 1 to NW 25th Street and on SR 836 from SR 973/NW 87th Avenue to SR 969/Milam Dairy Road/NW 72 Avenue was obtained from the FDOT's Crash Analysis Reporting System. The crash data from the latest five-year period included crashes reported between January 1, 2011 and December 31, 2015. Trends, patterns and comparison of crash rates are presented for both SR 826 and SR 836 separately below and focuses on crashes that occurred on the mainlines only. Crashes that occurred within ramp junctions, interchanges and corresponding influence areas including arterials will be presented separately in later sections of this report.

SR 826 (Section 87260000) has varying typical sections and year 2015 Annual Average Daily Traffic (AADT) within the study limits. The southern segment of SR 826 from US 1 (Mile Post 0.000) to north of SR 874 (MP 3.690) consists primarily of six travel lanes (three lanes in each direction) and has a 2015 AADT range of between 49,500 and 122,500 vehicles per day (vpd) based on the FDOT Florida Traffic Online (FTI) reports for Portable Traffic Monitoring Sites (PTMS) within the south segment for stations 87-0562, 87-0563, 87-0564, and 87-0565. In contrast, the northern segment of SR 826 from north of SR 874 (3.700) to north of NW 25 Street (MP 8.586) consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction) and has a 2015 AADT range of between 159,000 and 194,500 vpd based on the FDOT FTI reports for PTMS within the north segment for stations 87-0566, 87-0567, 87-0568, and 87-0569. Consequently, the study corridor limits were divided in two segments for the analysis of crash data; the south segment and the north segment.

2.1 SR 826 FROM US-1 TO NORTH OF SR 874 – SOUTH SEGMENT

The south segment of SR 826 from US 1 (MP 0.00) to north of SR 874 (MP 3.690) spans a total length of 3.69 miles, or approximately 43% of the entire study corridor, and traverses the SR 5/US 1 Interchange (MP 0.000), SR 94/SW 88 Street/N. Kendall Drive interchange (MP 0.858), SR 986/SW 72 Street/Sunset Drive Interchange (MP 1.864), SW 56 Street/Miller Drive (MP 2.884), and SR 874 Interchange (MP 3.199) from south to north, respectively.

A crash summary was developed for this segment to categorize the relevant crashes by type, severity, lighting conditions, surface conditions and time of day including month of the year, day of the week and hour of the day to identify crash patterns or clusters and determine probable causes. ***Table 2-1*** summarizes the crash statistics for the south segment of SR 826.

Overall, there were a total of 492 crashes along the south segment of SR 826 during the five-year crash period with 120 crashes in 2011, 90 crashes in 2012, 89 crashes in 2013, 88 crashes in 2014, and 105 crashes in 2015 that occurred on the south segment SR 826. Further review of these crashes by direction suggests that overall, 208 (42.3%) crashes occurred in the northbound direction, 280 (56.9%) crashes occurred in the southbound direction, and 4 (0.8%) crashes were unknown. The following summarizes the crashes by direction occurring each year:

- 120 crashes with 51 (42.5%) northbound and 69 (57.5%) southbound in 2011,
- 90 crashes with 40 (44.4%) northbound, 48 (53.3%) southbound and 2 (2.2%) unknowns in 2012,
- 89 crashes with 36 (40.4%) northbound, 51 (57.3%) southbound and 2 (2.2%) unknowns in 2013,
- 88 crashes with 37 (42.0%) northbound and 51 (58.0%) southbound in 2014, and
- 105 crashes with 44 (41.9%) northbound and 61 (58.1%) southbound in 2015.

A detailed crash analysis of these crashes is provided in the following sections and is referenced in ***Appendix A***.

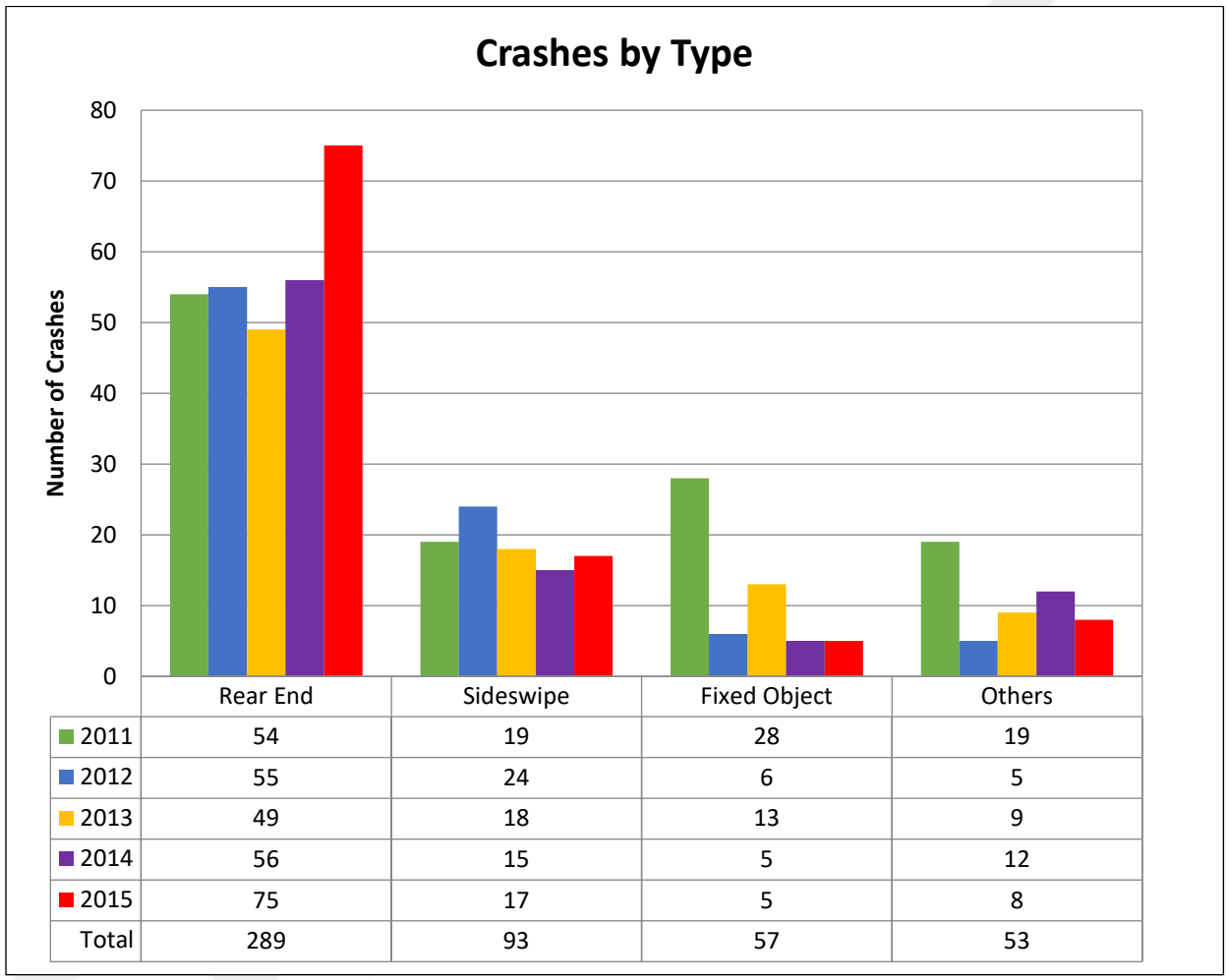
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Table 2-1 – SR 826 Summary of Crashes – South Segment

SR 826/Palmetto Expressway from US 1/South Dixie Highway to SR 874		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	54	55	49	56	75	289	58	58.7%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	19	24	18	15	17	93	19	18.9%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	1	0	0	1	0	2	0	0.4%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	28	6	13	5	5	57	11	11.6%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	1	0	0	2	0	3	1	0.6%
	Other	17	5	9	9	8	48	10	9.8%
	Total Crashes	**120**	**90**	**89**	**88**	**105**	**492**	**98**	**100.0%**
SEVERITY	PDO Crashes	69	47	56	59	58	289	58	58.7%
	Fatal Crashes	1	1	1	0	0	3	1	0.6%
	Injury Crashes	50	42	32	29	47	200	40	40.7%
LIGHTING CONDITIONS	Daylight	76	50	66	53	66	311	62	63.2%
	Dusk	2	7	4	5	1	19	4	3.9%
	Dawn	0	1	1	0	2	4	1	0.8%
	Dark	42	30	18	30	34	154	31	31.3%
	Unknown	0	2	0	0	2	4	1	0.8%
SURFACE CONDITIONS	Dry	94	67	59	61	80	361	72	73.4%
	Wet	26	22	30	27	25	130	26	26.4%
	Others	0	1	0	0	0	1	0	0.2%
MONTH OF YEAR	January	11	7	3	1	6	28	6	5.7%
	February	14	8	9	1	8	40	8	8.1%
	March	13	8	6	10	11	48	10	9.8%
	April	9	7	5	5	8	34	7	6.9%
	May	9	6	8	10	12	45	9	9.1%
	June	5	9	7	6	12	39	8	7.9%
	July	8	1	7	3	1	20	4	4.1%
	August	13	11	6	15	12	57	11	11.6%
	September	16	13	13	11	6	59	12	12.0%
	October	3	9	9	9	16	46	9	9.3%
	November	9	7	10	8	9	43	9	8.7%
	December	10	4	6	9	4	33	7	6.7%
DAY OF WEEK	Sunday	12	12	18	16	15	73	15	14.8%
	Monday	22	16	12	20	12	82	16	16.7%
	Tuesday	14	7	20	16	15	72	14	14.6%
	Wednesday	22	12	11	12	10	67	13	13.6%
	Thursday	15	14	9	8	18	64	13	13.0%
	Friday	17	14	12	7	20	70	14	14.2%
	Saturday	18	15	7	9	15	64	13	13.0%
HOUR OF DAY	12:00 AM - 06:00 AM	17	13	5	10	18	63	13	12.8%
	06:00 AM - 09:00 AM	19	11	18	16	22	86	17	17.5%
	09:00 AM - 11:00 AM	9	8	7	5	10	39	8	7.9%
	11:00 AM - 01:00 PM	9	7	8	2	9	35	7	7.1%
	01:00 PM - 03:00 PM	11	5	2	9	11	38	8	7.7%
	03:00 PM - 06:00 PM	23	17	28	17	15	100	20	20.3%
	06:00 PM - 08:00 PM	16	13	12	13	9	63	13	12.8%
	08:00 PM - 11:59 PM	16	16	9	16	11	68	14	13.8%

2.1.1 Crash Distribution by Crash Type

An analysis of crash distribution by crash types was performed to identify the predominant crash patterns along the south segment of the corridor. ***Figure 2-1*** shows the crash distribution summary by crash type for the south segment of SR 826.



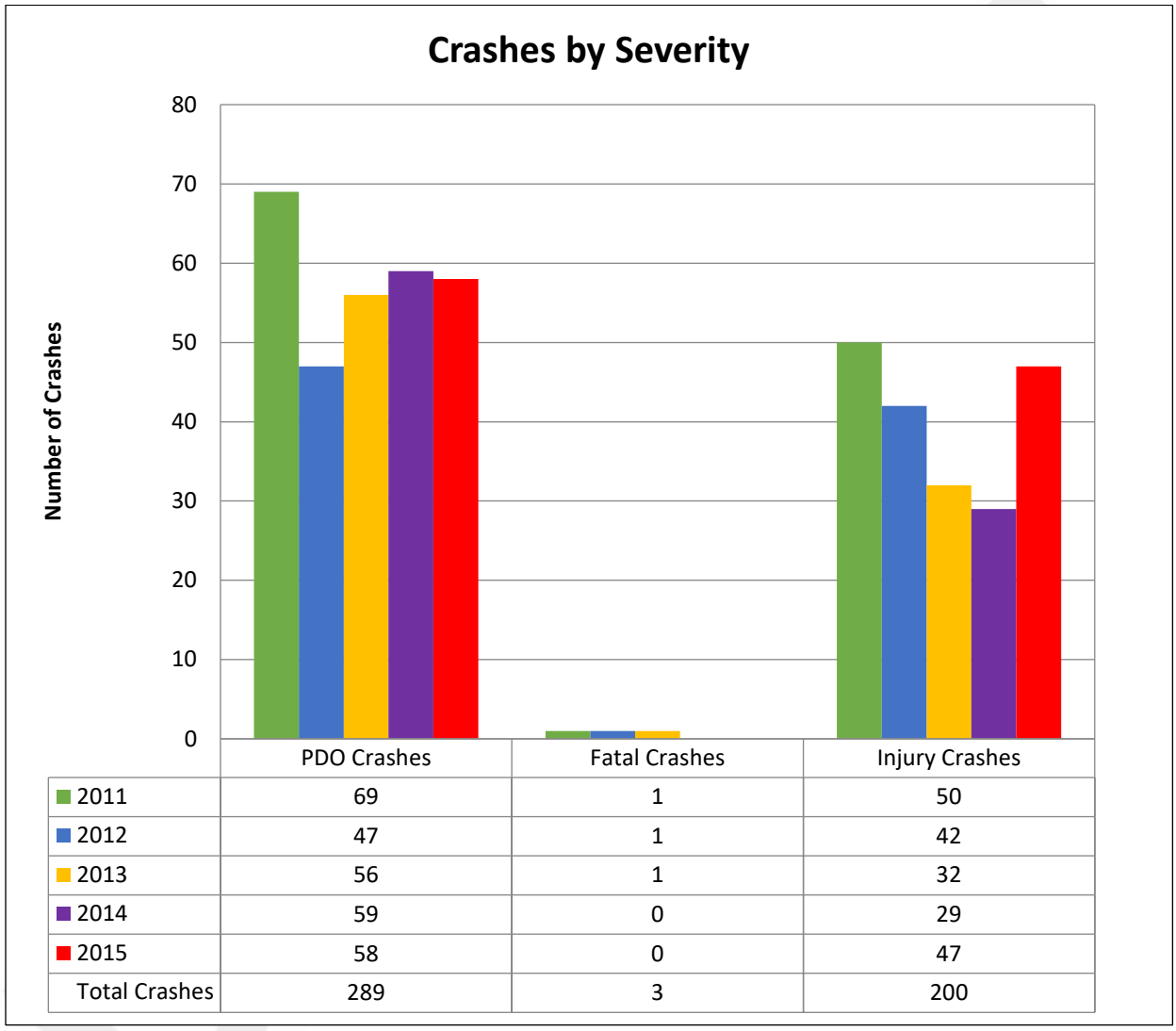
	Rear End	Sideswipe	Fixed Object	Others
2011	54	19	28	19
2012	55	24	6	5
2013	49	18	13	9
2014	56	15	5	12
2015	75	17	5	8
Total	289	93	57	53

Figure 2-1 – SR 826 Crash Distribution by Crash Type – South Segment

As shown in ***Figure 2-1***, the leading crash types include Rear-end with 289 (58.7%) crashes, Sideswipe with 93 (18.9%) crashes and Fixed-Object with 57 (11.6%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions.

2.1.2 Crash Trends by Severity

An analysis of crash frequency by severity was performed to determine the overall trends along the south segment of the corridor. ***Figure 2-2*** shows the crashes by severity summary for the south segment of SR 826.



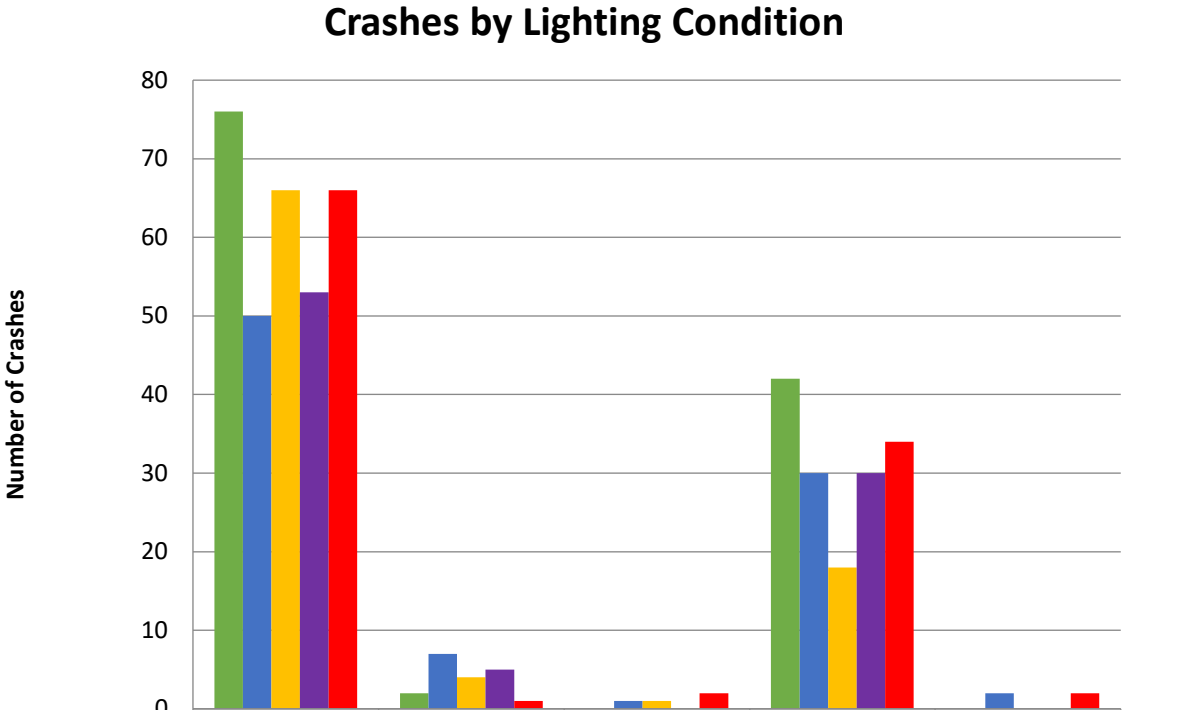
	PDO Crashes	Fatal Crashes	Injury Crashes
2011	69	1	50
2012	47	1	42
2013	56	1	32
2014	59	0	29
2015	58	0	47
Total Crashes	289	3	200

Figure 2-2 – SR 826 Crashes by Severity – South Segment

As shown in ***Figure 2-2***, there were 289 (58.7%) "Property Damage Only Crashes" and 200 (40.7 %) "Injury Crashes". Furthermore, there were 3 (0.6%) "Fatal Crashes" reported in the referenced five-year analysis period.

2.1.3 Crash Distribution by Lighting Conditions

An analysis of lighting conditions was performed to determine if inadequate lighting may have contributed to significant crashes along the south segment of the corridor. ***Figure 2-3*** shows the lighting conditions summary for the south segment of SR 826.



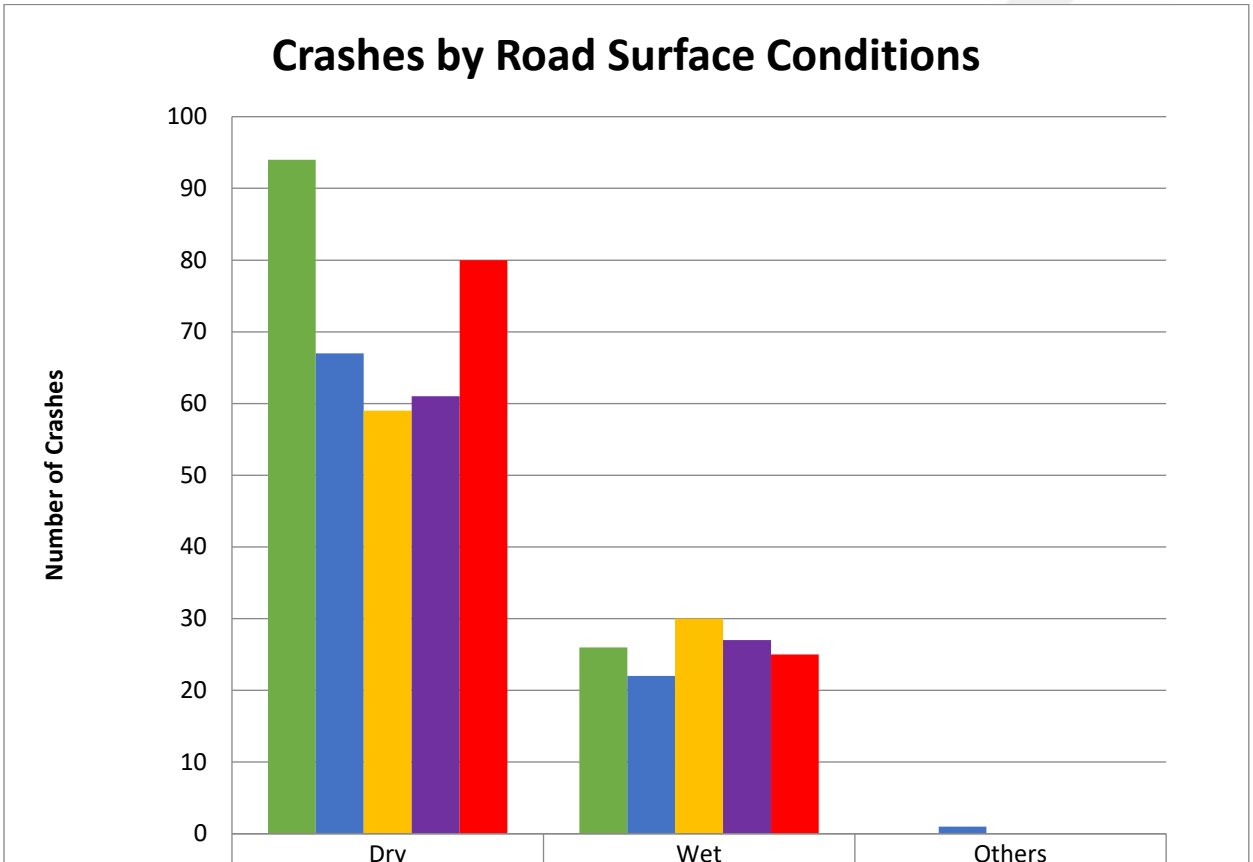
	Daylight	Dusk	Dawn	Dark	Unknown
2011	76	2	0	42	0
2012	50	7	1	30	2
2013	66	4	1	18	0
2014	53	5	0	30	0
2015	66	1	2	34	2
Total Crashes	311	19	4	154	4

Figure 2-3 – SR 826 Crash Distribution by Lighting Conditions – South Segment

As shown in ***Figure 2-3***, most of the crashes occurred during daylight conditions. Of the total 492 crashes that occurred along the south segment, 117 (36.0%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%. A review of the existing conditions indicates that roadway lighting is present along the center median barrier throughout the study corridor limits.

2.1.4 Crash Distribution by Road Surface Conditions

An analysis of the road surface conditions was performed to determine if inadequate road surface conditions has contributed to crashes along the south segment of the corridor. ***Figure 2-4*** shows the road surface conditions summary for the south segment of SR 826.



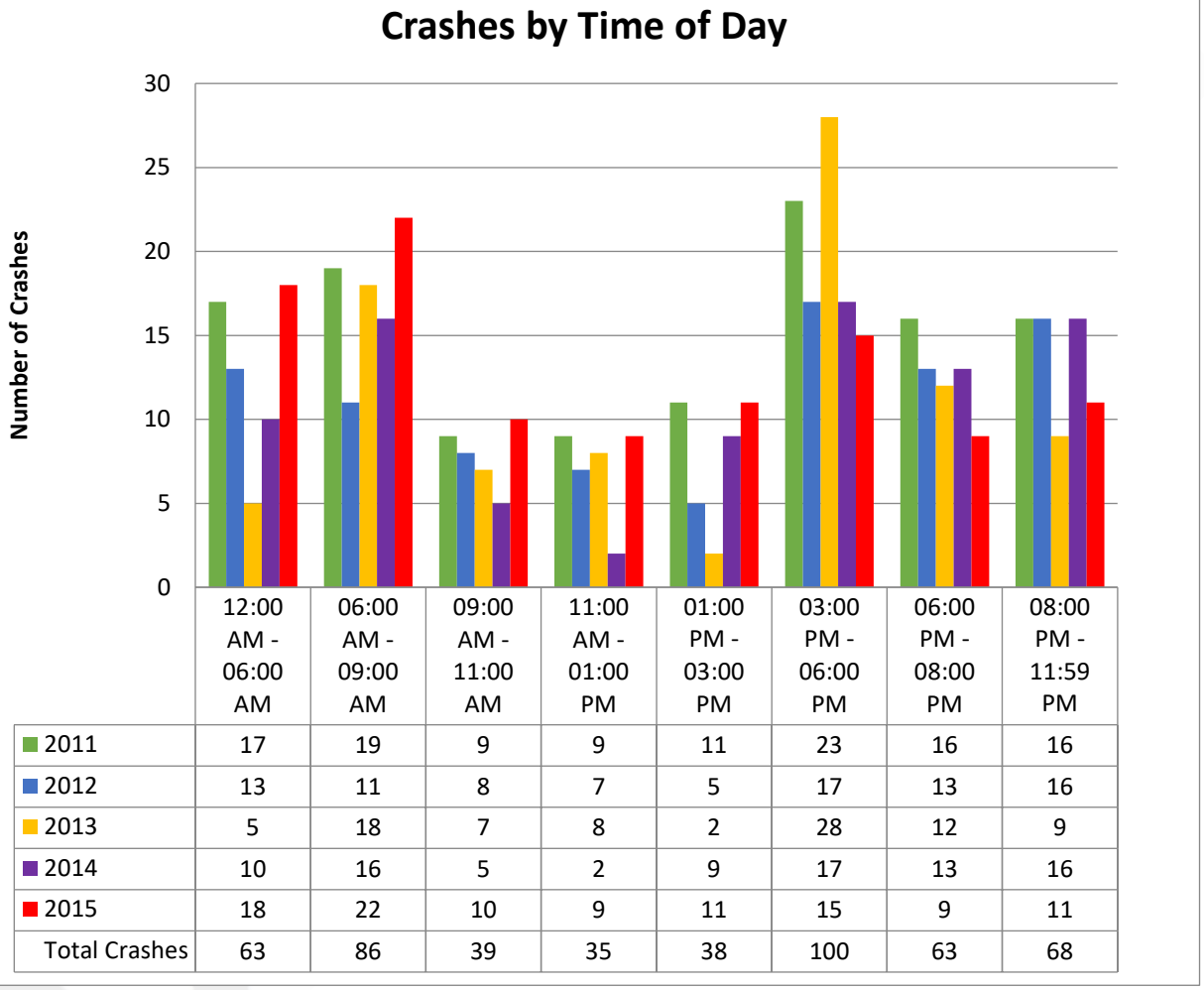
	Dry	Wet	Others
2011	94	26	0
2012	67	22	1
2013	59	30	0
2014	61	27	0
2015	80	25	0
Total Crashes	361	130	1

Figure 2-4 – SR 826 Crash Distribution by Road Surface Conditions – South Segment

As illustrated in ***Figure 2-4***, 130 (26.4%) of the total crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Most crashes however, about 73%, occurred during dry surface conditions.

2.1.5 Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if the hourly variations were having a substantial effect on the crash occurrences along the south segment of the corridor. ***Figure 2-5*** shows the crash distribution summary by time of day for the south segment of SR 826.



	12:00 AM - 06:00 AM	06:00 AM - 09:00 AM	09:00 AM - 11:00 AM	11:00 AM - 01:00 PM	01:00 PM - 03:00 PM	03:00 PM - 06:00 PM	06:00 PM - 08:00 PM	08:00 PM - 11:59 PM
2011	17	19	9	9	11	23	16	16
2012	13	11	8	7	5	17	13	16
2013	5	18	7	8	2	28	12	9
2014	10	16	5	2	9	17	13	16
2015	18	22	10	9	11	15	9	11
Total Crashes	63	86	39	35	38	100	63	68

Figure 2-5 – SR 826 Crash Distribution by Time of Day – South Segment

As shown in ***Figure 2-5***, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (17.5%) and from 3:00 PM to 6:00 PM (20.3%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

2.1.6 Crash Distribution by Contributing Causes

An analysis of the contributing causes was conducted to identify the leading contributing causes for crashes along the south segment of the corridor. ***Table 2-2*** summarizes the contributing causes for crashes occurring on the south segment of SR 826.

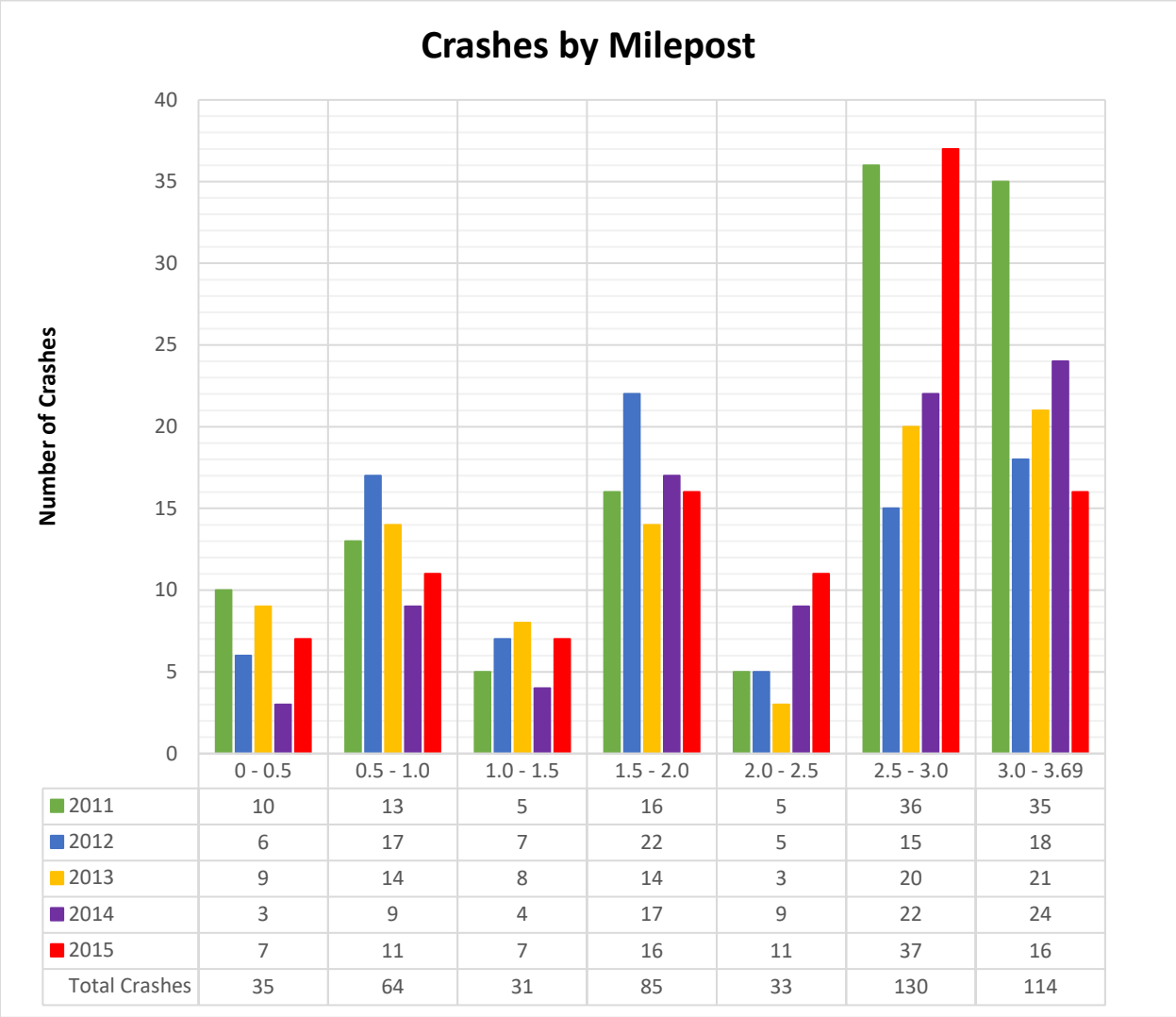
Table 2-2 – SR 826 Crash Distribution by Contributing Causes – South Segment

Contributing Cause	**Total**	**%**
Careless or Negligent Manner	221	45%
Failed To Keep In Proper Lane	20	4%
Failed to Yield Right-Of-Way	19	4%
Drove too Fast for Conditions	13	3%
Followed too Closely	10	2%
Improper Passing	8	2%
Improper Turn	5	1%
Over-Correcting/Over-Steering	4	1%
Swerved Or Avoided	4	1%
Ran Off Roadway	2	0%
Improper Backing	0	0%
Ran Red Light	0	0%
Ran Stop Sign	0	0%
Exceed Posted Speed	0	0%
Wrong Side or Wrong Way	0	0%
Disregarded Other Traffic Sign	0	0%
Disregarded other Road Markings	0	0%
Erratic, Reckless or Aggressive	0	0%
No Contributing Action	82	17%
Other Contributing Action	104	21%
Total	**492**	**100%**

As indicated in ***Table 2-2***, approximately 53% of the recorded crashes that occurred in the south segment of SR 826 is attributed to driver behaviors. These contributing causes include driving in a "Careless or Negligent Manner" with 221 (45%) crashes, "Failed To Keep In Proper Lane" with 20 (4%) crashes, and "Failed To Yield Right-Of-Way" with 19 (4%) crashes. Note, 82 (17%) crashes have "No Contributing Action" and 104 (21%) crashes have "Other Contributing Action" identified for the contributing cause of the crash.

2.1.7 Crash Distribution by Milepost

Total crashes were plotted by milepost to determine any sections along the south segment of the study corridor that experienced a high number of crashes. ***Figure 2-6*** summarizes the crash distribution by milepost between MP 0.000 and 3.690 along the south segment of SR 826.



	0 - 0.5	0.5 - 1.0	1.0 - 1.5	1.5 - 2.0	2.0 - 2.5	2.5 - 3.0	3.0 - 3.69
2011	10	13	5	16	5	36	35
2012	6	17	7	22	5	15	18
2013	9	14	8	14	3	20	21
2014	3	9	4	17	9	22	24
2015	7	11	7	16	11	37	16
Total Crashes	35	64	31	85	33	130	114

Figure 2-6 – SR 826 Crash Distribution by Milepost – South Segment

As shown in ***Figure 2-6***, most crashes occurred between MP 2.5 – 3.0 with 130 (26%) crashes, MP 3.0 – 3.69 with 114 (23%) crashes, and MP 1.5 – 2.0 with 85 (17%) crashes. These milepost ranges identified correspond with the SR 826 interchanges at SR 874 (south side), SR 874 (north side), and SR 986/SW 72nd Drive, respectively. Details of the prevalent crash patterns at these interchanges are discussed in ***Section 3.0*** of this report.

2.1.8 Average Crash Rates Review

The total number of crashes in the south segment of the study corridor has varied between 2011 and 2015 with an average of 98 crashes per year. The Average Daily Traffic (ADT) has increased from 79,057 vpd in 2011 to 93,675 vpd in 2015. Crash rates in million vehicle miles traveled were calculated to determine if variations in total crashes was due to an increase in ADT or influenced by driver and/or roadway conditions. Throughout the south segment, the functional classification of the corridor is consistent. Therefore, one crash rate was calculated for the corridor segment for each year of analysis. ***Table 2-3*** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 2-3 – SR 836 Actual Crash Rate vs. Average Crash Rate – South Segment

Year	2011	2012	2013	2014	2015
Number of Crashes	120	90	89	88	105
Average Daily Traffic (ADT)	79,057	78,429	95,239	92,422	93,675
Actual Crash Rate (ACR)	1.127	0.852	0.694	0.707	0.832
District Six Average Crash Rate (A)	1.799	1.875	1.899	2.017	2.312
Average Vehicle Exposure (M)	106.478	105.632	128.273	124.479	126.166
Statewide Average Crash Rate	1.380	1.867	1.793	1.927	2.090

As indicated in ***Table 2-3***, the actual crash rate for the south segment of SR 826 is below the average crash rate for other corridors with similar functional classification (urban – other limited access) in District Six for all years between 2011 and 2015, which may be attributed to the increase in ADT. Similarly, the actual crash rate for the south segment of SR 826 is below the statewide average crash rate in all years 2011 through 2015.

2.1.9 High Crash List Review

The FDOT's High Crash Lists for spots (ramp junctions) and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along the south segment of the study corridor. ***Table 2-4*** provides a summary list of the spots (ramp junctions) and segments along the south segment of SR 826 identified in the 2011-2015 FDOT High Crash Lists (HCL).

Table 2-4 – SR 836 High Crash List Review – South Segment

High Crash List (HCL) Check				
Location	**Spot (Ramp Junction)**	**Description**	**Segment**	**Description**
SR 826 South Segment	2011-2015 HCL at MP 1.981 2011-2015 HCL at MP 2.800	SB SR 826 Off-Ramp to WB SR 986 SB SR 826 Off-Ramp to SW 56 St	2011-2015 HCL from MP 0.000 to MP 0.300	US 1 to S Dadeland Blvd

Note: Study limits include SR 826/Palmetto Expressway (Roadway ID # 87260000), from milepost 0.000 to 3.690.

As indicated in ***Table 2-4***, spots (ramp junctions) identified in the 2011-2015 FDOT HCL include MP 1.981 and MP 2.800 which is associated with the SR 826 southbound off-ramps to SR 986/Sunset Drive and SW 56 Street/Miller Drive, respectively. The segment identified in the 2011-2015 FDOT HCL spans between MP 0.000 and 0.300 which is associated with the section of SR 826 between SR 5/US 1 and S Dadeland Boulevard.

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2.2 SR 826 from North of SR 874 to NW 25 Street – North Segment

The north segment of SR 826 from north of SR 874 (MP 3.700) to north of NW 25 Street (MP 8.586) spans a total length of 4.896 miles, or approximately 57% of the entire study corridor, and traverses the SR 976/SW 40 Street/Bird Road interchange (MP 3.921), SW 24 St/Coral Way Interchange (MP 4.985), SR 90/SW 8 Street Interchange (MP 5.982), SR 968/W Flagler Street Interchange (MP 6.488), SR 836 Interchange (MP 7.223), and NW 25 Street Interchange (MP 8.374) from south to north, respectively.

A crash summary was developed for this segment to categorize the relevant crashes by type, severity, lighting conditions, surface conditions and time of day including month of the year, day of the week and hour of the day to identify crash patterns or clusters and determine probable causes. ***Table 2-5*** summarizes the crash statistics for the north segment of SR 826.

Overall, there were a total of 4,063 crashes along the north segment of SR 826 during the five-year crash period with 834 crashes in 2011, 778 crashes in 2012, 759 crashes in 2013, 859 crashes in 2014, and 833 crashes in 2015 that occurred on the north segment SR 826. Further review of these crashes by direction suggests that overall, 2,207 (54.3%) crashes occurred in the northbound direction, 1,848 (45.5%) crashes occurred in the southbound direction, and 8 (0.2%) crashes were unknown. The following summarizes the crashes by direction occurring each year:

- 834 crashes with 453 (54.3%) northbound, 378 (45.3%) southbound and 3 (0.4%) unknowns in 2011,
- 778 crashes with 408 (52.4%) northbound, 368 (47.3%) southbound and 2 (0.3%) unknowns in 2012,
- 759 crashes with 433 (57.0%) northbound, 324 (42.7%) southbound and 2 (0.3%) unknowns in 2013,
- 859 crashes with 460 (53.6%) northbound, 398 (46.3%) southbound and 1 (0.1%) unknown in 2014, and
- 833 crashes with 453 (54.4%) northbound and 380 (45.6%) southbound in 2015.

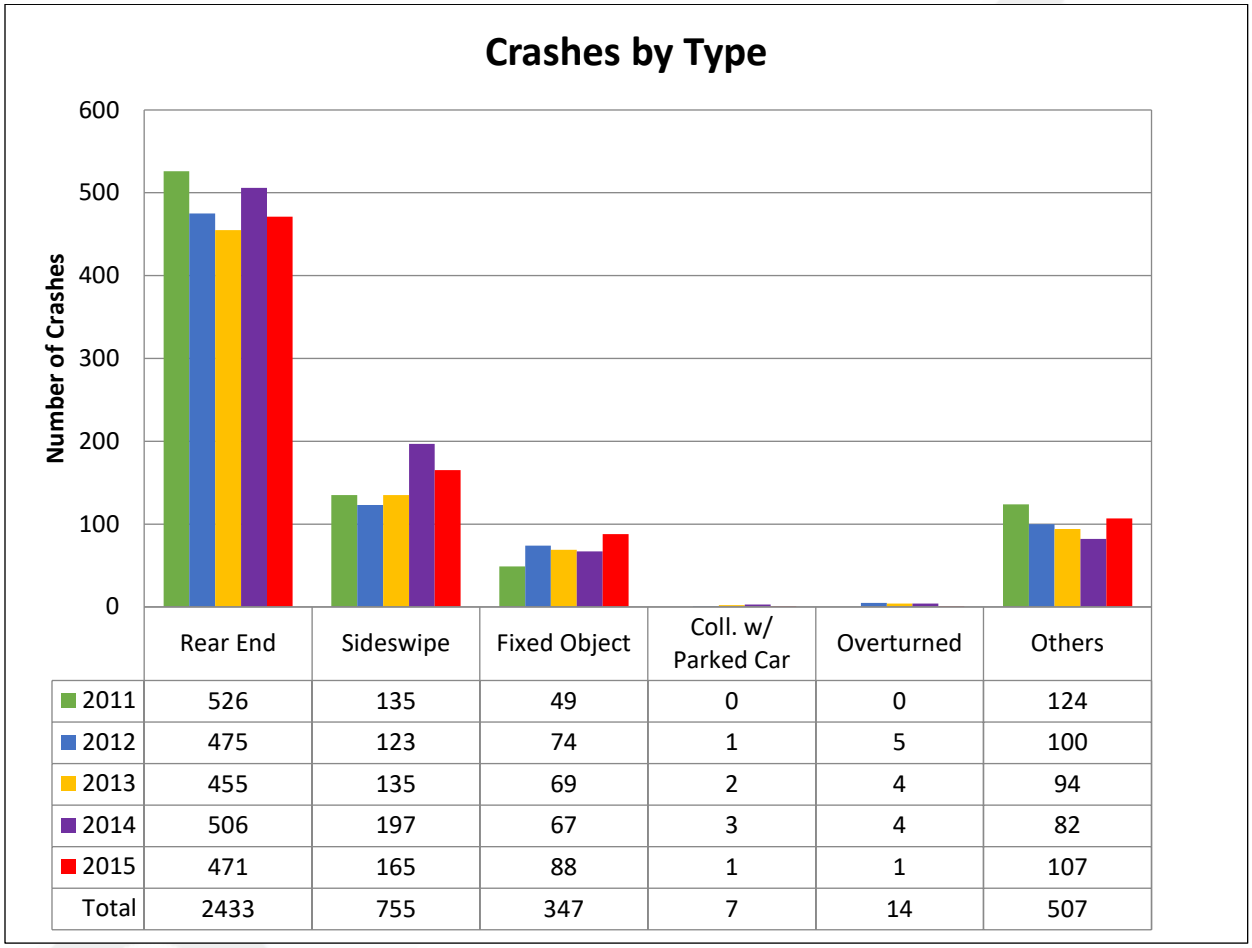
A detailed crash analysis of these crashes is provided in the following sections and is referenced in ***Appendix A***.

Table 2-5 – SR 826 Summary of Crashes – North Segment

SR 826/Palmetto Expressway from SR 874 to NW 25 Street		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	526	475	455	506	471	2433	487	59.9%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	135	123	135	197	165	755	151	18.6%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	1	2	3	1	3	10	2	0.2%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	49	74	69	67	88	347	69	8.5%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	5	4	4	1	4	18	4	0.4%
	Other	118	100	93	87	102	500	100	12.3%
	Total Crashes	**834**	**778**	**759**	**859**	**833**	**4063**	**813**	**100.0%**
SEVERITY	PDO Crashes	503	517	566	622	614	2822	564	69.5%
	Fatal Crashes	0	2	0	0	4	6	1	0.1%
	Injury Crashes	331	259	193	237	215	1235	247	30.4%
LIGHTING CONDITIONS	Daylight	584	532	505	601	579	2801	560	68.9%
	Dusk	24	27	28	26	23	128	26	3.2%
	Dawn	8	14	16	14	24	76	15	1.9%
	Dark	218	203	208	211	207	1047	209	25.8%
	Unknown	0	2	2	7	0	11	2	0.3%
SURFACE CONDITIONS	Dry	662	601	575	695	676	3209	642	79.0%
	Wet	171	175	183	163	157	849	170	20.9%
	Others	1	2	1	1	0	5	1	0.1%
MONTH OF YEAR	January	79	65	49	50	44	287	57	7.1%
	February	68	71	53	56	78	326	65	8.0%
	March	73	63	54	71	73	334	67	8.2%
	April	65	57	76	47	64	309	62	7.6%
	May	55	51	65	70	72	313	63	7.7%
	June	74	63	53	91	73	354	71	8.7%
	July	57	66	80	80	51	334	67	8.2%
	August	54	75	57	60	85	331	66	8.1%
	September	68	62	71	74	94	369	74	9.1%
	October	68	95	67	101	71	402	80	9.9%
	November	87	60	65	77	75	364	73	9.0%
	December	86	50	69	82	53	340	68	8.4%
DAY OF WEEK	Sunday	107	104	124	104	132	571	114	14.1%
	Monday	141	129	105	147	136	658	132	16.2%
	Tuesday	135	98	107	124	123	587	117	14.4%
	Wednesday	115	126	121	137	127	626	125	15.4%
	Thursday	157	149	132	158	133	729	146	17.9%
	Friday	106	94	96	122	110	528	106	13.0%
	Saturday	73	78	74	67	72	364	73	9.0%
HOUR OF DAY	12:00 AM - 06:00 AM	59	70	55	69	78	331	66	8.1%
	06:00 AM - 09:00 AM	124	132	141	140	159	696	139	17.1%
	09:00 AM - 11:00 AM	76	88	73	106	87	430	86	10.6%
	11:00 AM - 01:00 PM	87	79	66	89	75	396	79	9.7%
	01:00 PM - 03:00 PM	108	99	82	98	101	488	98	12.0%
	03:00 PM - 06:00 PM	174	128	138	145	154	739	148	18.2%
	06:00 PM - 08:00 PM	104	78	108	123	87	500	100	12.3%
	08:00 PM - 11:59 PM	102	104	96	89	92	483	97	11.9%

2.2.1 Crash Distribution by Crash Type

An analysis of crash distribution by crash types was performed to identify the predominant crash patterns along the north segment of the corridor. ***Figure 2-7*** shows the crash distribution summary by crash type for the north segment of SR 826.



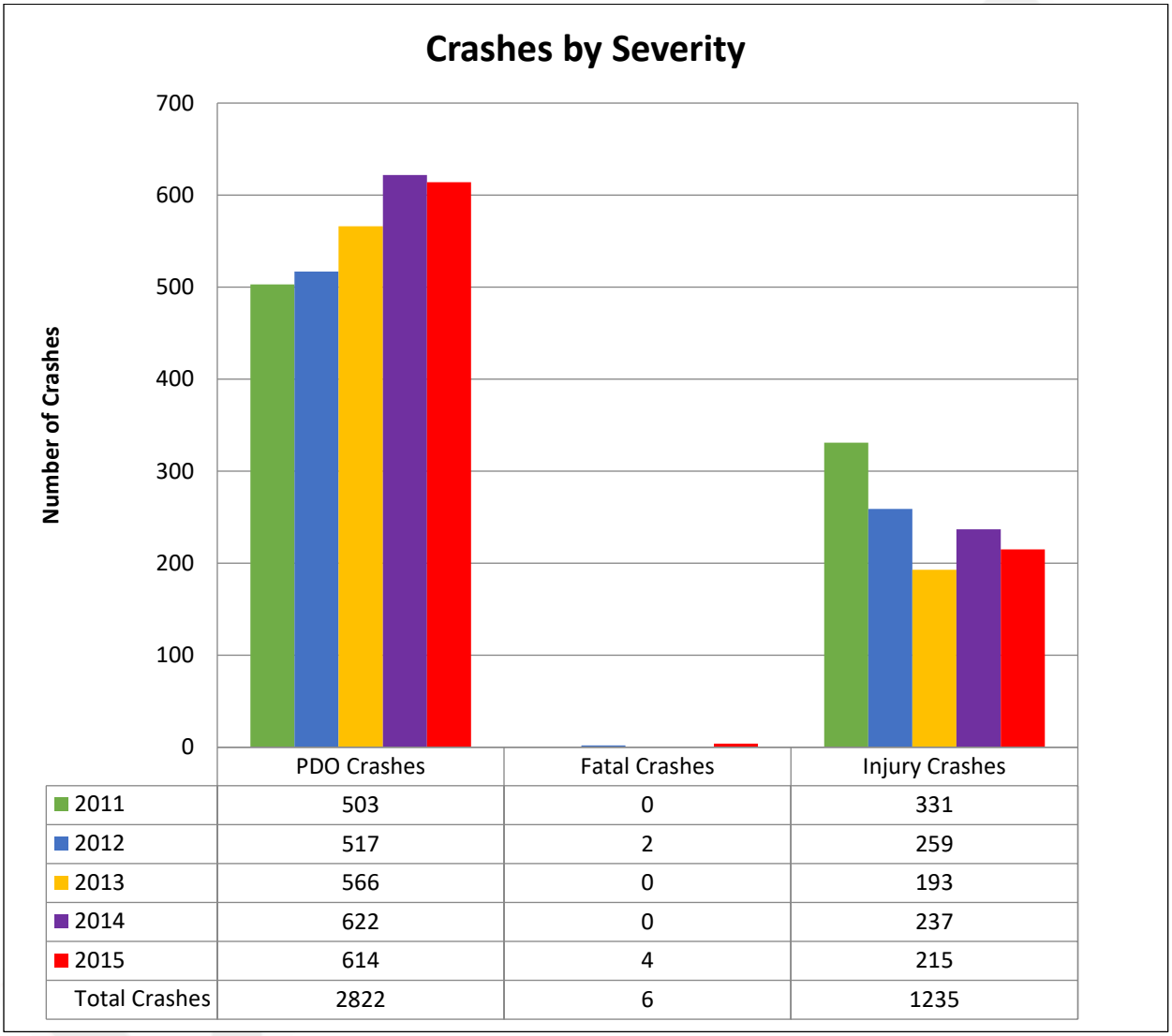
	Rear End	Sideswipe	Fixed Object	Coll. w/ Parked Car	Overturned	Others
2011	526	135	49	0	0	124
2012	475	123	74	1	5	100
2013	455	135	69	2	4	94
2014	506	197	67	3	4	82
2015	471	165	88	1	1	107
Total	2433	755	347	7	14	507

Figure 2-7 – SR 826 Crash Distribution by Crash Type – North Segment

As shown in ***Figure 2-7***, the leading crash types include Rear-end with 2,433 (59.9%) crashes, Sideswipe with 755 (18.6%) crashes and Other with 500 (12.3%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions.

2.2.2 Crash Trends by Severity

An analysis of crash frequency by severity was performed to determine the overall trends along the north segment of the corridor. ***Figure 2-8*** shows the crashes by severity summary for the north segment of SR 826.



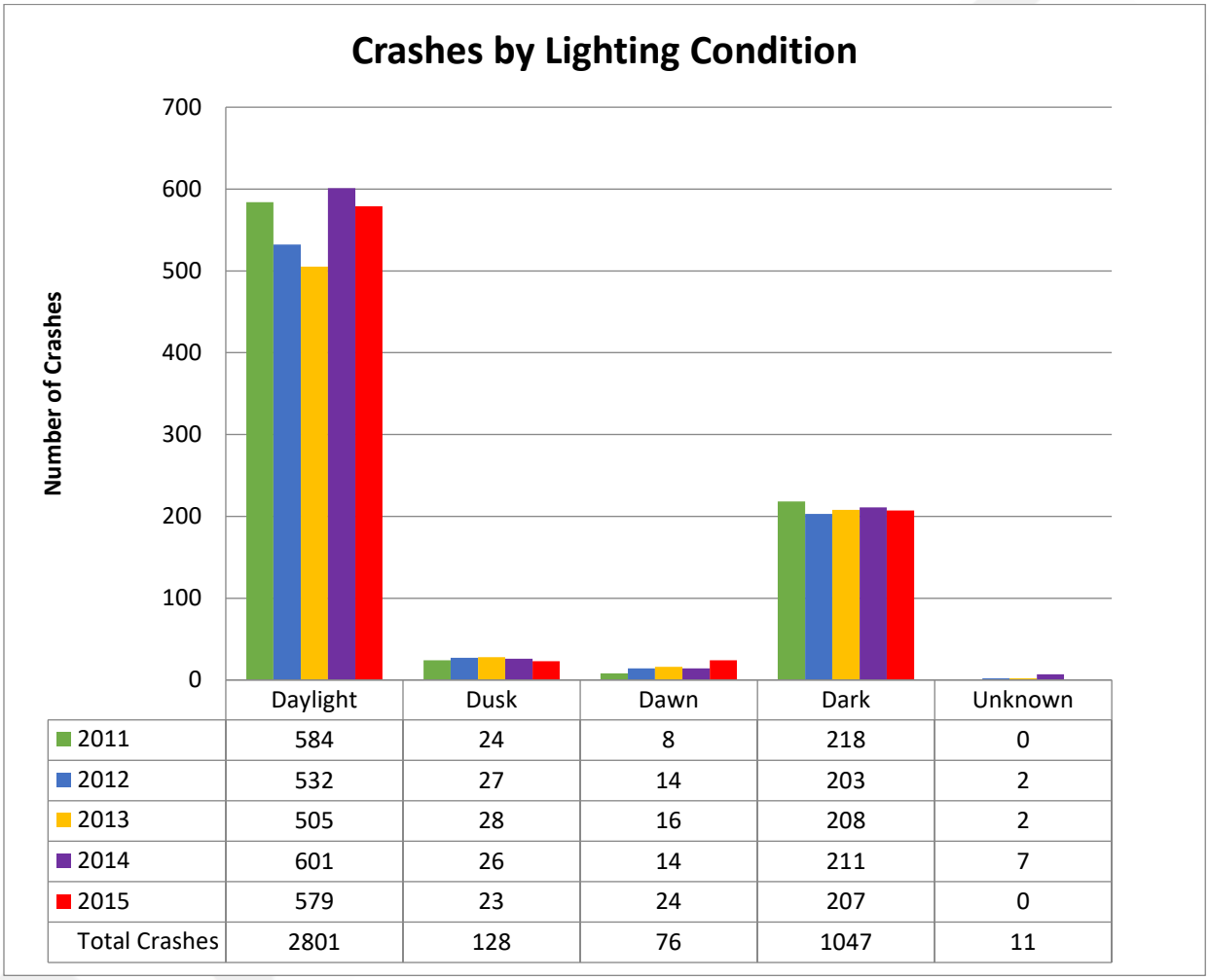
	PDO Crashes	Fatal Crashes	Injury Crashes
2011	503	0	331
2012	517	2	259
2013	566	0	193
2014	622	0	237
2015	614	4	215
Total Crashes	2822	6	1235

Figure 2-8 – SR 826 Crashes by Severity – North Segment

As shown in ***Figure 2-8***, there were 2,822 (69.5%) "Property Damage Only Crashes" and 1,235 (30.4 %) "Injury Crashes". Furthermore, there were 6 (0.1%) "Fatal Crashes" reported in the referenced five-year analysis period.

2.2.3 Crash Distribution by Lighting Conditions

An analysis of lighting conditions was performed to determine if inadequate lighting may have contributed to significant crashes along the north segment of the corridor. ***Figure 2-9*** shows the lighting conditions summary for the north segment of SR 826.



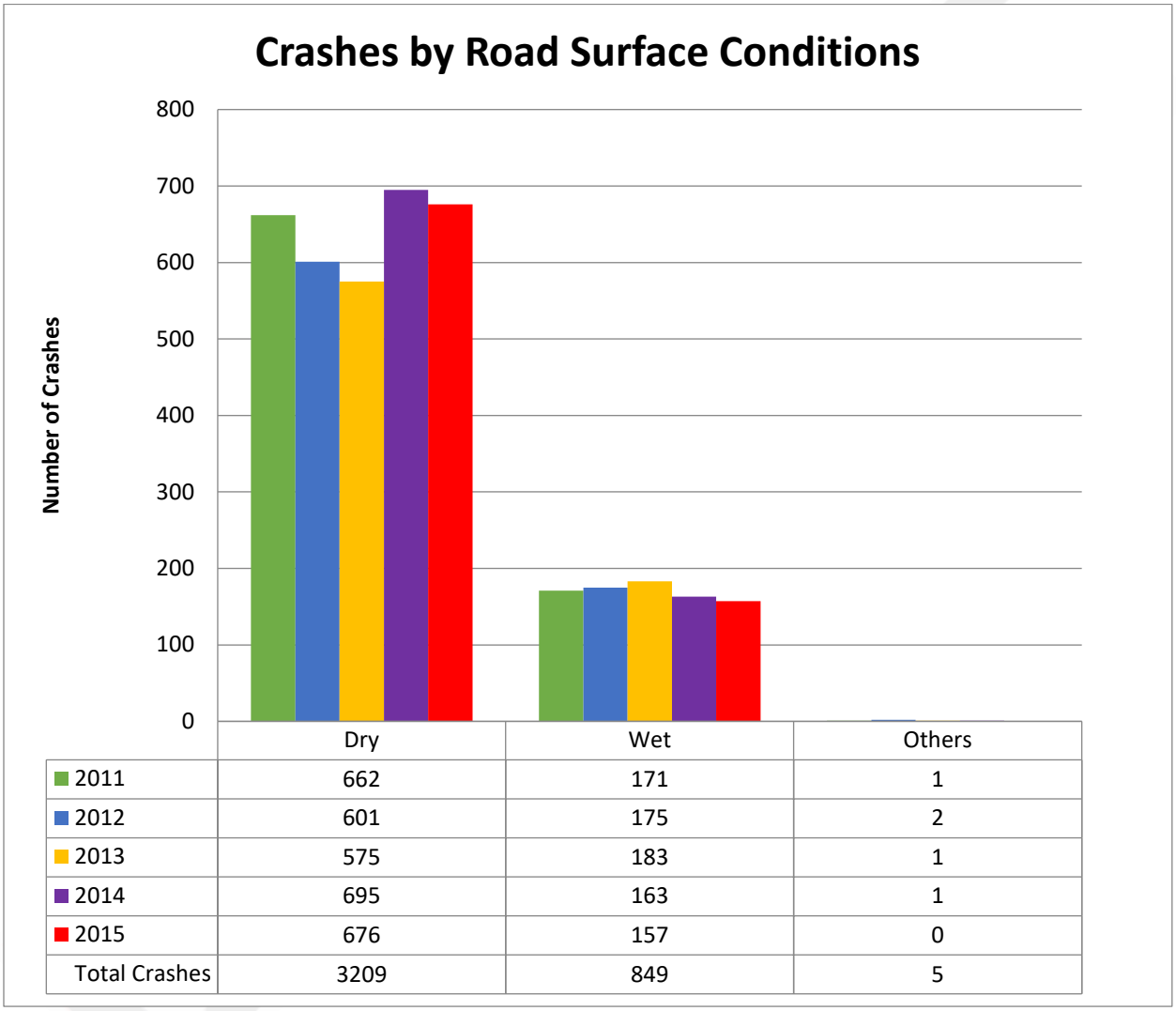
	Daylight	Dusk	Dawn	Dark	Unknown
2011	584	24	8	218	0
2012	532	27	14	203	2
2013	505	28	16	208	2
2014	601	26	14	211	7
2015	579	23	24	207	0
Total Crashes	2801	128	76	1047	11

Figure 2-9 – SR 826 Crash Distribution by Lighting Conditions – North Segment

As shown in ***Figure 2-9***, most of the crashes occurred during daylight conditions. Of the total 4,063 crashes that occurred along the north segment, 1,251 (30.8%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%. A review of the existing conditions indicates that roadway lighting is present along the center median barrier throughout the study corridor limits.

2.2.4 Crash Distribution by Road Surface Conditions

An analysis of the road surface conditions was performed to determine if inadequate road surface conditions has contributed to crashes along the north segment of the corridor. ***Figure 2-10*** shows the road surface conditions summary for the north segment of SR 826.



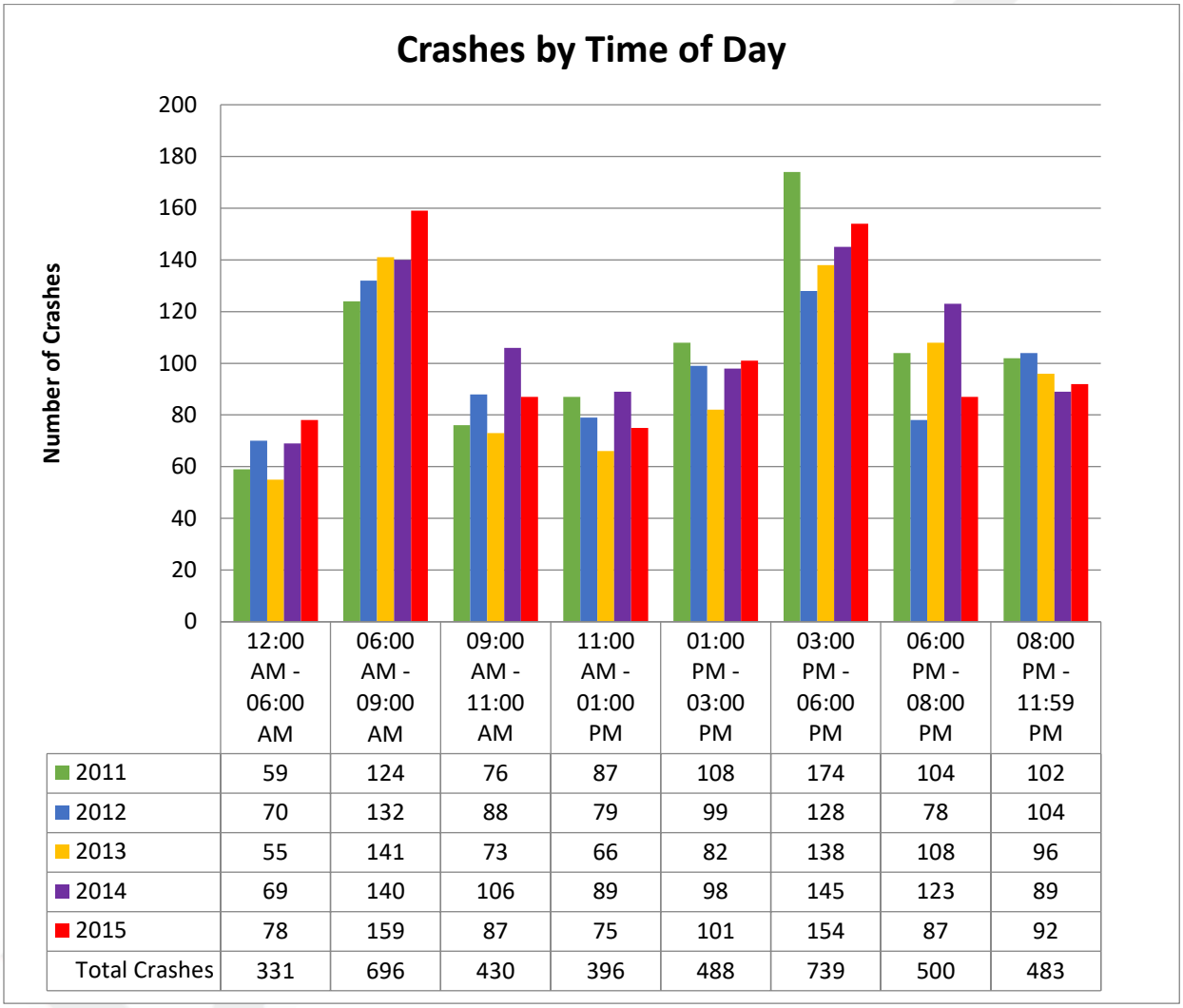
	Dry	Wet	Others
2011	662	171	1
2012	601	175	2
2013	575	183	1
2014	695	163	1
2015	676	157	0
Total Crashes	3209	849	5

Figure 2-10 – SR 826 Crash Distribution by Road Surface Conditions – North Segment

As illustrated in ***Figure 2-10***, 849 (20.9%) of the total crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Most crashes however, about 79%, occurred during dry surface conditions.

2.2.5 Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if the hourly variations were having a substantial effect on the crash occurrences along the north segment of the corridor. ***Figure 2-11*** shows the crash distribution summary by time of day for the north segment of SR 826.



	12:00 AM - 06:00 AM	06:00 AM - 09:00 AM	09:00 AM - 11:00 AM	11:00 AM - 01:00 PM	01:00 PM - 03:00 PM	03:00 PM - 06:00 PM	06:00 PM - 08:00 PM	08:00 PM - 11:59 PM
2011	59	124	76	87	108	174	104	102
2012	70	132	88	79	99	128	78	104
2013	55	141	73	66	82	138	108	96
2014	69	140	106	89	98	145	123	89
2015	78	159	87	75	101	154	87	92
Total Crashes	331	696	430	396	488	739	500	483

Figure 2-11 – SR 826 Crash Distribution by Time of Day – North Segment

As shown in ***Figure 2-11***, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (17.1%) and from 3:00 PM to 6:00 PM (18.2%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

2.2.6 Crash Distribution by Contributing Causes

An analysis of the contributing causes was conducted to identify the leading contributing causes for crashes along the north segment of the corridor. ***Table 2-6*** summarizes the contributing causes for crashes occurring on the north segment of SR 826.

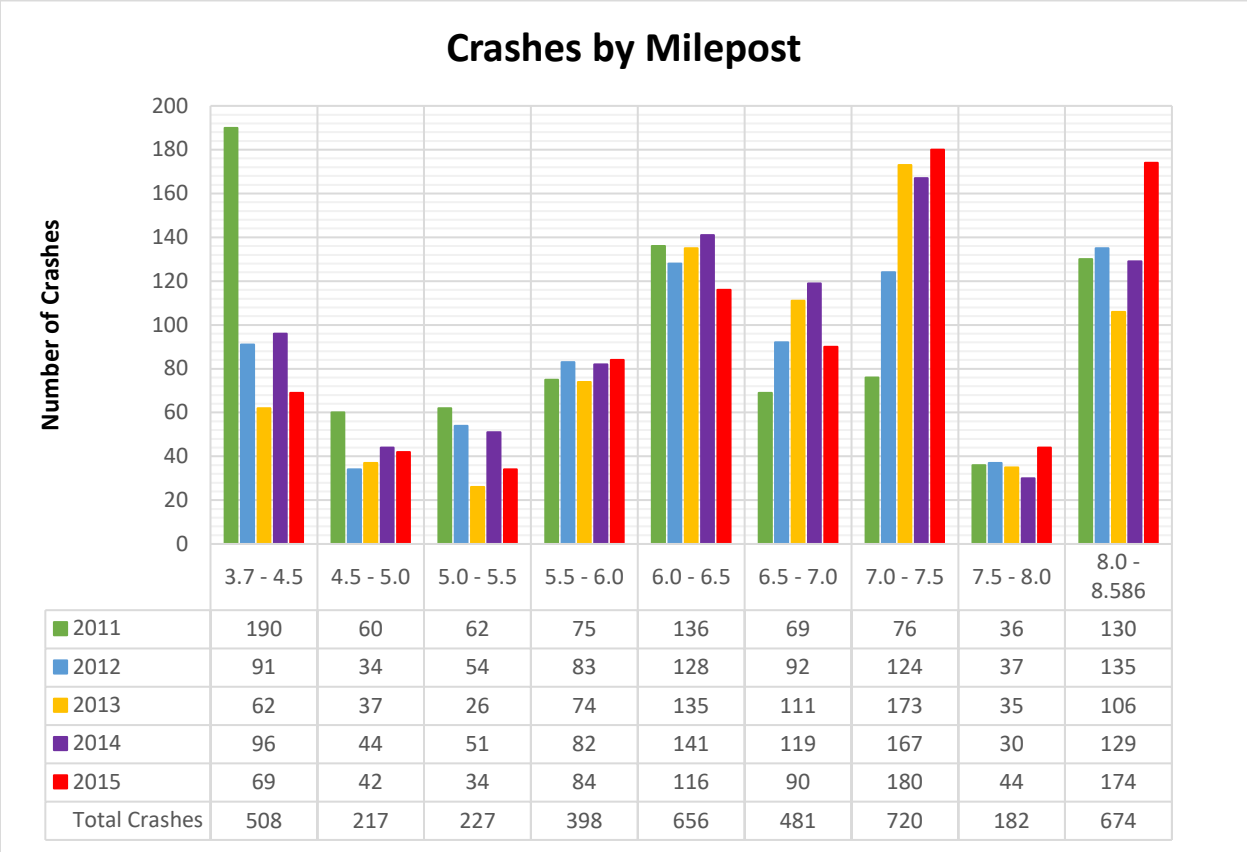
Table 2-6 – SR 826 Crash Distribution by Contributing Causes – North Segment

Contributing Cause	**Total**	**%**
Careless or Negligent Manner	2,287	56%
Failed To Keep In Proper Lane	201	5%
Failed to Yield Right-Of-Way	167	4%
Improper Passing	75	2%
Followed too Closely	69	2%
Swerved Or Avoided	28	1%
Improper Turn	20	0%
Drove too Fast for Conditions	19	0%
Over-Correcting/Over-Steering	6	0%
Wrong Side or Wrong Way	5	0%
Erratic, Reckless or Aggressive	3	0%
Improper Backing	2	0%
Ran Off Roadway	2	0%
Exceed Posted Speed	1	0%
Disregarded Other Traffic Sign	1	0%
Disregarded other Road Markings	1	0%
Ran Red Light	0	0%
Ran Stop Sign	0	0%
No Contributing Action	500	12%
Other Contributing Action	676	17%
Total	**4,063**	**100%**

As indicated in ***Table 2-6***, approximately 65% of the recorded crashes that occurred in the north segment of SR 826 is attributed to driver behaviors. These contributing causes include driving in a "Careless or Negligent Manner" with 2,287 (56%) crashes, "Failed To Keep In Proper Lane" with 201 (5%) crashes, and "Failed To Yield Right-Of-Way" with 167 (4%) crashes. Note, 500 (12%) crashes have "No Contributing Action" and 676 (17%) crashes have "Other Contributing Action" identified for the contributing cause of the crash.

2.2.7 Crash Distribution by Milepost

Total crashes were plotted by milepost to determine any sections along the north segment of the study corridor that experienced a high number of crashes. ***Figure 2-12*** summarizes the crash distribution by milepost between MP 3.700 and 8.586 along the north segment of SR 826.



	3.7 - 4.5	4.5 - 5.0	5.0 - 5.5	5.5 - 6.0	6.0 - 6.5	6.5 - 7.0	7.0 - 7.5	7.5 - 8.0	8.0 - 8.586
2011	190	60	62	75	136	69	76	36	130
2012	91	34	54	83	128	92	124	37	135
2013	62	37	26	74	135	111	173	35	106
2014	96	44	51	82	141	119	167	30	129
2015	69	42	34	84	116	90	180	44	174
Total Crashes	508	217	227	398	656	481	720	182	674

Figure 2-12 – SR 826 Crash Distribution by Milepost – North Segment

As shown in ***Figure 2-12***, most crashes occurred between MP 7.0 – 7.5 with 720 (18%) crashes, MP 8.0 – 8.586 with 674 (17%) crashes, and MP 6.0 – 6.5 with 656 (16%) crashes. These milepost ranges identified correspond with the SR 826 interchanges at SR 836, NW 25 Street and SR 90/SW 8 Street (north side), respectively. It's important to note that within the referenced years (2011-2015), the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. Further review of the crash data revealed that 544 (13.4%) crashes reported were attributed to work zone related activities, perhaps including the maintenance of traffic (MOT) for this project. Details of the prevalent crash patterns at these interchanges are discussed in ***Section 3.0*** of this report.

2.2.8 Average Crash Rates Review

The total number of crashes in the north segment of the study corridor has varied slightly between 2011 and 2015 with an average of 813 crashes per year. The Average Daily Traffic (ADT) has varied slightly from 193,929 vpd in 2011 to 194,157 vpd in 2015. Crash rates in million vehicle miles traveled were calculated to determine if variations in total crashes was due to an increase in ADT or influenced by driver and/or roadway conditions. Throughout the north segment, the functional classification of the corridor is consistent. Therefore, one crash rate was calculated for the corridor segment for each year of analysis. ***Table 2-7*** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 2-7 – SR 836 Actual Crash Rate vs. Average Crash Rate – North Segment

Year	2011	2012	2013	2014	2015
Number of Crashes	834	778	759	859	833
Average Daily Traffic (ADT)	193,929	183,574	200,131	197,036	194,157
Actual Crash Rate (ACR)	2.411	2.376	2.127	2.445	2.406
District Six Average Crash Rate (A)	1.799	1.875	1.899	2.017	2.312
Average Vehicle Exposure (M)	345.851	327.384	356.912	351.392	346.258
Statewide Average Crash Rate	1.380	1.867	1.793	1.927	2.090

As indicated in ***Table 2-7***, the actual crash rate for the north segment of SR 826 is above the average crash rate for other corridors with similar functional classification (urban – other limited access) in District Six for all years between 2011 and 2015, which may be attributed to the other causes besides an increase in ADT, such as driver and/or roadway conditions. Similarly, the actual crash rate for the north segment of SR 826 is above the statewide average crash rate for all years 2011 through 2015. It's important to note that within the referenced years (2011-2015), the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. The maintenance of traffic (MOT) of this project may have been attributed to approximately 13% of the total crashes identified along this segment of SR 826.

2.2.9 High Crash List Review

The FDOT's High Crash Lists for spots (ramp junction) and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along the north segment of the study corridor. ***Table 2-8*** provides a summary list of the spots (ramp junctions) and segments along the north segment of SR 826 identified in the 2011-2015 FDOT High Crash Lists.

Table 2-8 – SR 826 High Crash List Review – North Segment

High Crash List (HCL) Check				
Location	**Spot (Ramp Junction)**	**Description**	**Segment**	**Description**
SR 826 North Segment	2011-2015 HCL at MP 3.828/3.831 2011-2015 HCL at MP 4.252 2011-2015 HCL at MP 4.923/4.926 2011-2015 HCL at MP 6.040 2011-2015 HCL at MP 6.072 2011-2015 HCL at MP 6.080 2011-2015 HCL at MP 6.132 2011-2015 HCL at MP 6.615/6.620 2011-2015 HCL at MP 7.184 2011-2015 HCL at MP 8.531	NB SR 826 On-Ramp from WB SR 976 SB SR 826 Off-Ramp to WB SR 976 NB SR 826 On-Ramp from SW 24 St 200 ft S of NB SR 826 On-Ramp from EB SR 90 260 ft S of SB SR 826 Off-Ramp to WB SR 90 NB SR 826 On-Ramp from EB SR 90 SB SR 826 Off-Ramp to WB SR 90 1,100 ft S of NB SR 826 Off-Ramp to EB SR 836 SR 826 Mainline under SR 836 Overpass SB SR 826 Off-Ramp to NW 25 St	2011-2015 HCL from MP 3.700 to MP 4.100 2011-2015 HCL from MP 4.900 to MP 5.100 2011-2015 HCL from MP 5.800 to MP 6.800 2011-2015 HCL from MP 7.100 to MP 7.600 2011-2015 HCL from MP 8.200 to MP 8.700	N and S of SR 976 interchange N and S of SW 24 Street interchange S of SR 90 to S of SR 836 N and S of SR 836 interchange N and S of NW 25 St interchange

Note: Study limits include SR 826/Palmetto Expressway (Roadway ID # 87260000), from milepost 3.700 to 8.586.

As indicated in ***Table 2-8***, the major spots (ramp junctions) and segments identified in the 2011-2015 FDOT HCL include mileposts associated with the interchanges of SR 826 with SR 976/SW 40 Street/Bird Road, SR 90/SW 8th Street, SR 836 and NW 25th Street. It's important to note that within the referenced years (2011-2015), the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. Further review of the crash data revealed that 544 (13.4%) crashes reported were attributed to work zone related activities, perhaps including the maintenance of traffic (MOT) for this project.

2.3 SR 836/Dolphin Expressway

A crash summary was developed for SR 836 from SR 973/NW 87th Avenue (MP 2.788) to SR 969/Milam Dairy Road/NW 72 Avenue (MP 5.000) to categorize the relevant crashes by type, severity, lighting conditions, surface conditions and time of day including month of the year, day of the week and hour of the day to identify crash patterns or clusters and determine probable causes. ***Table 2-9*** summarizes the crash statistics for SR 836.

SR 836 is identified as Section 87200000 on the State Highway System. Overall, there were a total of 1,792 crashes during the five-year study period with 306 crashes in 2011, 349 crashes in 2012, 385 crashes in 2013, 386 crashes in 2014 and 366 crashes in 2015 that occurred on SR 836 within the study limits. A detailed crash analysis of these crashes is provided in the following sections and is referenced in ***Appendix B***.

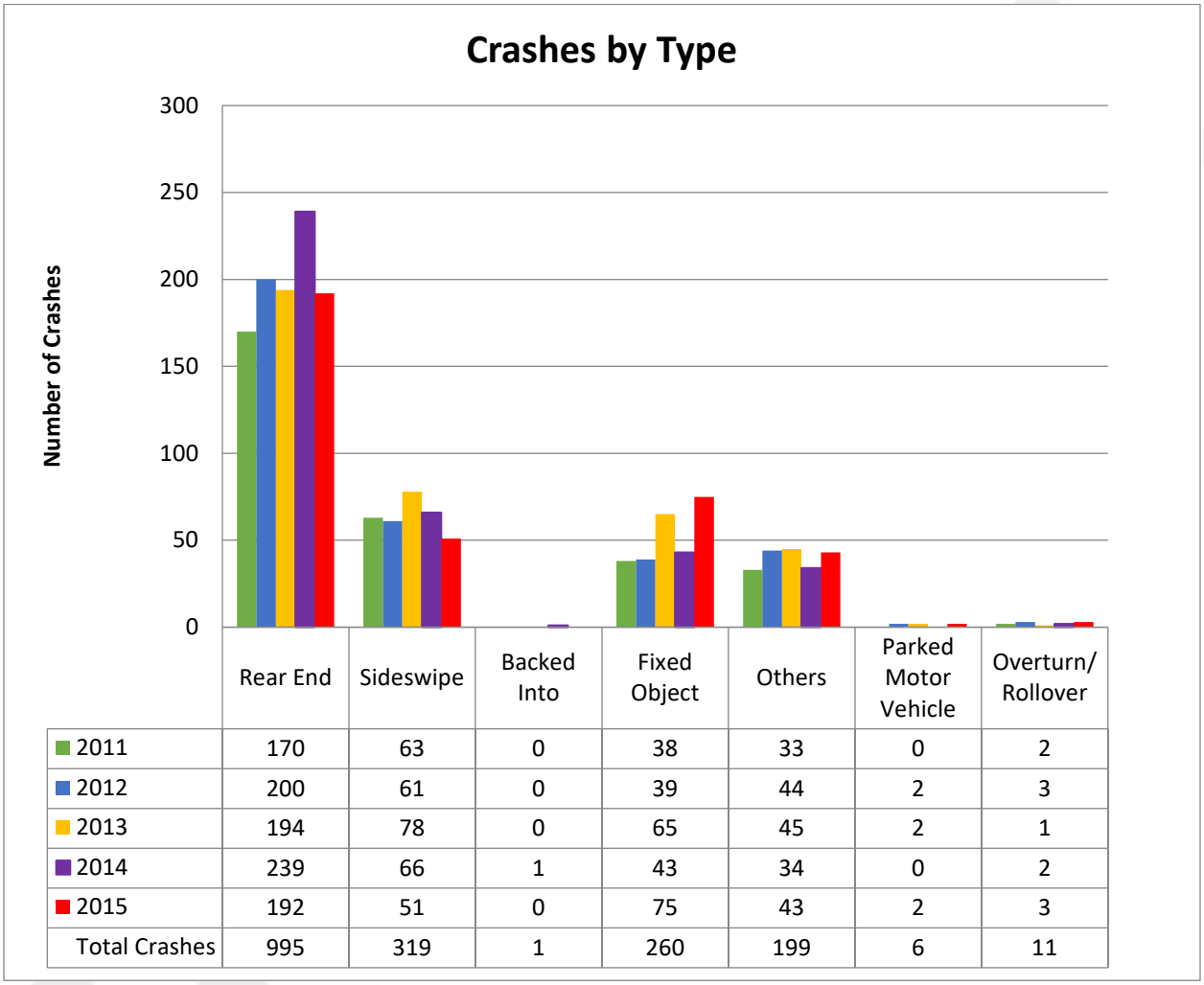
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Table 2-9 – SR 836 Summary of Crashes

SR 836/Dolphin Expressway from NW 87 Ave to NW 72 Ave		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	170	200	194	239	192	995	199.00	55.5%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	0	0	0	0	0	0	0.00	0.0%
	Left Turn	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	63	61	78	66	51	319	63.80	17.8%
	Backed Into	0	0	0	1	0	1	0.20	0.1%
	Coll. w/ Parked Car	0	2	2	0	2	6	1.20	0.3%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	38	39	65	43	75	260	52.00	14.5%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	2	3	1	2	3	11	2.20	0.6%
	Other	33	44	45	35	43	200	40.00	11.2%
	Total Crashes	**306**	**349**	**385**	**386**	**366**	**1792**	**358.40**	**100.0%**
SEVERITY	PDO Crashes	180	230	266	294	243	1213	242.60	67.7%
	Fatal Crashes	0	1	1	0	2	4	0.80	0.2%
	Injury Crashes	126	118	118	92	121	575	115.00	32.1%
LIGHTING CONDITIONS	Daylight	209	233	250	264	242	1198	239.60	66.9%
	Dusk	4	13	10	15	16	58	11.60	3.2%
	Dawn	1	4	9	4	9	27	5.40	1.5%
	Dark	92	95	114	101	98	500	100.00	27.9%
	Unknown	0	4	2	2	1	9	1.80	0.5%
SURFACE CONDITIONS	Dry	245	255	293	317	297	1407	281.40	78.5%
	Wet	61	94	91	69	68	383	76.60	21.4%
	Others	0	0	1	0	1	2	0.40	0.1%
MONTH OF YEAR	January	26	25	25	25	39	140	28.00	7.8%
	February	21	25	37	43	32	158	31.60	8.8%
	March	30	28	35	28	32	153	30.60	8.5%
	April	35	27	29	33	27	151	30.20	8.4%
	May	13	24	24	34	30	125	25.00	7.0%
	June	20	22	30	27	34	133	26.60	7.4%
	July	31	29	42	33	33	168	33.60	9.4%
	August	21	33	30	32	29	145	29.00	8.1%
	September	21	31	42	37	40	171	34.20	9.5%
	October	27	49	27	37	24	164	32.80	9.2%
	November	29	26	38	29	25	147	29.40	8.2%
	December	32	30	26	28	21	137	27.40	7.6%
DAY OF WEEK	Sunday	41	36	41	49	52	219	43.80	12.2%
	Monday	46	39	67	48	49	249	49.80	13.9%
	Tuesday	37	53	58	55	61	264	52.80	14.7%
	Wednesday	50	46	54	72	44	266	53.20	14.8%
	Thursday	53	71	49	62	67	302	60.40	16.9%
	Friday	44	65	49	60	63	281	56.20	15.7%
	Saturday	35	39	67	40	30	211	42.20	11.8%
HOUR OF DAY	12:00 AM - 06:00 AM	46	57	67	38	43	251	50.20	14.0%
	06:00 AM - 09:00 AM	47	90	86	81	74	378	75.60	21.1%
	09:00 AM - 11:00 AM	24	44	45	51	36	200	40.00	11.2%
	11:00 AM - 01:00 PM	41	26	30	44	44	185	37.00	10.3%
	01:00 PM - 03:00 PM	37	29	30	33	34	163	32.60	9.1%
	03:00 PM - 06:00 PM	60	44	52	48	53	257	51.40	14.3%
	06:00 PM - 09:00 PM	16	23	33	34	44	150	30.00	8.4%
	09:00 PM - 11:59 PM	35	36	42	57	38	208	41.60	11.6%

2.3.1 Crash Distribution by Crash Type

An analysis of crash distribution by crash types was performed to identify the predominant crash patterns along the corridor. ***Figure 2-13*** shows the crash distribution summary by crash type for SR 836.



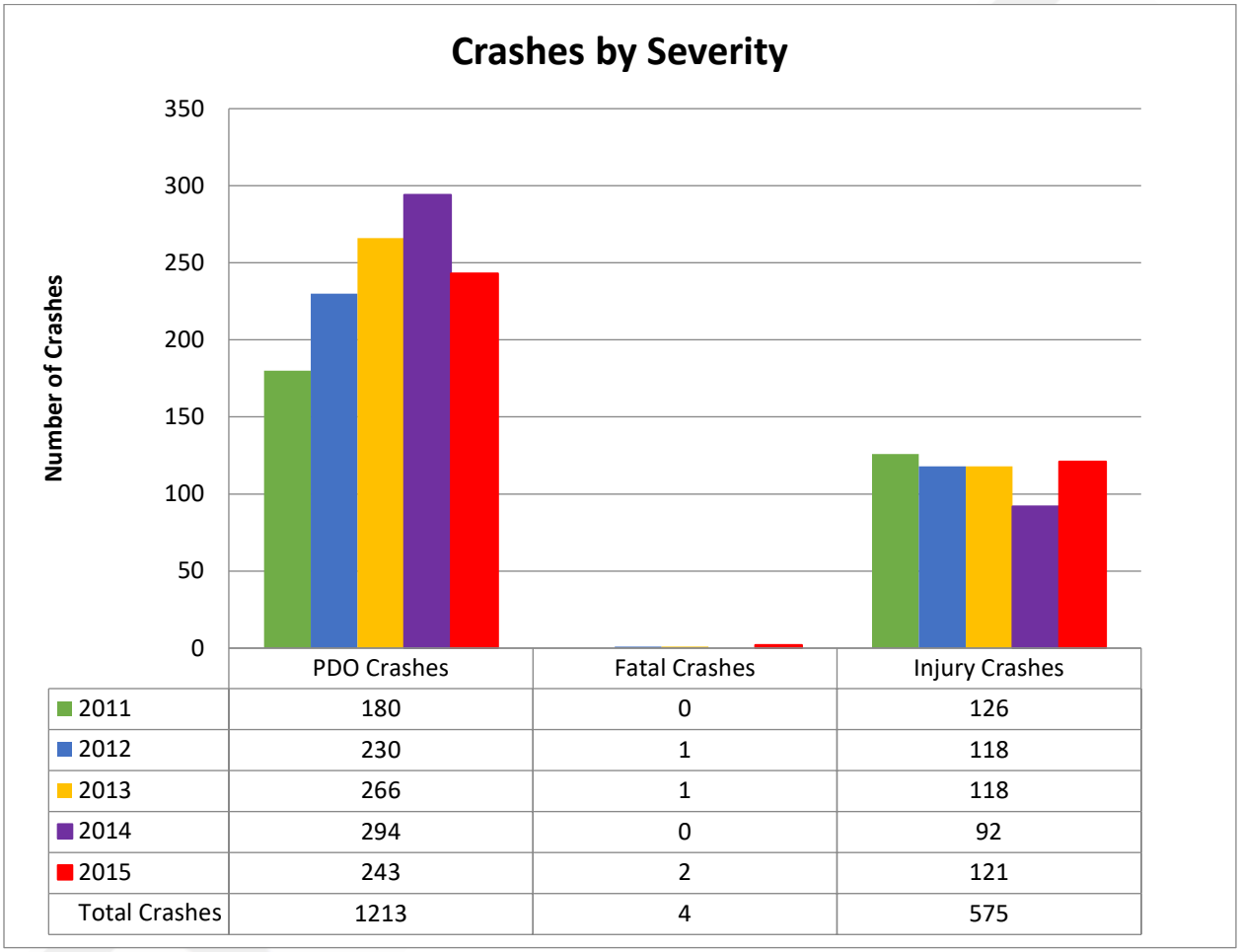
	Rear End	Sideswipe	Backed Into	Fixed Object	Others	Parked Motor Vehicle	Overturn/ Rollover
2011	170	63	0	38	33	0	2
2012	200	61	0	39	44	2	3
2013	194	78	0	65	45	2	1
2014	239	66	1	43	34	0	2
2015	192	51	0	75	43	2	3
Total Crashes	995	319	1	260	199	6	11

Figure 2-13 – SR 836 Crash Distribution by Crash Type

As shown in ***Figure 2-13***, the leading crash types include Rear-end with 995 (55.5%) crashes, Sideswipe with 319 (17.8%) crashes and Fixed-object with 260 (14.5%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 836.

2.3.2 Crash Trends by Severity

An analysis of crash frequency by severity was performed to determine the overall trends within the study limits. ***Figure 2-14*** shows the crashes by severity summary for SR 836 from SR 973/NW 87th Avenue to SR 969/Milam Dairy Road/NW 72 Avenue.



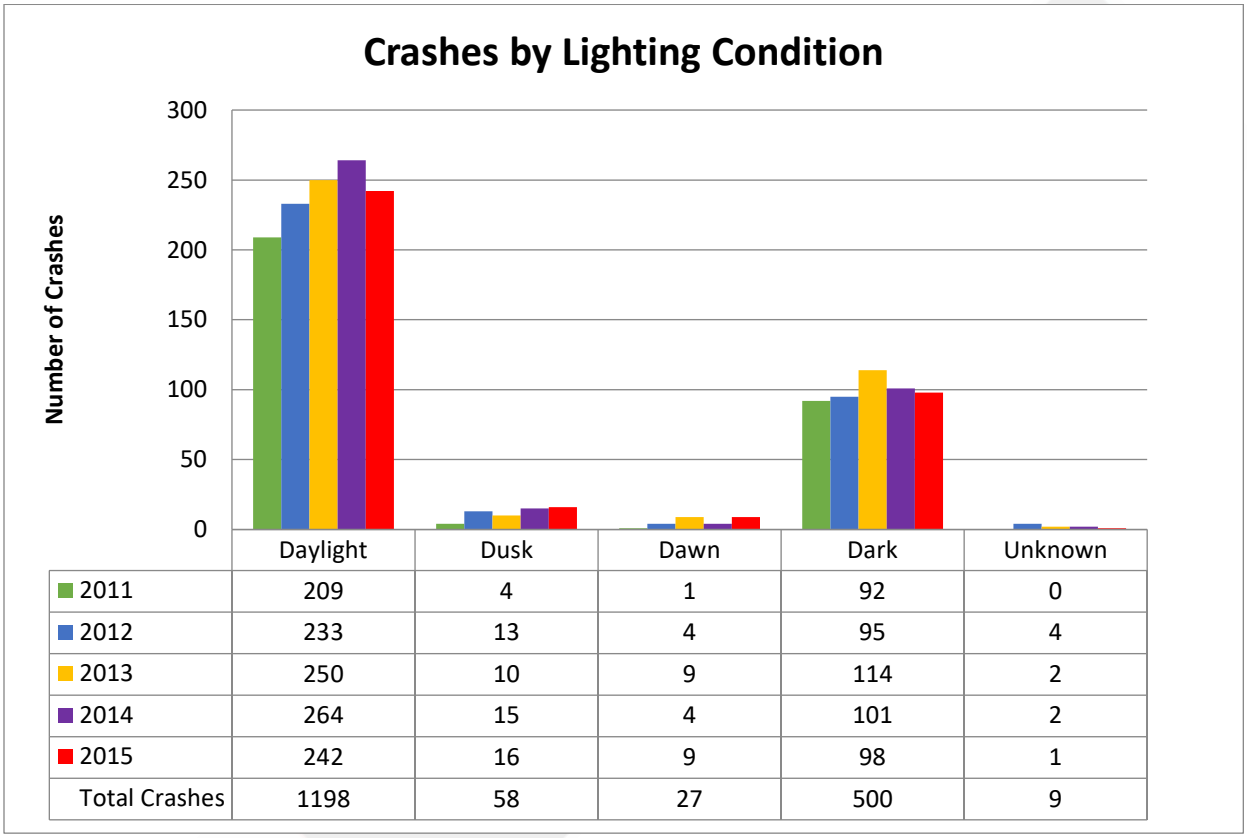
	PDO Crashes	Fatal Crashes	Injury Crashes
2011	180	0	126
2012	230	1	118
2013	266	1	118
2014	294	0	92
2015	243	2	121
Total Crashes	1213	4	575

Figure 2-14 – SR 836 Crashes by Severity

As shown in ***Figure 2-14***, there were 1,213 (67.7%) "Property Damage Only Crashes", 575 (32.1%) "Injury Crashes" and 4 (0.2%) "Fatal Crashes" that occurred within the five-year analysis period.

2.3.3 Crash Distribution by Lighting Conditions

An analysis of lighting conditions was performed to determine if inadequate lighting may have contributed to significant crashes along the corridor. ***Figure 2-15*** shows the lighting conditions summary for SR 836.



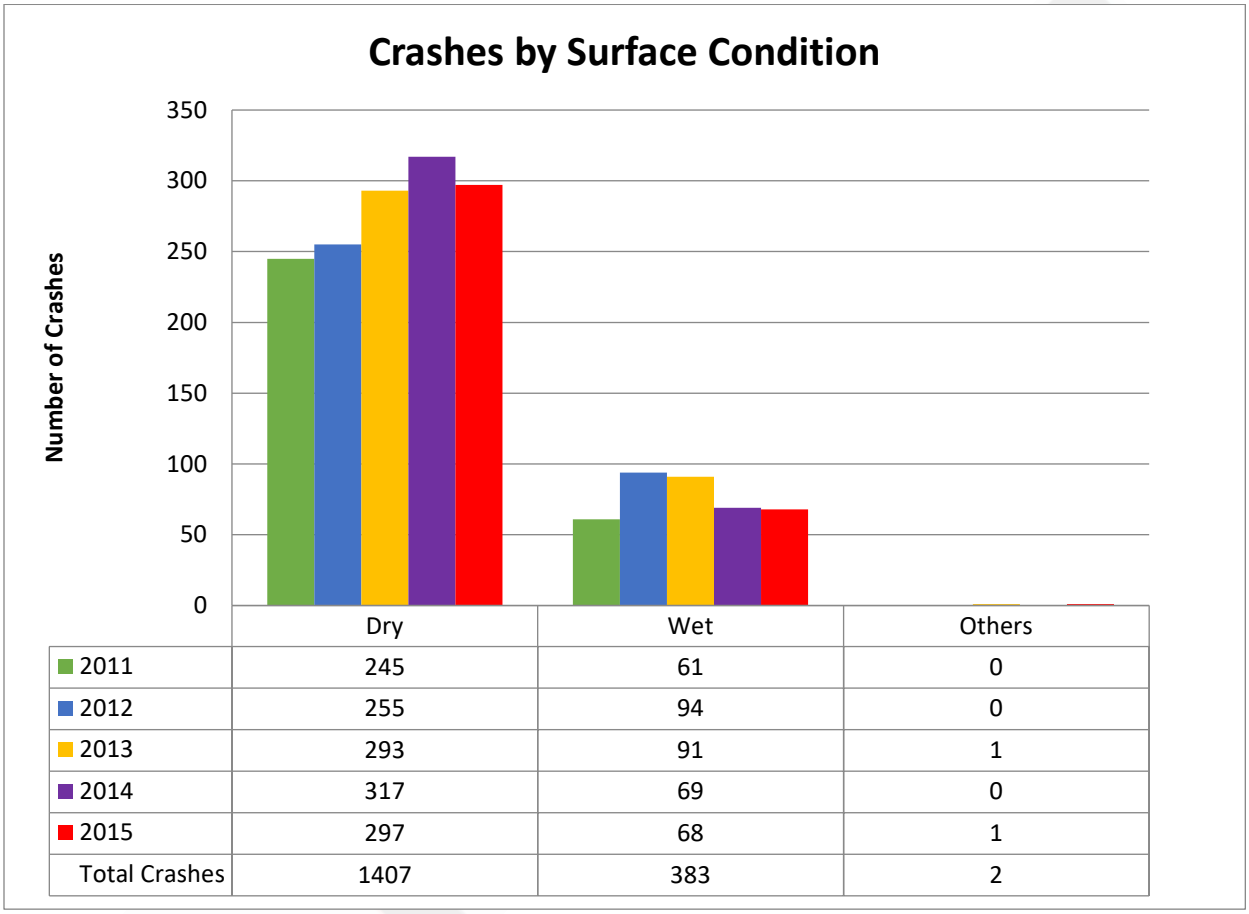
	Daylight	Dusk	Dawn	Dark	Unknown
2011	209	4	1	92	0
2012	233	13	4	95	4
2013	250	10	9	114	2
2014	264	15	4	101	2
2015	242	16	9	98	1
Total Crashes	1198	58	27	500	9

Figure 2-15 – SR 836 Crash Distribution by Lighting Conditions

As shown in ***Figure 2-15***, most of the crashes occurred during daylight conditions. Of the total 1,792 crashes that occurred within the study limits, 585 (32.6%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%. A review of the existing conditions indicates that roadway lighting is present through the study corridor.

2.3.4 Crash Distribution by Road Surface Conditions

An analysis of the road surface conditions was performed to determine if inadequate road surface conditions has contributed to crashes along the corridor. ***Figure 2-16*** shows the road surface conditions summary for SR 836.



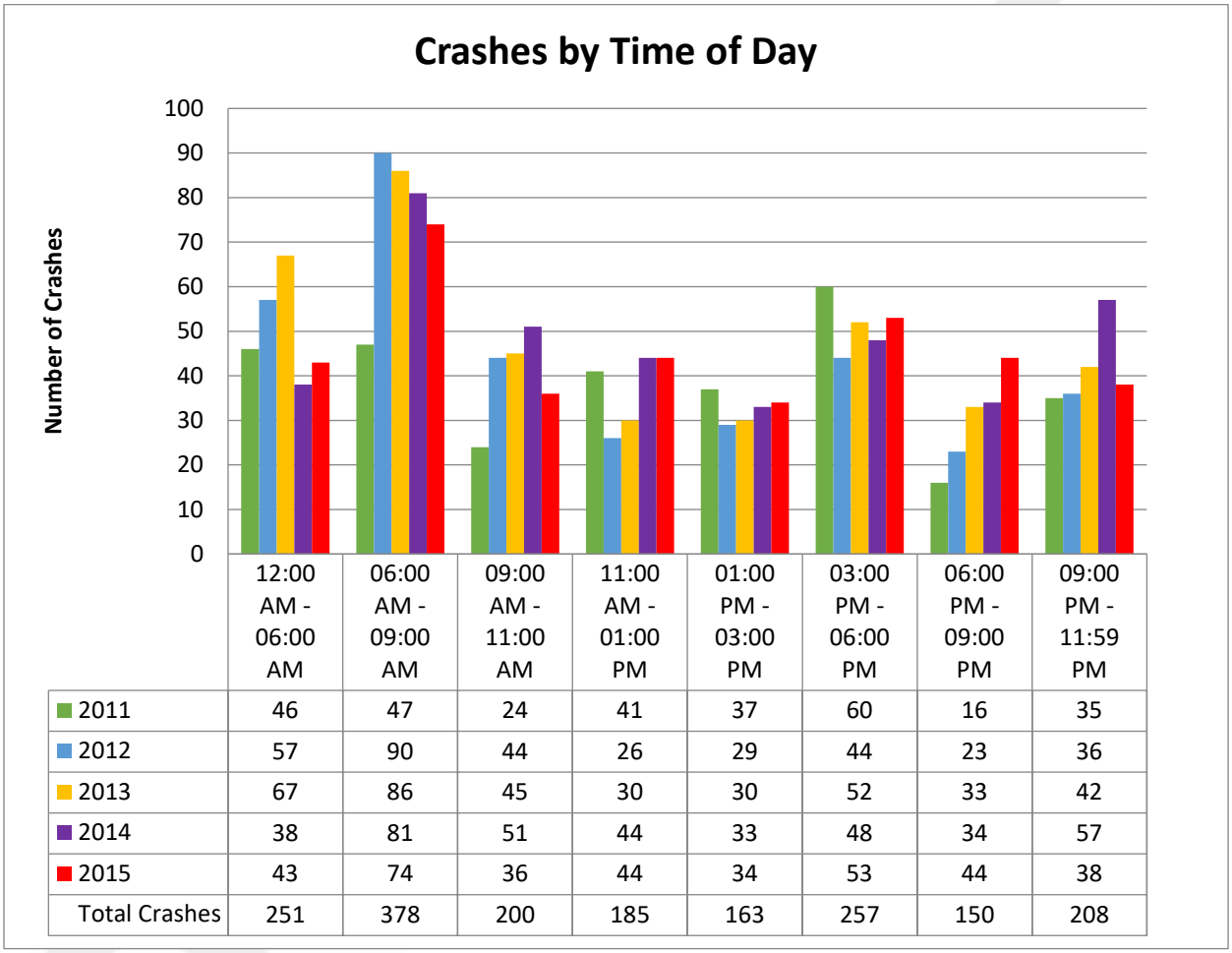
	Dry	Wet	Others
2011	245	61	0
2012	255	94	0
2013	293	91	1
2014	317	69	0
2015	297	68	1
Total Crashes	1407	383	2

Figure 2-16 – SR 836 Crash Distribution by Road Surface Conditions

As shown in ***Figure 2-16***, 383 (21.4%) of the crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. However, most crashes, about 78.5%, occurred during dry surface conditions.

2.3.5 Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if the hourly variations were having a substantial effect on the crash occurrences along the study corridor. ***Figure 2-17*** shows the crash distribution summary by time of day for SR 836.



	12:00 AM - 06:00 AM	06:00 AM - 09:00 AM	09:00 AM - 11:00 AM	11:00 AM - 01:00 PM	01:00 PM - 03:00 PM	03:00 PM - 06:00 PM	06:00 PM - 09:00 PM	09:00 PM - 11:59 PM
2011	46	47	24	41	37	60	16	35
2012	57	90	44	26	29	44	23	36
2013	67	86	45	30	30	52	33	42
2014	38	81	51	44	33	48	34	57
2015	43	74	36	44	34	53	44	38
Total Crashes	251	378	200	185	163	257	150	208

Figure 2-17 – SR 836 Crash Distribution by Time of Day

As shown in ***Figure 2-17***, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (21.1%) and from 3:00 PM to 6:00 PM (14.3%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

2.3.6 Crash Distribution by Contributing Causes

An analysis of the contributing causes was conducted to identify the leading contributing causes for crashes on SR 836. ***Table 2-10*** summarizes the contributing causes for the study corridor.

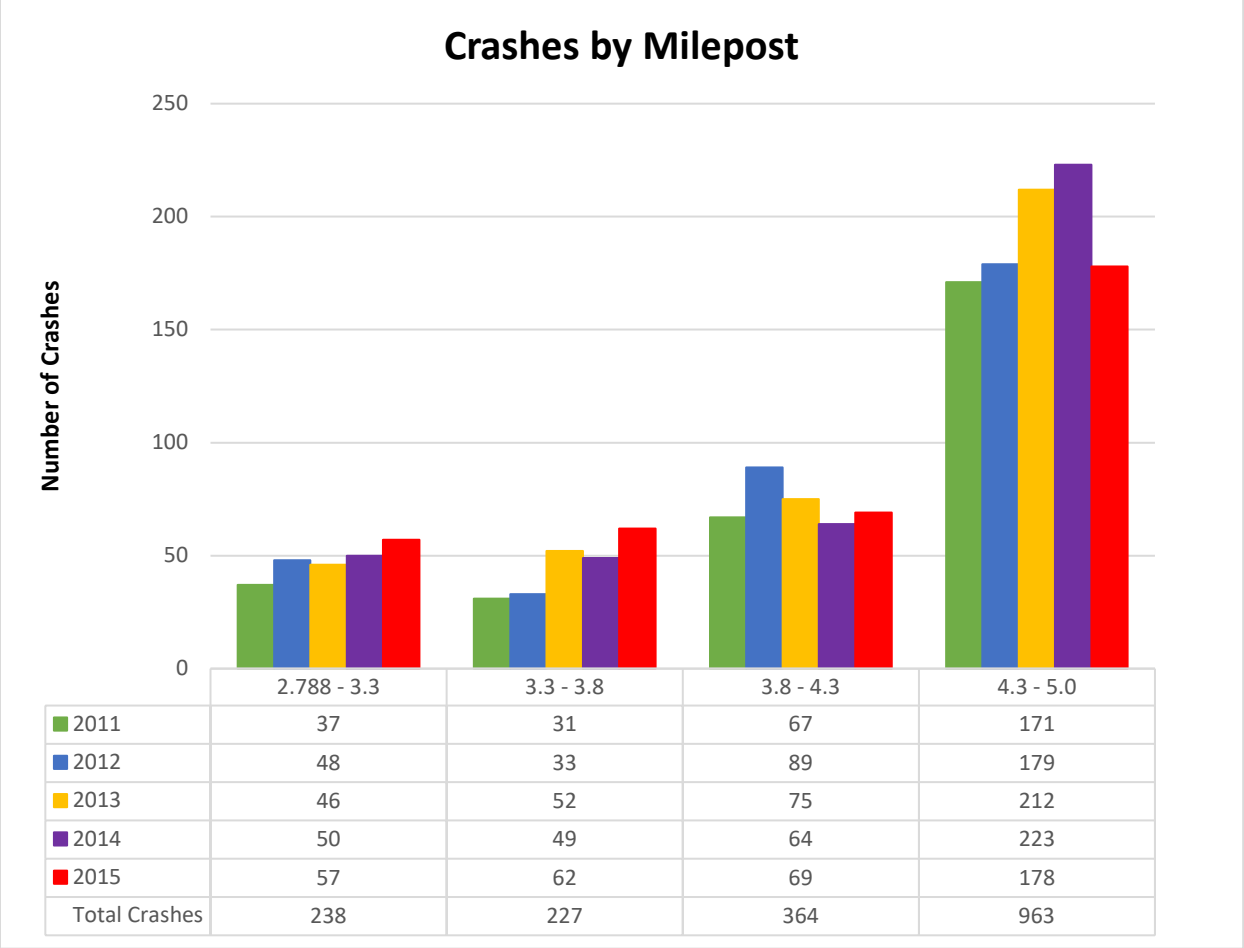
Table 2-10 – SR 836 Crash Distribution by Contributing Causes

Contributing Cause	Total	%
Careless or Negligent Manner	996	56%
Failed to Keep in Proper Lane	96	5%
Failed to Yield Right-Of-Way	67	4%
Improper Passing	38	2%
Drove too Fast for Conditions	22	1%
Followed too Closely	13	1%
Swerved or Avoided	13	1%
Improper Turn	10	1%
Over-Correcting/Over-Steering	4	0%
Erratic, Reckless or Aggressive	4	0%
Ran Off Roadway	3	0%
Improper Backing	2	0%
Exceed Posted Speed	2	0%
Wrong Side or Wrong Way	1	0%
Ran Red Light	0	0%
Ran Stop Sign	0	0%
Disregarded Other Traffic Sign	0	0%
Disregarded Other Road Markings	0	0%
No Contributing Action	214	12%
Other Contributing Action	307	17%
Total	**1,792**	**100%**

As indicated in **Table 2-10**, most of the contributing causes identified are driver related. The three leading contributing causes include “Careless or Negligent Manner” (56%), “Other Contributing Action” (17%) and “No Contributing Action” (12%).

2.3.7 Crash Distribution by Milepost

Total crashes were plotted by milepost to determine any segments of SR 836 experiencing a high number of crashes. The results are shown in ***Figure 2-18***.



	2.788 - 3.3	3.3 - 3.8	3.8 - 4.3	4.3 - 5.0
2011	37	31	67	171
2012	48	33	89	179
2013	46	52	75	212
2014	50	49	64	223
2015	57	62	69	178
Total Crashes	238	227	364	963

Figure 2-18 – SR 836 Crash Distribution by Milepost

As shown in ***Figure 2-18***, most crashes (54%) occurred between milepost range 4.3 – 5.0. This milepost range identified includes SR 836 from east of SR 826 to east of SR 969/Milam Dairy Road/NW 72 Avenue. Details for the prevalent crash patterns at these interchanges are discussed in ***Section 3.0*** of this report.

2.3.8 Average Crash Rates Review

The total number of crashes within the study limits has remained relatively constant from 2011 through 2015 with an average of 358 crashes per year. The AADT within the study limits has varied from 137,000 in 2011 to 138,500 in 2015. Crash rates in million vehicle miles traveled were calculated to determine if the increase in total crashes was due to an increase in AADT or influenced by driver and/or roadway conditions. Throughout the study limits, the functional classification of the corridor is consistent. Therefore, one crash was calculated for the entire corridor segment within the study limits. ***Table 2-11*** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 2-11 – SR 836 Actual Crash Rate vs. Average Crash Rate

Year	2011	2012	2013	2014	2015
Number of Crashes	306	349	385	386	366
Average Daily Traffic (ADT)	137,113	133,292	133,962	136,851	138,477
Actual Crash Rate (ACR)	2.764	3.243	3.560	3.494	3.274
District Six Average Crash Rate (A)	1.435	1.673	1.884	1.834	1.629
Average Vehicle Exposure (M)	110.702	107.617	108.158	110.491	111.804
Statewide Average Crash Rates	0.529	0.609	0.766	0.764	0.780

As indicated in ***Table 2-11***, the actual crash rate for SR 836 is greater than the average crash rate for other corridors with similar functional classification (urban toll roads) in District Six for years 2011 through 2015. Furthermore, the actual crash rate for SR 836 is also greater in all five-years when compared to the statewide average crash rates.

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2.3.9 High Crash List Review

The FDOT's High Crash Lists for spots (ramp junctions) and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along SR 836. ***Table 2-12*** provides a summary list of the spots (ramp junctions) and segments along SR 836 identified in the 2011-2015 FDOT High Crash Lists.

Table 2-12 – SR 836 High Crash List Review

High Crash List (HCL) Check			
Spot (Ramp Junction)	**Description**	**Segment**	**Description**
2011-2015 HCL at MP 3.500	On-Ramp to SR 836 EB from SR 973	2011-2015 HCL from MP 3.100 to MP 3.600 2011-2015 HCL from MP 4.000 to MP 5.300	From Off-Ramp SR 836 to On-Ramp SR 836 EB From EB Off-Ramp SR 836 to Off-Ramp SR 836 WB
2011-2015 HCL at MP 4.179	Off-Ramp from SR 836 WB to SR 826 SB		
2011-2015 HCL at MP 4.259	On-Ramp from SR 836 WB to SR 826 NB		
2011-2015 HCL at MP 4.296	Off-Ramp from SR 836 EB to SR 826 NB		
2011-2015 HCL at MP 4.816	Off-Ramp from SR 836 EB to SR 969		
2011-2015 HCL at MP 4.840	On-Ramp to SR 836 WB from SR 969		
2011-2015 HCL at MP 4.880	On-Ramp to SR 836 WB from S of SR 969		
2011-2015 HCL at MP 4.920	On-Ramp to SR 836 EB from SR 969		
2011-2015 HCL at MP 4.923	On-Ramp to SR 836 EB from SR 969		

Note: Study limits include SR 836/Dolphin Expressway (Roadway ID # 87200000), from milepost 2.788 to 5.000.

As indicated in ***Table 2-12***, most of SR 836 within the study limits was identified in the 2011-2015 FDOT High Crash List. The major interchanges included are SR 973/NW 87th Avenue, SR 826, and SR 969/Milam Dairy Road/NW 72 Avenue. Like SR 826, the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 836 from NW 87th Avenue to NW 57th Avenue. A review of the crash data revealed that 381 (21.26%) crashes reported were attributed to work zone related activities, perhaps including the maintenance of traffic (MOT) for this project.

3.0 INTERCHANGE CRASH ANALYSIS

The area of influence includes 11 interchanges with SR 826 including NW 25th Street, SR 836/Dolphin Expressway, SR 968/Flagler Street, SR 90/SW 8th Street, SW 24th Street/Coral Way, SR 976/SW 40th Street/Bird Road, SR 874/Don Shula Expressway, SW 56th Street/Miller Drive, SR 986/SW 72nd Street/Sunset Drive, SR 94/SW 88th Street and SR 5/US 1. The following sections summarize the crash history between January 1, 2011 through December 31, 2015 that occurred within the interchange influence area including the section of mainline between ramps and the section of the arterial influenced by the ramp intersections. Crash data for each of the 11 interchanges is provided in ***Appendix C.***

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3.1 NW 25TH STREET INTERCHANGE

NW 25th Street is a four-lane divided arterial that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-1*** shows the influence area selected for the interchange and ***Table 3-1*** summarizes the crash data within the influence area. Of the total 1,171 crashes reported, 960 (82%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 211 (18%) from Signal-4 Analytics.

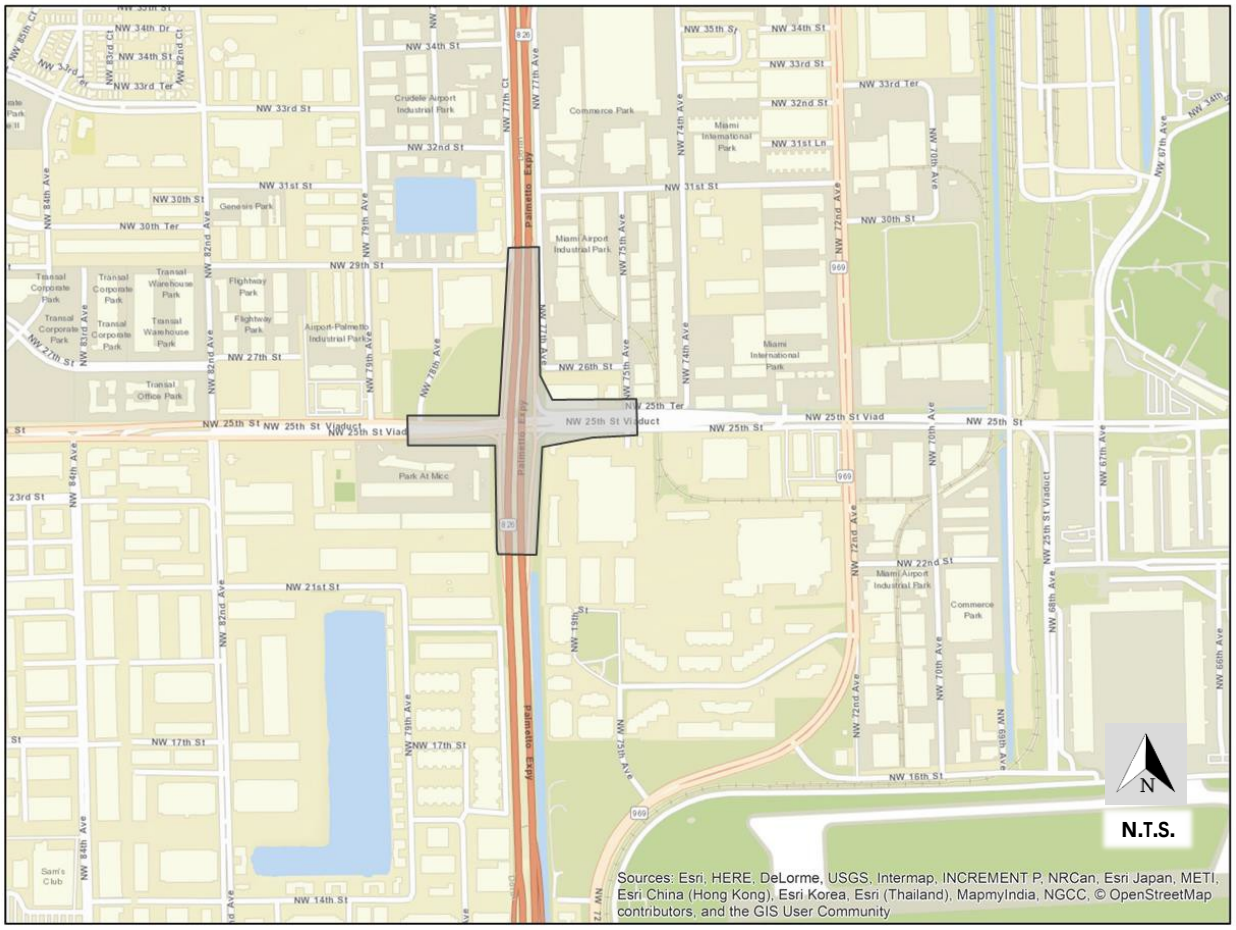


Figure 3-1 – NW 25th Street Interchange Influence Area

A total of 1,171 crashes occurred at the NW 25th Street interchange, with 189 crashes in 2011, 190 crashes in 2012, 201 crashes in 2013, 291 crashes in 2014 and 300 crashes in 2015. Of the total crashes, 886 (75.7%) were "Property Damage Only" and 285 (24.3%) were "Injury". No fatalities were reported. Three hundred and eight (26.3%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface

conditions were reported for 195 (16.7%) crashes, which is slightly above the Districtwide average of 16%.

Table 3-1 – NW 25th Street Interchange Crash Summary

SR 826/Palmetto Expressway AT SW 25 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	131	111	94	152	186	674	134.80	57.6%
	Head On	0	1	2	0	0	3	0.60	0.3%
	Angle	12	8	24	22	18	84	16.80	7.2%
	Left Turn	4	6	5	4	2	21	4.20	1.8%
	Right Turn	1	0	1	3	2	7	1.40	0.6%
	Sideswipe	26	41	47	81	61	256	51.20	21.9%
	Backed Into	0	0	1	1	1	3	0.60	0.3%
	Coll. w/ Parked Car	0	2	0	0	0	2	0.40	0.2%
	Coll. w/ Pedestrian	1	0	0	1	0	2	0.40	0.2%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	4	10	6	8	10	38	7.60	3.2%
	Ran Off Road	1	0	2	0	0	3	0.60	0.3%
	Overturned	0	0	1	2	1	4	0.80	0.3%
	Other	9	11	18	17	19	74	14.80	6.3%
	Total Crashes	**189**	**190**	**201**	**291**	**300**	**1171**	**234.20**	**100.0%**
SEVERITY	PDO Crashes	116	123	161	239	247	886	177.20	75.7%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	73	67	40	52	53	285	57.00	24.3%
LIGHTING CONDITIONS	Daylight	144	146	141	207	221	859	171.80	73.4%
	Dusk	8	7	11	13	11	50	10.00	4.3%
	Dawn	1	2	1	6	4	14	2.80	1.2%
	Dark	36	34	45	65	64	244	48.80	20.8%
	Unknown	0	1	3	0	0	4	0.80	0.3%
SURFACE CONDITIONS	Dry	154	145	163	243	267	972	194.40	83.0%
	Wet	35	44	35	48	33	195	39.00	16.7%
	Others	0	1	3	0	0	4	0.80	0.3%
HOUR OF DAY	12:00 AM - 06:00 AM	9	7	14	18	20	68	13.60	5.8%
	06:00 AM - 09:00 AM	14	22	25	40	34	135	27.00	11.5%
	09:00 AM - 11:00 AM	18	18	23	26	23	108	21.60	9.2%
	11:00 AM - 01:00 PM	19	26	25	38	28	136	27.20	11.6%
	01:00 PM - 03:00 PM	35	34	24	35	46	174	34.80	14.9%
	03:00 PM - 06:00 PM	48	44	42	59	80	273	54.60	23.3%
	06:00 PM - 11:59 PM	46	39	48	75	69	277	55.40	23.7%

The leading crash types include Rear-end with 674 (57.6%) and Sideswipe with 256 (21.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. It should be noted that the NW 25th Street viaduct project (FM#251185-1-52-01) from NW 89th Court to SR 826 was under construction during the referenced five-year period, with the heaviest construction occurring between 2014 and 2015.

3.2 SR 836/Dolphin Expressway Interchange

SR 836/Dolphin Expressway is an eight-lane divided expressway (tolled facility) that connects to SR 826 forming a system-to-system interchange between the two expressways. ***Figure 3-2*** shows the influence area selected for the interchange and ***Table 3-2*** summarizes the crash data within the influence area.

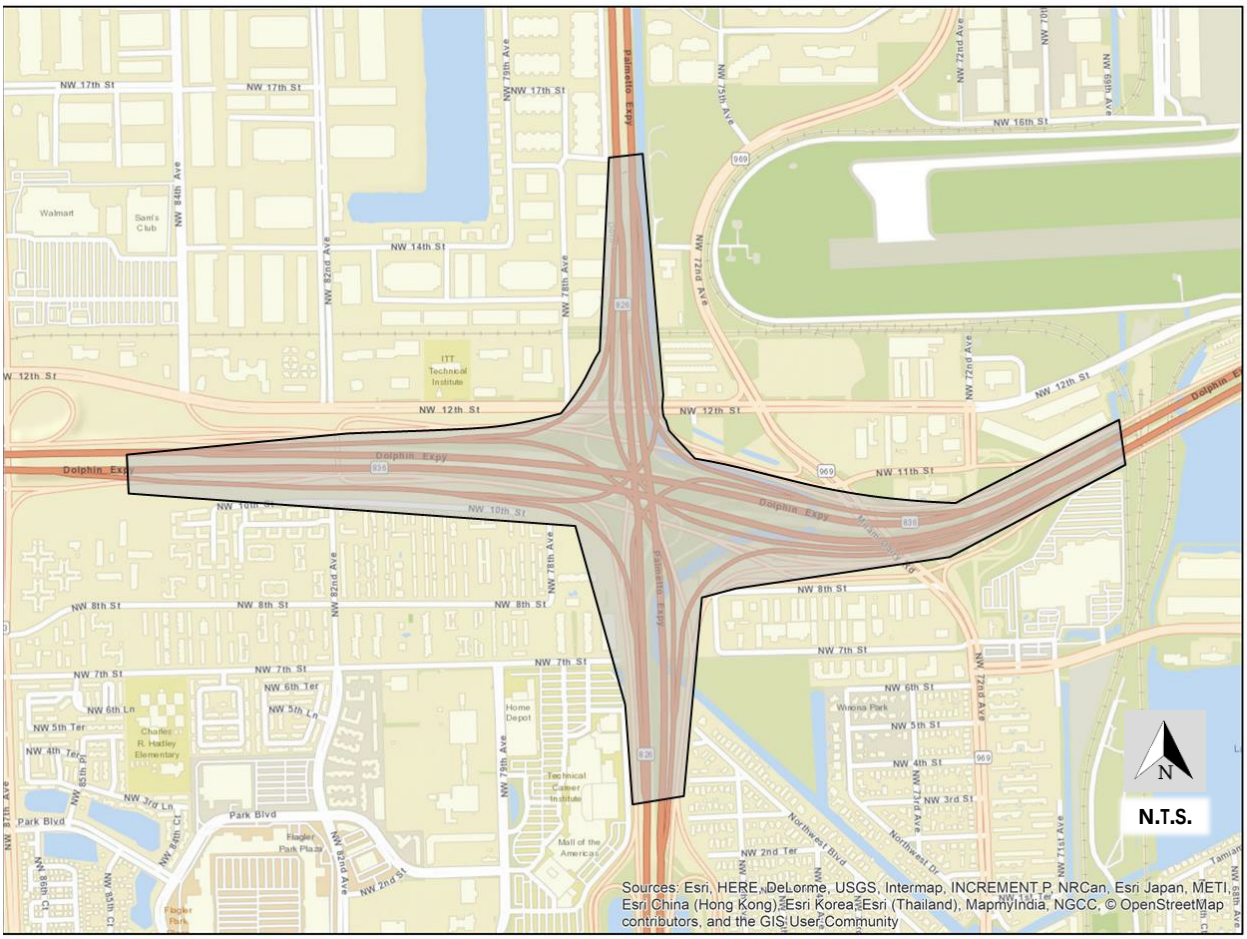


Figure 3-2 – SR 836/Dolphin Expressway Interchange Influence Area

A total of 2,048 crashes occurred at the SR 836 interchange, with 340 crashes in 2011, 387 crashes in 2012, 419 crashes in 2013, 473 crashes in 2014 and 429 crashes in 2015. Of the total crashes, 1,403 (68.5%) were "Property Damage Only" and 641 (31.3%) were "Injury". There were 4 (0.2%) fatalities reported. Six hundred and ninety-five (33.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 29%. Wet

roadway surface conditions were reported for 407 (19.9%) crashes, which is greater than the Districtwide average of 16%.

Table 3-2 – SR 836/Dolphin Expressway Interchange Crash Summary

SR 826/Palmetto At SR 836/Dolphin Expressway		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	196	204	214	284	236	1134	226.80	55.4%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	0	0	0	0	0	0	0.00	0.0%
	Left Turn	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	66	73	80	78	66	363	72.60	17.7%
	Backed Into	0	0	0	1	0	1	0.20	0.0%
	Coll. w/ Parked Car	0	0	3	0	0	3	0.60	0.1%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	40	54	72	62	85	313	62.60	15.3%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	2	5	1	5	3	16	3.20	0.8%
	Other	36	51	49	43	39	218	43.60	10.6%
	Total Crashes	**340**	**387**	**419**	**473**	**429**	**2048**	**409.60**	**100.0%**
SEVERITY	PDO Crashes	205	249	299	356	294	1403	280.60	68.5%
	Fatal Crashes	0	1	1	0	2	4	0.80	0.2%
	Injury Crashes	135	137	119	117	133	641	128.20	31.3%
LIGHTING CONDITIONS	Daylight	229	256	270	312	276	1343	268.60	65.6%
	Dusk	6	14	9	19	20	68	13.60	3.3%
	Dawn	1	3	10	5	12	31	6.20	1.5%
	Dark	104	109	127	135	121	596	119.20	29.1%
	Unknown	0	5	3	2	0	10	2.00	0.5%
SURFACE CONDITIONS	Dry	278	285	321	397	355	1636	327.20	79.9%
	Wet	62	101	97	75	72	407	81.40	19.9%
	Others	0	1	1	1	2	5	1.00	0.2%
HOUR OF DAY	12:00 AM - 06:00 AM	48	59	67	52	53	279	55.80	13.6%
	06:00 AM - 09:00 AM	44	89	85	88	67	373	74.60	18.2%
	09:00 AM - 11:00 AM	31	44	50	52	46	223	44.60	10.9%
	11:00 AM - 01:00 PM	43	33	35	57	53	221	44.20	10.8%
	01:00 PM - 03:00 PM	48	38	38	42	46	212	42.40	10.4%
	03:00 PM - 06:00 PM	64	52	52	63	60	291	58.20	14.2%
	06:00 PM - 11:59 PM	62	72	92	119	104	449	89.80	21.9%

The leading crash types include Rear-end with 1,134 (55.4%), Sideswipe with 363 (17.7%) and Fixed-object with 313 (15.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 836.

3.3 SR 968/FLAGLER STREET INTERCHANGE

SR 968/Flagler Street is a six-lane divided roadway that intersects SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-3*** shows the influence area selected for the interchange and ***Table 3-3*** summarizes the crash data within the influence area.

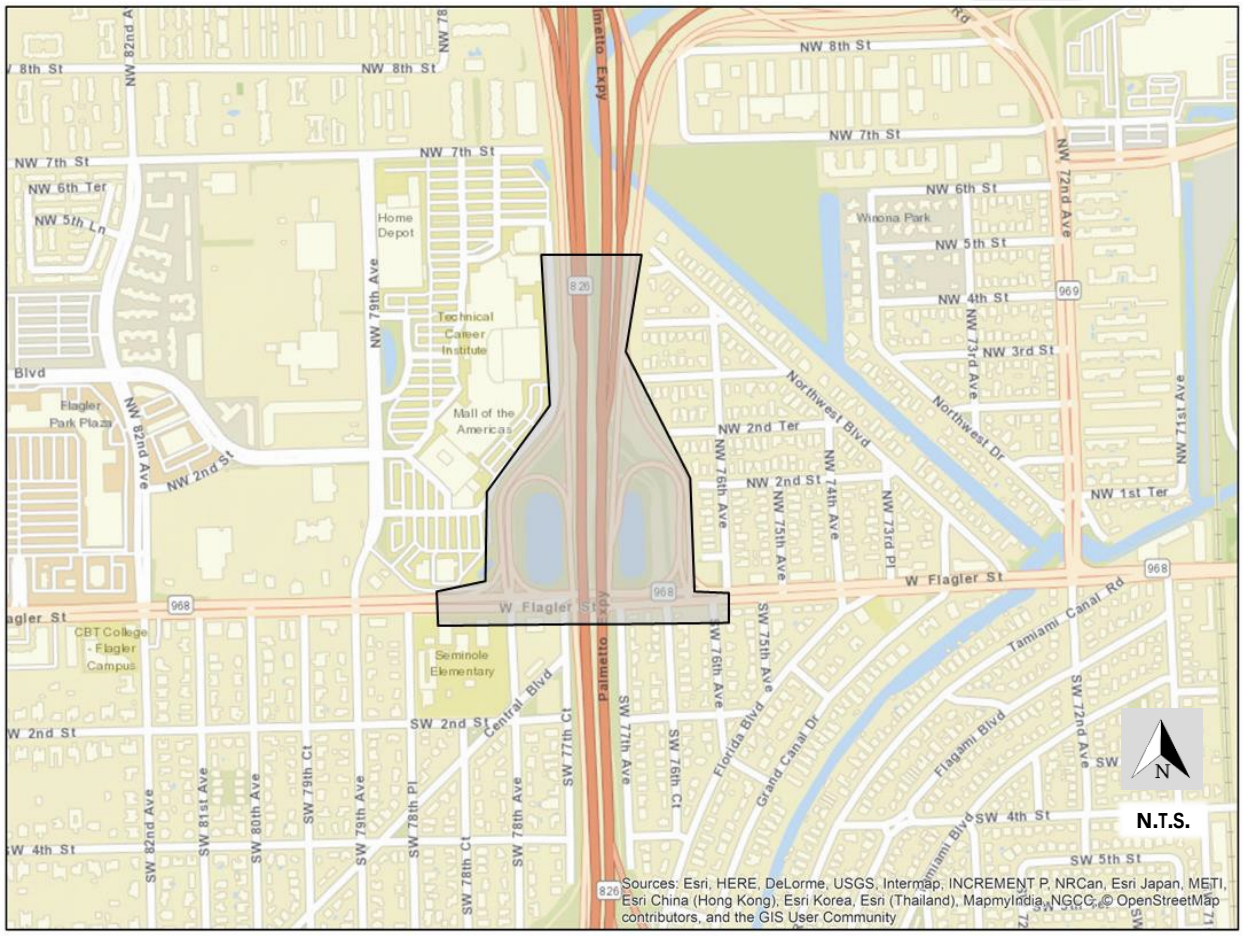


Figure 3-3 – SR 968/Flagler Street Interchange Influence Area

A total of 1,069 crashes occurred at the SR 968/Flagler Street interchange, with 181 crashes in 2011, 205 crashes in 2012, 209 crashes in 2013, 250 crashes in 2014 and 224 crashes in 2015. Of the total crashes, 757 (70.8%) were "Property Damage Only" and 312 (29.2%) were "Injury". There were no fatalities reported in the five-year period referenced. Three hundred and thirty-four (31.2%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 29%. Wet roadway surface conditions were reported for 178 (16.7%) crashes, which is slightly above the Districtwide average of 16%.

Table 3-3 – SR 968/Flagler Street Interchange Crash Summary

SR 826/Palmetto At SR 968/W Flagler Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	110	128	119	156	126	639	127.80	59.8%
	Head On	0	0	0	1	0	1	0.20	0.1%
	Angle	14	12	14	16	20	76	15.20	7.1%
	Left Turn	4	7	4	6	10	31	6.20	2.9%
	Right Turn	0	0	0	1	1	2	0.40	0.2%
	Sideswipe	28	31	35	50	31	175	35.00	16.4%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	1	0	0	1	0.20	0.1%
	Coll. w/ Pedestrian	0	1	0	0	0	1	0.20	0.1%
	Coll. w/ Bicycle	0	0	1	0	0	1	0.20	0.1%
	Fixed Object	12	13	23	8	23	79	15.80	7.4%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	1	0	1	2	0.40	0.2%
	Other	13	13	11	12	12	61	12.20	5.7%
	Total Crashes	**181**	**205**	**209**	**250**	**224**	**1069**	**213.80**	**100.0%**
SEVERITY	PDO Crashes	111	144	155	185	162	757	151.40	70.8%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	70	61	54	65	62	312	62.40	29.2%
LIGHTING CONDITIONS	Daylight	128	130	137	178	158	731	146.20	68.4%
	Dusk	2	11	3	9	8	33	6.60	3.1%
	Dawn	0	4	3	2	4	13	2.60	1.2%
	Dark	51	59	64	60	54	288	57.60	26.9%
	Unknown	0	1	2	1	0	4	0.80	0.4%
SURFACE CONDITIONS	Dry	155	164	159	212	200	890	178.00	83.3%
	Wet	26	40	50	38	24	178	35.60	16.7%
	Others	0	1	0	0	0	1	0.20	0.1%
HOUR OF DAY	12:00 AM - 06:00 AM	15	18	21	24	20	98	19.60	9.2%
	06:00 AM - 09:00 AM	21	37	27	27	27	139	27.80	13.0%
	09:00 AM - 11:00 AM	30	31	24	26	32	143	28.60	13.4%
	11:00 AM - 01:00 PM	24	15	26	30	23	118	23.60	11.0%
	01:00 PM - 03:00 PM	21	19	23	42	31	136	27.20	12.7%
	03:00 PM - 06:00 PM	29	27	35	44	40	175	35.00	16.4%
	06:00 PM - 11:59 PM	41	58	53	57	51	260	52.00	24.3%

The leading crash types include Rear-end with 639 (59.8%) and Sideswipe with 175 (16.4%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.4 SR 90/SW 8TH STREET INTERCHANGE

SR 90/SW 8th Street is a six-lane divided roadway west of SR 826 and a four-lane divided roadway east of SR 826. SR 90 intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-4*** shows the influence area selected for the interchange and ***Table 3-4*** summarizes the crash data within the influence area.

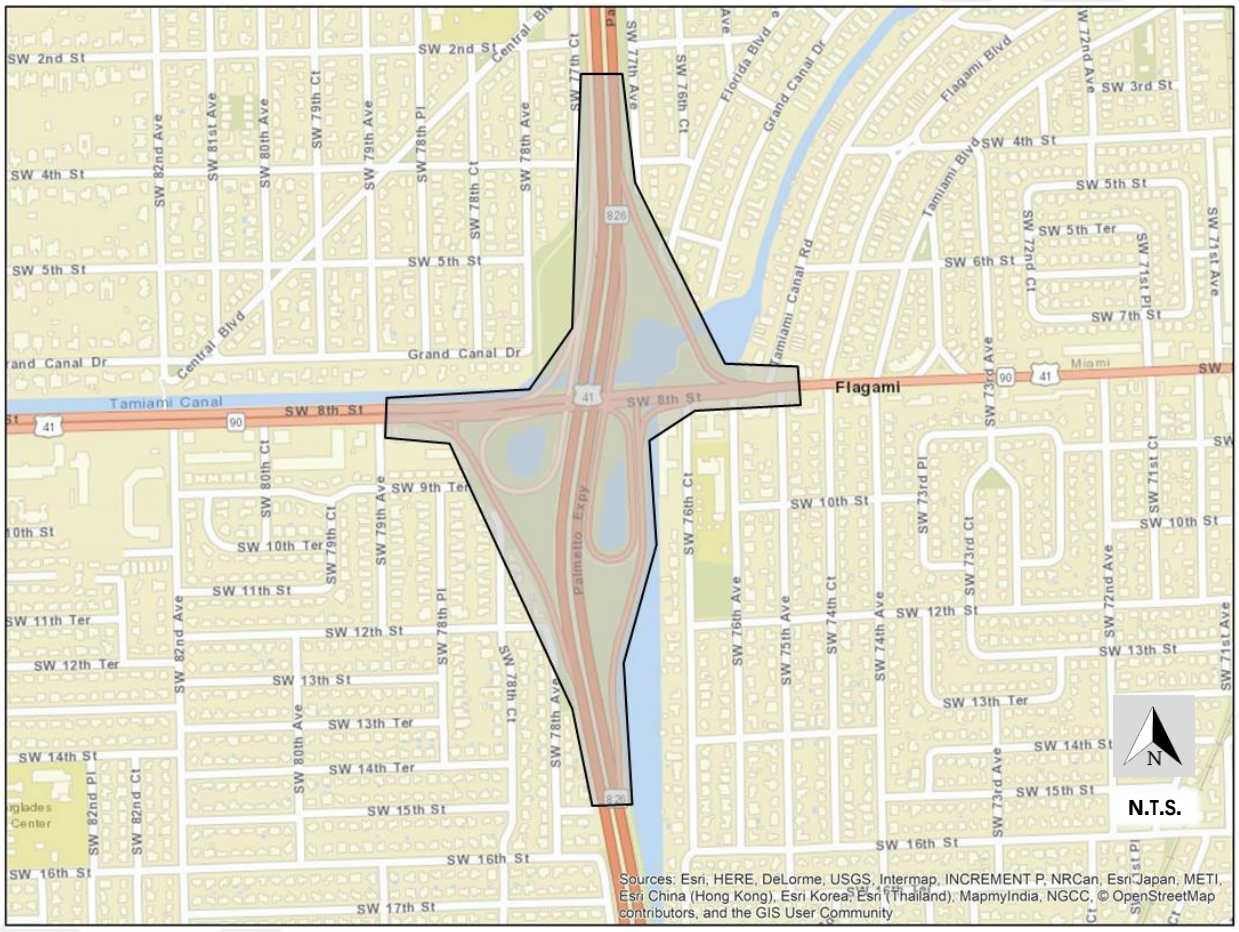


Figure 3-4 – SR 90/SW 8th Street Interchange Influence Area

A total of 1,284 crashes occurred at the SR 90/SW 8th Street interchange, with 241 crashes in 2011, 270 crashes in 2012, 237 crashes in 2013, 254 crashes in 2014 and 282 crashes in 2015. Of the total crashes, 887 (69.1%) were "Property Damage Only" and 396 (30.8%) were "injury". There was one (0.1%) fatality reported in the referenced five-year period. Three hundred and forty-eight (27.1%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 271 (21.1%) crashes, which is above the Districtwide average of 16%.

Table 3-4 – SR 90/SW 8th Street Interchange Crash Summary

SR 826/Palmetto At SR 90/SW 8 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	123	171	122	137	126	679	135.80	52.9%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	22	17	23	18	36	116	23.20	9.0%
	Left Turn	4	8	4	8	12	36	7.20	2.8%
	Right Turn	1	0	2	2	3	8	1.60	0.6%
	Sideswipe	40	30	35	48	49	202	40.40	15.7%
	Backed Into	1	0	1	1	1	4	0.80	0.3%
	Coll. w/ Parked Car	0	0	1	0	1	2	0.40	0.2%
	Coll. w/ Pedestrian	2	0	0	2	0	4	0.80	0.3%
	Coll. w/ Bicycle	1	0	0	2	1	4	0.80	0.3%
	Fixed Object	26	27	29	24	28	134	26.80	10.4%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	1	2	2	1	3	9	1.80	0.7%
	Other	20	15	18	11	22	86	17.20	6.7%
	Total Crashes	**241**	**270**	**237**	**254**	**282**	**1284**	**256.80**	**100.0%**
SEVERITY	PDO Crashes	144	182	169	189	203	887	177.40	69.1%
	Fatal Crashes	0	0	0	0	1	1	0.20	0.1%
	Injury Crashes	97	88	68	65	78	396	79.20	30.8%
LIGHTING CONDITIONS	Daylight	169	196	178	178	210	931	186.20	72.5%
	Dusk	7	6	8	11	5	37	7.40	2.9%
	Dawn	7	1	6	4	4	22	4.40	1.7%
	Dark	57	67	45	57	63	289	57.80	22.5%
	Unknown	1	0	0	4	0	5	1.00	0.4%
SURFACE CONDITIONS	Dry	192	211	182	206	221	1012	202.40	78.8%
	Wet	49	59	55	47	61	271	54.20	21.1%
	Others	0	0	0	1	0	1	0.20	0.1%
HOUR OF DAY	12:00 AM - 06:00 AM	12	21	13	18	29	93	18.60	7.2%
	06:00 AM - 09:00 AM	37	34	46	43	50	210	42.00	16.4%
	09:00 AM - 11:00 AM	27	34	29	43	30	163	32.60	12.7%
	11:00 AM - 01:00 PM	29	35	24	22	36	146	29.20	11.4%
	01:00 PM - 03:00 PM	32	38	31	27	34	162	32.40	12.6%
	03:00 PM - 06:00 PM	48	46	43	40	54	231	46.20	18.0%
	06:00 PM - 11:59 PM	56	62	51	61	49	279	55.80	21.7%

The leading crash types include Rear-end with 679 (52.9%) and Sideswipe with 202 (15.7%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.5 SW 24TH STREET/CORAL WAY INTERCHANGE

SW 24th Street/Coral Way is a six-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-5*** shows the influence area selected for the interchange and ***Table 3-5*** summarizes the crash data within the influence area. Of the total 1,280 crashes reported, 587 (46%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 693 (54%) from Signal-4 Analytics.



Figure 3-5 – SW 24th Street/Coral Way Interchange Influence Area

A total of 1,280 crashes occurred at the SW 24th Street/Coral Way interchange, with 189 crashes in 2011, 194 crashes in 2012, 225 crashes in 2013, 367 crashes in 2014 and 305 crashes in 2015. Of the total crashes, 998 (78.0%) were "Property Damage Only" and 280 (21.9%) were "Injury". There were two (0.2%) fatalities reported in the referenced five-year period. 290 (22.7%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway

surface conditions were reported for 219 (17.1%) crashes, which is above the Districtwide average of 16%.

Table 3-5 – SW 24th Street/Coral Way Interchange Crash Summary

SR 826/Palmetto At SW 24 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	95	88	82	169	138	572	114.40	44.7%
	Head On	0	27	42	1	0	70	14.00	5.5%
	Angle	17	16	19	29	26	107	21.40	8.4%
	Left Turn	13	7	15	39	33	107	21.40	8.4%
	Right Turn	2	0	3	6	5	16	3.20	1.3%
	Sideswipe	28	17	19	62	59	185	37.00	14.5%
	Backed Into	0	0	1	0	3	4	0.80	0.3%
	Coll. w/ Parked Car	0	4	1	5	1	11	2.20	0.9%
	Coll. w/ Pedestrian	2	3	1	0	2	8	1.60	0.6%
	Coll. w/ Bicycle	1	1	1	0	0	3	0.60	0.2%
	Fixed Object	11	12	12	18	17	70	14.00	5.5%
	Ran Off Road	3	0	1	2	5	11	2.20	0.9%
	Overturned	2	2	0	2	0	6	1.20	0.5%
	Other	15	17	28	34	16	110	22.00	8.6%
	Total Crashes	**189**	**194**	**225**	**367**	**305**	**1280**	**256.00**	**100.0%**
SEVERITY	PDO Crashes	116	143	182	305	252	998	199.60	78.0%
	Fatal Crashes	1	1	0	0	0	2	0.40	0.2%
	Injury Crashes	72	50	43	62	53	280	56.00	21.9%
LIGHTING CONDITIONS	Daylight	138	110	117	295	234	894	178.80	69.8%
	Dusk	2	3	3	7	3	18	3.60	1.4%
	Dawn	0	3	2	4	4	13	2.60	1.0%
	Dark	49	40	50	59	61	259	51.80	20.2%
	Unknown	0	38	53	2	3	96	19.20	7.5%
SURFACE CONDITIONS	Dry	148	125	133	296	268	970	194.00	75.8%
	Wet	40	32	40	70	37	219	43.80	17.1%
	Others	1	37	52	1	0	91	18.20	7.1%
HOUR OF DAY	12:00 AM - 06:00 AM	17	11	15	13	12	68	13.60	5.3%
	06:00 AM - 09:00 AM	36	34	32	72	43	217	43.40	17.0%
	09:00 AM - 11:00 AM	16	26	27	56	36	161	32.20	12.6%
	11:00 AM - 01:00 PM	19	18	24	45	44	150	30.00	11.7%
	01:00 PM - 03:00 PM	30	13	27	49	34	153	30.60	12.0%
	03:00 PM - 06:00 PM	35	35	43	65	71	249	49.80	19.5%
	06:00 PM - 11:59 PM	36	57	57	67	65	282	56.40	22.0%

The leading crash types include Rear-end with 572 (44.7%) and Sideswipe with 185 (14.5%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.6 SR 976/SW 40TH STREET/BIRD ROAD INTERCHANGE

SR 976/SW 40th Street/Bird Road is an eight-lane divided roadway immediately west of SR 826 and a six-lane divided roadway east of SR 826. SR 976 intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-6*** shows the influence area selected for the interchange and ***Table 3-6*** summarizes the crash data within the influence area.



Figure 3-6 – SR 976/SW 40th Street/Bird Road Interchange Influence Area

A total of 1,131 crashes occurred at the SR 976/SW 40th Street/Bird Road interchange, with 264 crashes in 2011, 200 crashes in 2012, 204 crashes in 2013, 258 crashes in 2014 and 205 crashes in 2015. Of the total crashes, 806 (71.3%) were "Property Damage Only" and 321 (28.4%) were "Injury". There were 4 (0.4%) fatalities reported in the referenced five-year period. 327 (28.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the

Districtwide average of 29%. Wet roadway surface conditions were reported for 201 (17.8%) crashes, which is above the Districtwide average of 16%.

Table 3-6 – SR 976/SW 40th Street/Bird Road Interchange Crash Summary

SR 826/Palmetto At SR 976/Bird Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	159	117	122	143	126	667	133.40	59.0%
	Head On	0	0	0	1	0	1	0.20	0.1%
	Angle	12	10	18	22	17	79	15.80	7.0%
	Left Turn	13	5	4	7	4	33	6.60	2.9%
	Right Turn	0	5	4	1	6	16	3.20	1.4%
	Sideswipe	37	32	29	43	27	168	33.60	14.9%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	1	0	0	0	0	1	0.20	0.1%
	Coll. w/ Pedestrian	1	0	0	1	0	2	0.40	0.2%
	Coll. w/ Bicycle	0	0	0	1	0	1	0.20	0.1%
	Fixed Object	16	17	14	23	10	80	16.00	7.1%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	2	0	2	3	2	9	1.80	0.8%
	Other	23	14	11	13	13	74	14.80	6.5%
	Total Crashes	**264**	**200**	**204**	**258**	**205**	**1131**	**226.20**	**100.0%**
SEVERITY	PDO Crashes	165	142	156	198	145	806	161.20	71.3%
	Fatal Crashes	0	1	0	0	3	4	0.80	0.4%
	Injury Crashes	99	57	48	60	57	321	64.20	28.4%
LIGHTING CONDITIONS	Daylight	176	142	147	192	142	799	159.80	70.6%
	Dusk	9	6	8	13	13	49	9.80	4.3%
	Dawn	5	2	4	3	1	15	3.00	1.3%
	Dark	73	49	45	48	48	263	52.60	23.3%
	Unknown	1	1	0	2	1	5	1.00	0.4%
SURFACE CONDITIONS	Dry	223	165	173	205	164	930	186.00	82.2%
	Wet	41	35	31	53	41	201	40.20	17.8%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	12	19	14	14	13	72	14.40	6.4%
	06:00 AM - 09:00 AM	35	27	36	40	35	173	34.60	15.3%
	09:00 AM - 11:00 AM	26	17	21	26	24	114	22.80	10.1%
	11:00 AM - 01:00 PM	30	24	21	28	24	127	25.40	11.2%
	01:00 PM - 03:00 PM	21	25	20	26	23	115	23.00	10.2%
	03:00 PM - 06:00 PM	56	41	46	54	38	235	47.00	20.8%
	06:00 PM - 11:59 PM	84	47	46	70	48	295	59.00	26.1%

The leading crash types include Rear-end with 667 (59.0%) and Sideswipe with 168 (14.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.7 SR 874/Don Shula Expressway Interchange

SR 874/Don Shula Expressway is a six-lane divided expressway that connects to SR 826 forming a system-to-system interchange between the two expressways. ***Figure 3 - 7*** shows the influence area selected for the interchange and ***Table 3-7*** summarizes the crash data within the influence area.

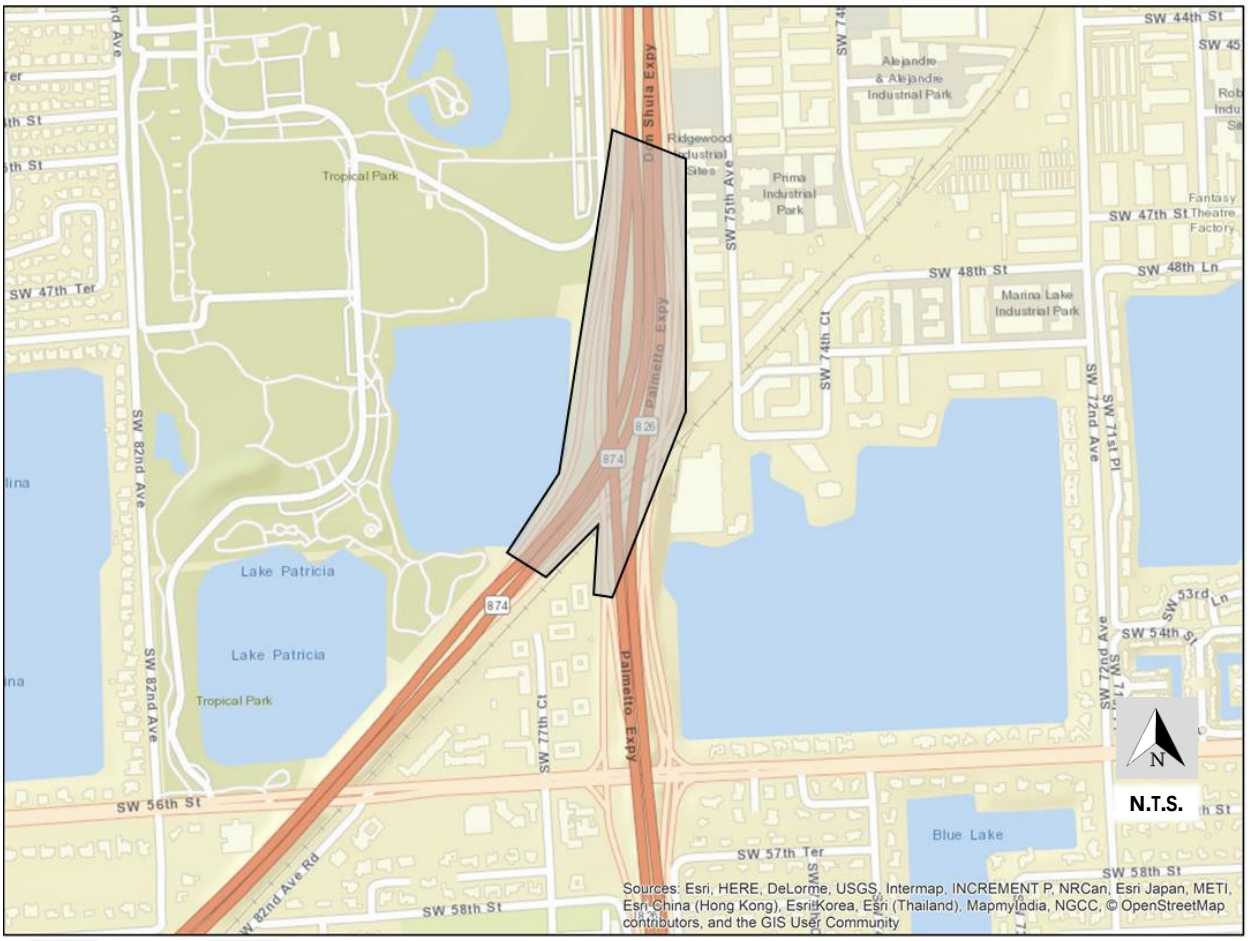


Figure 3-7 – SR 874/Don Shula Expressway Interchange Influence Area

A total of 85 crashes occurred at the SR 874/Don Shula Expressway interchange, with 26 crashes in 2011, 17 crashes in 2012, 13 crashes in 2013, 18 crashes in 2014 and 11 crashes in 2015. Of the total crashes, 45 (52.9%) were "Property Damage Only" and 40 (47.1%) were "Injury". There were no fatalities reported. 37 (43.5%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 29%. Wet roadway surface conditions were reported for 26 (30.6%) crashes, which is greater than the Districtwide average of 16%.

Table 3-7 – SR 874/Don Shula Expressway Interchange Crash Summary

SR 826/Palmetto Expressway AT SR 986/SW 72 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	13	8	3	11	2	37	7.40	43.5%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	1	1	1	0	0	3	0.60	3.5%
	Left Turn	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	3	1	3	2	2	11	2.20	12.9%
	Backed Into	0	0	1	0	0	1	0.20	1.2%
	Coll. w/ Parked Car	1	1	0	0	1	3	0.60	3.5%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	6	5	5	3	6	25	5.00	29.4%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	0	0	0	0.00	0.0%
	Other	2	1	0	2	0	5	1.00	5.9%
	Total Crashes	**26**	**17**	**13**	**18**	**11**	**85**	**17.00**	**100.0%**
SEVERITY	PDO Crashes	13	8	7	12	5	45	9.00	52.9%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	13	9	6	6	6	40	8.00	47.1%
LIGHTING CONDITIONS	Daylight	15	8	8	10	7	48	9.60	56.5%
	Dusk	0	3	1	1	0	5	1.00	5.9%
	Dawn	2	0	0	0	1	3	0.60	3.5%
	Dark	9	6	4	7	3	29	5.80	34.1%
	Unknown	0	0	0	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	19	9	10	12	9	59	11.80	69.4%
	Wet	7	8	3	6	2	26	5.20	30.6%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	3	3	1	5	3	15	3.00	17.6%
	06:00 AM - 09:00 AM	7	0	3	3	2	15	3.00	17.6%
	09:00 AM - 11:00 AM	1	1	1	2	1	6	1.20	7.1%
	11:00 AM - 01:00 PM	1	0	1	0	1	3	0.60	3.5%
	01:00 PM - 03:00 PM	3	1	0	0	2	6	1.20	7.1%
	03:00 PM - 06:00 PM	4	6	3	4	1	18	3.60	21.2%
	06:00 PM - 11:59 PM	7	6	4	4	1	22	4.40	25.9%

The leading crash types include Rear-end with 37 (43.5%), Fixed-object with 25 (29.4%) and Sideswipe with 11 (12.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 874.

3.8 SW 56TH STREET/MILLER DRIVE INTERCHANGE

SW 56th Street/Miller Drive is a four-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-8*** shows the influence area selected for the interchange and ***Table 3-8*** summarizes the crash data within the influence area. Of the total 464 crashes reported, 259 (56%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 205 (44%) from Signal-4 Analytics.



Figure 3-8 – SW 56th Street/Miller Drive Interchange Influence Area

A total of 464 crashes occurred at the SW 56th Street/Miller Drive interchange, with 92 crashes in 2011, 65 crashes in 2012, 95 crashes in 2013, 104 crashes in 2014 and 108 crashes in 2015. Of the total crashes, 338 (72.8%) were "Property Damage Only" and 126 (27.2%) were "Injury". There were no fatalities reported in the referenced five-year period. One hundred and seventeen (25.2%) crashes

occurred during dark/dawn/dusk lighting conditions, which is below the Districtwide average of 29%. Wet roadway surface conditions were reported for 70 (15.1%) crashes, which is below the Districtwide average of 16%.

Table 3-8 – SW 56th Street/Miller Drive Interchange Crash Summary

SR 826/Palmetto Expressway AT SW 56 Street/Miller Drive		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	44	32	43	54	55	228	45.60	49.1%
	Head On	1	10	8	0	1	20	4.00	4.3%
	Angle	6	1	8	9	9	33	6.60	7.1%
	Left Turn	2	3	6	5	1	17	3.40	3.7%
	Right Turn	1	0	0	1	0	2	0.40	0.4%
	Sideswipe	15	7	10	15	18	65	13.00	14.0%
	Backed Into	0	0	0	1	1	2	0.40	0.4%
	Coll. w/ Parked Car	0	0	0	0	2	2	0.40	0.4%
	Coll. w/ Pedestrian	1	0	1	1	0	3	0.60	0.6%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	13	6	7	6	13	45	9.00	9.7%
	Ran Off Road	0	1	1	1	2	5	1.00	1.1%
	Overturned	1	0	2	0	0	3	0.60	0.6%
	Other	8	5	9	11	6	39	7.80	8.4%
	Total Crashes	**92**	**65**	**95**	**104**	**108**	**464**	**92.80**	**100.0%**
SEVERITY	PDO Crashes	58	43	78	84	75	338	67.60	72.8%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	34	22	17	20	33	126	25.20	27.2%
LIGHTING CONDITIONS	Daylight	62	43	66	76	79	326	65.20	70.3%
	Dusk	1	1	0	5	2	9	1.80	1.9%
	Dawn	0	0	0	0	1	1	0.20	0.2%
	Dark	29	12	17	23	26	107	21.40	23.1%
	Unknown	0	9	12	0	0	21	4.20	4.5%
SURFACE CONDITIONS	Dry	75	52	68	83	95	373	74.60	80.4%
	Wet	17	4	15	21	13	70	14.00	15.1%
	Others	0	9	12	0	0	21	4.20	4.5%
HOUR OF DAY	12:00 AM - 06:00 AM	13	7	7	10	8	45	9.00	9.7%
	06:00 AM - 09:00 AM	15	8	15	18	22	78	15.60	16.8%
	09:00 AM - 11:00 AM	10	7	14	9	18	58	11.60	12.5%
	11:00 AM - 01:00 PM	9	6	10	11	10	46	9.20	9.9%
	01:00 PM - 03:00 PM	11	6	8	7	11	43	8.60	9.3%
	03:00 PM - 06:00 PM	15	16	22	26	14	93	18.60	20.0%
	06:00 PM - 11:59 PM	19	15	19	23	25	101	20.20	21.8%

The leading crash types include Rear-end with 228 (49.1%) and Sideswipe with 65 (14.0%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.9 SR 986/SW 72ND STREET/SUNSET DRIVE INTERCHANGE

SR 986/SW 72nd Street/Sunset Drive is a four-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-9*** shows the influence area selected for the interchange and ***Table 3-9*** summarizes the crash data within the influence area.



Figure 3-9 – SR 986/SW 72nd Street/Sunset Drive Interchange Influence Area

A total of 459 crashes occurred at the SR 986/SW 72nd Street/Sunset Drive interchange, with 69 crashes in 2011, 78 crashes in 2012, 82 crashes in 2013, 114 crashes in 2014 and 116 crashes in 2015. Of the total crashes, 325 (70.8%) were "Property Damage Only" and 133 (29.0%) were "Injury". There was one (0.2%) fatality reported in the referenced five-year period. One hundred and thirty (28.3%) crashes occurred during dark/dawn/dusk lighting conditions, which is

lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 63 (13.7%) crashes, which is lower than the Districtwide average of 16%.

Table 3-9 – SR 986/SW 72nd Street/Sunset Drive Interchange Crash Summary

SR 826/Palmetto Expressway AT SR 986/SW 72 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	46	43	45	72	69	275	55.00	59.9%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	4	7	11	17	21	60	12.00	13.1%
	Left Turn	1	2	4	10	4	21	4.20	4.6%
	Right Turn	0	1	0	0	1	2	0.40	0.4%
	Sideswipe	6	7	10	6	11	40	8.00	8.7%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Pedestrian	0	1	0	0	1	2	0.40	0.4%
	Coll. w/ Bicycle	0	0	1	0	0	1	0.20	0.2%
	Fixed Object	5	7	5	6	5	28	5.60	6.1%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	1	0	0	1	0.20	0.2%
	Other	7	10	5	3	4	29	5.80	6.3%
	Total Crashes	**69**	**78**	**82**	**114**	**116**	**459**	**91.80**	**100.0%**
SEVERITY	PDO Crashes	39	42	64	85	95	325	65.00	70.8%
	Fatal Crashes	0	1	0	0	0	1	0.20	0.2%
	Injury Crashes	30	35	18	29	21	133	26.60	29.0%
LIGHTING CONDITIONS	Daylight	45	45	66	86	85	327	65.40	71.2%
	Dusk	4	3	3	4	3	17	3.40	3.7%
	Dawn	1	1	0	0	1	3	0.60	0.7%
	Dark	19	28	13	24	26	110	22.00	24.0%
	Unknown	0	1	0	0	1	2	0.40	0.4%
SURFACE CONDITIONS	Dry	61	67	70	100	98	396	79.20	86.3%
	Wet	8	11	12	14	18	63	12.60	13.7%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	3	11	4	5	8	31	6.20	6.8%
	06:00 AM - 09:00 AM	7	5	9	14	14	49	9.80	10.7%
	09:00 AM - 11:00 AM	7	5	7	11	14	44	8.80	9.6%
	11:00 AM - 01:00 PM	5	11	7	18	14	55	11.00	12.0%
	01:00 PM - 03:00 PM	7	9	8	14	10	48	9.60	10.5%
	03:00 PM - 06:00 PM	15	17	30	22	24	108	21.60	23.5%
	06:00 PM - 11:59 PM	25	20	17	30	32	124	24.80	27.0%

The leading crash types include Rear-end with 275 (59.9%) and Angle with 60 (13.1%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized intersections.

3.10 SR 94/SW 88TH STREET/KENDALL DRIVE INTERCHANGE

SR 94/SW 88th Street/Kendall Drive is a six-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-10*** shows the influence area selected for the interchange and ***Table 3-10*** summarizes the crash data within the influence area.

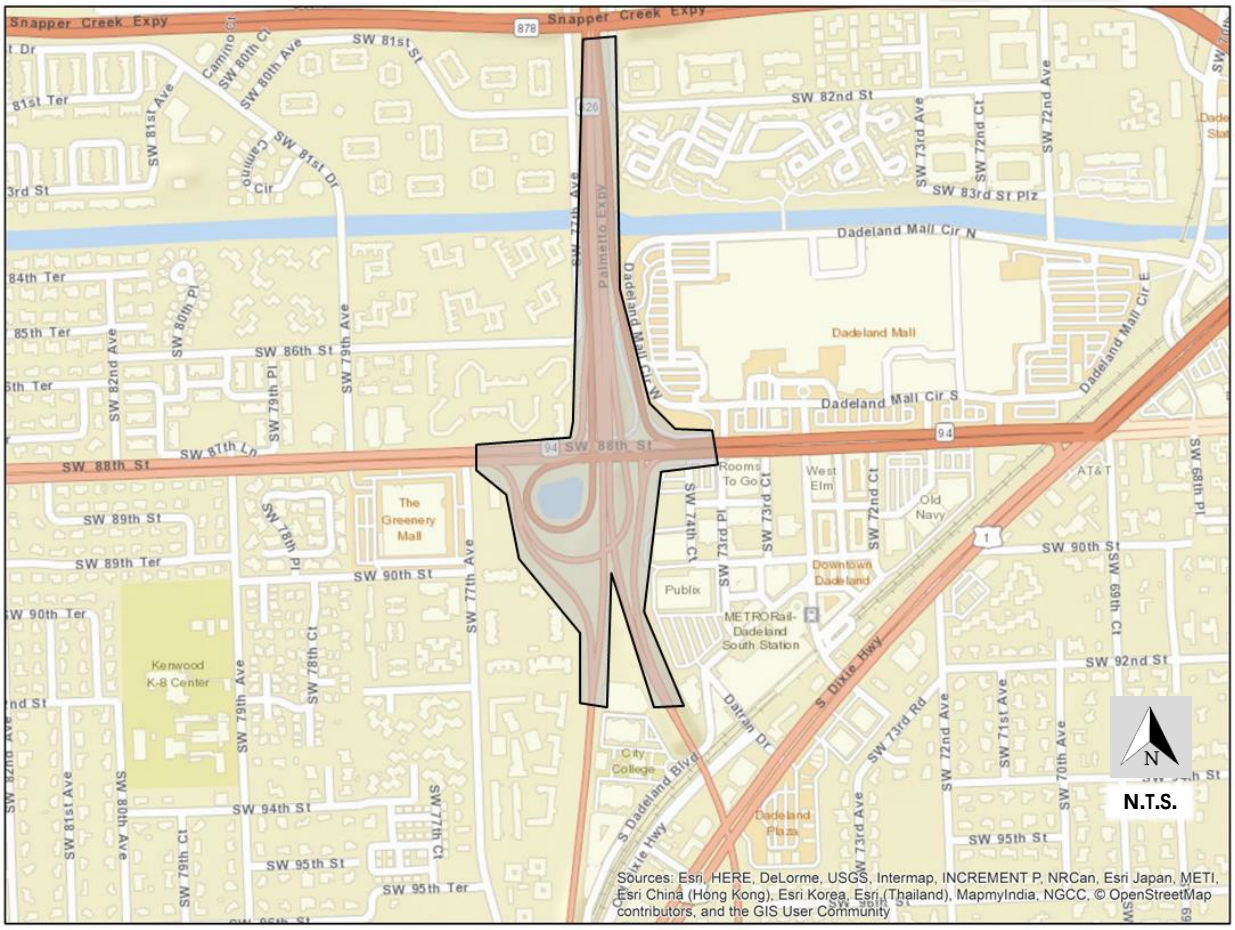


Figure 3-10 – SR 94/SW 88th Street/Kendall Drive Interchange Influence Area

A total of 572 crashes occurred at the SR 94/SW 88th Street/Kendall Drive interchange, with 83 crashes in 2011, 104 crashes in 2012, 136 crashes in 2013, 122 crashes in 2014 and 127 crashes in 2015. Of the total crashes, 372 (65.0%) were "Property Damage Only" and 198 (34.6%) were "Injury". There were two (0.3%) fatalities reported in the referenced five-year period. One hundred and thirty-four (23.4%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions

were reported for 113 (19.8%) crashes, which is greater than the Districtwide average of 16%.

Table 3-10 – SR 94/SW 88th Street/Kendall Drive Interchange Crash Summary

SR 826/Palmetto Expwy At Kendall Drive Interchange		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	26	41	63	61	53	244	48.80	42.7%
	Head On	0	0	0	1	0	1	0.20	0.2%
	Angle	17	15	10	13	21	76	15.20	13.3%
	Left Turn	8	13	12	8	12	53	10.60	9.3%
	Right Turn	0	1	0	1	0	2	0.40	0.3%
	Sideswipe	5	8	21	17	14	65	13.00	11.4%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	0	1	0	1	0.20	0.2%
	Coll. w/ Pedestrian	4	0	2	2	0	8	1.60	1.4%
	Coll. w/ Bicycle	0	3	1	2	1	7	1.40	1.2%
	Fixed Object	13	10	18	9	16	66	13.20	11.5%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	1	0	0	0	1	0.20	0.2%
	Other	10	12	9	7	10	48	9.60	8.4%
	Total Crashes	**83**	**104**	**136**	**122**	**127**	**572**	**114.40**	**100.0%**
SEVERITY	PDO Crashes	44	62	88	92	86	372	74.40	65.0%
	Fatal Crashes	0	0	0	1	1	2	0.40	0.3%
	Injury Crashes	39	42	48	29	40	198	39.60	34.6%
LIGHTING CONDITIONS	Daylight	65	78	108	96	87	434	86.80	75.9%
	Dusk	2	4	6	4	1	17	3.40	3.0%
	Dawn	0	1	2	1	1	5	1.00	0.9%
	Dark	15	20	20	21	36	112	22.40	19.6%
	Unknown	1	1	0	0	2	4	0.80	0.7%
SURFACE CONDITIONS	Dry	66	81	108	104	100	459	91.80	80.2%
	Wet	17	23	28	18	27	113	22.60	19.8%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	7	6	5	6	10	34	6.80	5.9%
	06:00 AM - 09:00 AM	8	16	14	12	12	62	12.40	10.8%
	09:00 AM - 11:00 AM	13	12	11	15	11	62	12.40	10.8%
	11:00 AM - 01:00 PM	7	10	26	10	12	65	13.00	11.4%
	01:00 PM - 03:00 PM	10	11	18	16	15	70	14.00	12.2%
	03:00 PM - 06:00 PM	17	23	33	35	34	142	28.40	24.8%
	06:00 PM - 11:59 PM	21	26	29	28	33	137	27.40	24.0%

The leading crash types include Rear-end with 244 (42.7%) and Angle with 76 (13.3%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized intersections.

3.11 SR 5/US 1/South Dixie Highway Interchange

SR 5/US 1/South Dixie Highway is a six-lane divided roadway that intersects with SR 826 at the southernmost limit. ***Figure 3-11*** shows the influence area selected for the interchange and ***Table 3-11*** summarizes the crash data within the influence area.

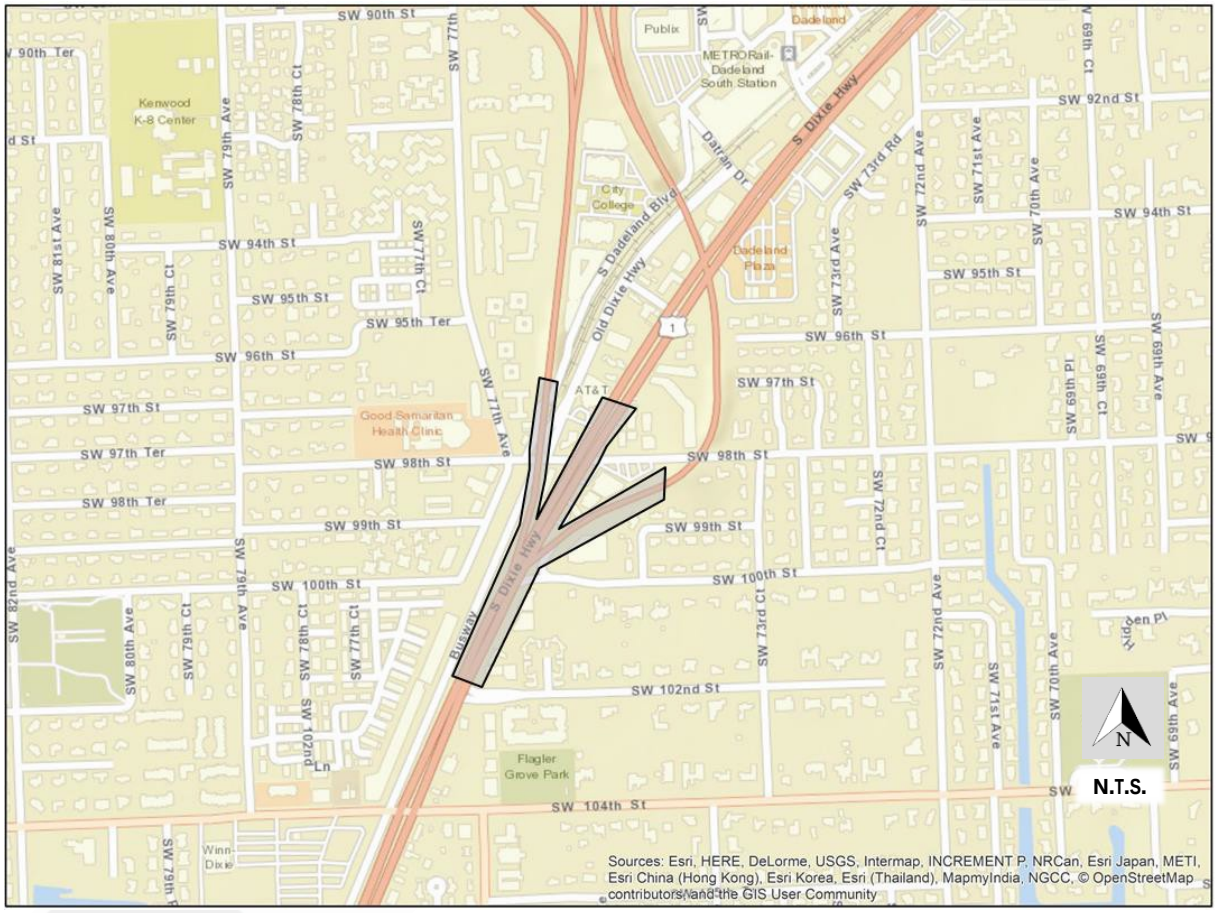


Figure 3-11 – SR 5/US 1/South Dixie Highway Interchange Influence Area

A total of 94 crashes occurred at the SR 5/US 1/South Dixie Highway interchange, with 21 crashes in 2011, 13 crashes in 2012, 17 crashes in 2013, 19 crashes in 2014 and 24 crashes in 2015. Of the total crashes, 67 (71.30%) were "Property Damage Only" and 26 (27.7%) were "Injury". There was one (1.1%) fatality reported in the referenced five-year period. Twenty-nine (30.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is above than the Districtwide average of 29%. Wet roadway surface conditions were reported for 18 (19.1%) crashes, which is greater than the Districtwide average of 16%.

Table 3-11 – SR 5/US 1/South Dixie Highway Interchange Crash Summary

SR 826 AT SR 5/US 1/South Dixie Highway		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	7	6	5	5	9	32	6.40	34.0%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	0	2	1	5	3	11	2.20	11.7%
	Left Turn	0	0	1	0	0	1	0.20	1.1%
	Right Turn	0	1	0	0	0	1	0.20	1.1%
	Sideswipe	4	1	5	4	7	21	4.20	22.3%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0	1	1	0.20	1.1%
	Fixed Object	6	1	3	1	3	14	2.80	14.9%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	0	0	0	0.00	0.0%
	Other	4	2	2	4	1	13	2.60	13.8%
	Total Crashes	**21**	**13**	**17**	**19**	**24**	**94**	**18.80**	**100.0%**
SEVERITY	PDO Crashes	15	9	11	15	17	67	13.40	71.3%
	Fatal Crashes	1	0	0	0	0	1	0.20	1.1%
	Injury Crashes	5	4	6	4	7	26	5.20	27.7%
LIGHTING CONDITIONS	Daylight	11	7	14	16	17	65	13.00	69.1%
	Dusk	0	1	0	0	0	1	0.20	1.1%
	Dawn	0	1	0	0	1	2	0.40	2.1%
	Dark	10	4	3	3	6	26	5.20	27.7%
	Unknown	0	0	0	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	19	9	12	16	20	76	15.20	80.9%
	Wet	2	4	5	3	4	18	3.60	19.1%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	3	2	0	0	2	7	1.40	7.4%
	06:00 AM - 09:00 AM	2	3	2	3	6	16	3.20	17.0%
	09:00 AM - 11:00 AM	2	1	2	2	2	9	1.80	9.6%
	11:00 AM - 01:00 PM	4	0	3	4	5	16	3.20	17.0%
	01:00 PM - 03:00 PM	0	1	2	3	3	9	1.80	9.6%
	03:00 PM - 06:00 PM	2	2	3	3	2	12	2.40	12.8%
	06:00 PM - 11:59 PM	8	4	5	4	4	25	5.00	26.6%

The leading crash types include Rear-end with 32 (34.0%) and Sideswipe with 21 (22.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and signalized intersections.

4.0 ARTERIAL AND INTERSECTION CRASH ANALYSIS

The area of influence includes ten arterials that can be separated into state roads (on-system) and local roads (off-system). The on-system and off-system crash data, for a five-year period (January 2011 to December 2015) was summarized, and reviewed for the following ten locations:

1. NW 25th Street Interchange signalized intersections (*off-system*)
2. SR 968/Flagler Street from SW 82nd Avenue to SW 72nd Avenue
3. SR 90/SW 8th Street from SW 82nd Avenue to SW 74th Avenue
4. SW 24th Street/Coral Way from SW 82nd Avenue to SW 74th Avenue (*off-system*)
5. SR 976/Bird Road from SW 79th Avenue to SW 72nd Avenue
6. SW 56th Street/Miller Drive from SW 77th Court to SW 72nd Avenue (*off-system*)
7. SR 986/Sunset Drive from SW 77th Court to SW 72nd Avenue
8. SR 94/Kendall Drive from SW 79th Avenue to SW Dadeland Boulevard
9. SW 98th Street from SW 77th Avenue to SW 73rd Court (*off-system*)
10. SR 5/US 1 from SW 112th Street to SW 98th Street

The crash data was obtained from the Department's Crash Analysis Reporting System (CARS) and Signal4 Analytics System. The crash data was reviewed to remove any duplicated or irrelevant crashes – for example, any crash that was coded off the road in a parking lot, etc. ***Table 4-1*** summarizes the crash statistics for all on-system and off-system roadway segments. ***Table 4-1*** also compares the actual crash rates for all on-system roadways to the statewide and District Six average crash rates for the year 2015 only. No actual crash rates were calculated for off-system roadway segments.

The following section summarizes the finding for each arterial within the defined area of influence. Crash data for each of the ten arterials is provided in ***Appendix D.***

Table 4-1 – Arterial Crash Summary

Arterial Segments		On-System Roadways												Off-System Roadways							
		SR 5/US 1 From SW 112 St To SW 98 St		SR 94/Kendall Dr From SW 79 Av To SW Dadeland Blvd		SR 986/Sunset Dr From SW 77 Ct To SW 72 Av		SR 976/Bird Rd From SW 79 Av To SW 72 Av		SR 90/SW 8 St From SW 74 Av To SW 82 Av		SR 968/Flagler St From SW 72 Av To SW 82 Av		SW 98 St From SW 77 Av To SW 73 Ct		SW 56 St/Miller Dr From SW 77 Ct To SW 72 Av		SW 24 St/Coral Way From SW 82 Av To SW 74 Avenue		NW 25 St At SR 826 Interchange	
		Crash Frequency (2011-2015)												Crash Frequency (2011-2015)							
		5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%
CRASH TYPE	Rear End	499	57.8%	210	42.3%	129	50.2%	397	45.6%	369	49.1%	561	51.3%	15	35.7%	99	48.3%	284	41.0%	106	50.2%
	Head On	0	0.0%	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	7.1%	20	9.8%	70	10.1%	3	1.4%
	Angle	101	11.7%	92	18.5%	69	26.8%	160	18.4%	120	16.0%	152	13.9%	2	4.8%	14	6.8%	44	6.3%	4	1.9%
	Left Turn	29	3.4%	74	14.9%	20	7.8%	83	9.5%	68	9.0%	87	8.0%	4	9.5%	17	8.3%	98	14.1%	10	4.7%
	Right Turn	3	0.3%	2	0.4%	3	1.2%	23	2.6%	14	1.9%	42	3.8%	3	7.1%	2	1.0%	13	1.9%	3	1.4%
	Sideswipe	129	14.9%	60	12.1%	16	6.2%	135	15.5%	99	13.2%	159	14.5%	4	9.5%	21	10.2%	91	13.1%	62	29.4%
	Backed Into	8	0.9%	0	0.0%	0	0.0%	3	0.3%	6	0.8%	4	0.4%	3	7.1%	2	1.0%	0	0.0%	3	1.4%
	Coll. w/ Parked Car	2	0.2%	1	0.2%	0	0.0%	2	0.2%	3	0.4%	4	0.4%	2	4.8%	2	1.0%	0	0.0%	0	0.0%
	Coll. w/ Pedestrian	4	0.5%	11	2.2%	0	0.0%	3	0.3%	4	0.5%	13	1.2%	1	2.4%	1	0.5%	6	0.9%	0	0.0%
	Coll. w/ Bicycle	2	0.2%	6	1.2%	0	0.0%	3	0.3%	3	0.4%	5	0.5%	0	0.0%	0	0.0%	2	0.3%	0	0.0%
	Fixed Object	19	2.2%	4	0.8%	4	1.6%	11	1.3%	24	3.2%	14	1.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Ran Off Road	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	12	1.7%	0	0.0%
	Overturned	1	0.1%	0	0.0%	0	0.0%	0	0.0%	3	0.4%	0	0.0%	0	0.0%	1	0.5%	3	0.4%	1	0.5%
	Other	66	7.6%	35	7.1%	16	6.2%	51	5.9%	39	5.2%	53	4.8%	5	11.9%	26	12.7%	70	10.1%	19	9.0%
	Total Crashes	**863**	**100%**	**496**	**100%**	**257**	**100%**	**871**	**100%**	**752**	**100%**	**1094**	**100%**	**42**	**100%**	**205**	**100%**	**693**	**100%**	**211**	**100%**
SEVERITY	PDO Crashes	667	77.3%	320	64.5%	186	72.4%	625	71.8%	546	72.6%	806	73.7%	38	90.5%	166	81.0%	568	82.0%	195	92.4%
	Fatal Crashes	2	0.2%	2	0.4%	1	0.4%	2	0.2%	1	0.1%	4	0.4%	0	0.0%	0	0.0%	1	0.1%	0	0.0%
	Injury Crashes	194	22.5%	174	35.1%	70	27.2%	244	28.0%	205	27.3%	284	26.0%	4	9.5%	39	19.0%	124	17.9%	16	7.6%
LIGHTING CONDITIONS	Daylight	655	75.9%	386	77.8%	188	73.2%	623	71.5%	570	75.8%	808	73.9%	37	88.1%	147	71.7%	487	70.3%	174	82.5%
	Night	206	23.9%	108	21.8%	69	26.8%	241	27.7%	179	23.8%	282	25.8%	3	7.1%	42	20.5%	115	16.6%	35	16.6%
	Unknown	2	0.2%	2	0.4%	0	0.0%	7	0.8%	3	0.4%	4	0.4%	2	4.8%	16	7.8%	91	13.1%	2	0.9%
SURFACE CONDITIONS	Dry	733	84.9%	428	86.3%	220	85.6%	760	87.3%	632	84.0%	949	86.7%	36	85.7%	166	81.0%	542	78.2%	176	83.4%
	Wet	130	15.1%	68	13.7%	36	14.0%	110	12.6%	120	16.0%	145	13.3%	3	7.1%	18	8.8%	61	8.8%	31	14.7%
	Others	0	0.0%	0	0.0%	1	0.4%	1	0.1%	0	0.0%	0	0.0%	3	7.1%	21	10.2%	90	13.0%	4	1.9%
Year(s) Crashes were Abnormally High *		---		2012-2013		---		2011-2012		2011		2011		---	---	---	---	---	---	---	---

Functional Classification	URBAN 6+LN 2WY DIVD RASD	URBAN 6+LN 2WY DIVD RASD	URBAN 4-5LN 2WY DIVD RASD	URBAN 6+LN 2WY DIVD RASD	URBAN 4-5LN 2WY DIVD RASD	URBAN 6+LN 2WY DIVD RASD	---			
Actual Crash Rates (2015)	6.245	9.390	9.149	7.599	10.702	14.331	---	---	---	---
District 6 Average Crash Rates (2015)	15.947	15.947	12.876	15.947	12.876	15.947	---	---	---	---
Statewide Average Crash Rates (2015)	4.8672	4.8672	3.754	4.8672	3.754	4.8672	---	---	---	---

Notes:

Leading Type of Crashes
Greater than Districtwide Rates

* The Year(s) Crashes were Abnormally High were determined using the Departments' CARS data provided in the crash statistics for each arterial segment and then verified with the Departments' 2015 High Crash List (HCL)

4.1 NW 25TH STREET at SR 826 INTERCHANGE

The three leading crash types along the study segment were Rear-end with 106 crashes (50.2%), Sideswipe with 62 crashes (29.4%), and "Other" with 19 crashes (9%). There were no fatal crashes reported. No actual crash rate was calculated for this off-system roadway segment.

4.2 SR 968/FLAGLER STREET from SW 82ND AVENUE to SW 72ND AVENUE

The three leading crash types along the study segment were Rear-end with 561 crashes (51.3%), Sideswipe crashes with 159 (14.5%), and Angle with 152 crashes (13.9%). Four fatal crashes (Pedestrian, Left-turn and Rear-end type) were reported. Furthermore, two distinct crash clusters were identified. The first one was noted at the intersection with W 79th Avenue, approximately at MP 0.733, and the second one, at the intersection with W 72nd Avenue, approximately at MP 1.498. At the intersection of W 79th Avenue the leading type of crashes were Rear-end and Sideswipe crashes, with 74, and 29 crashes respectively. Most Rear-end crashes are almost evenly distributed between the eastbound and westbound direction, combining a total of 85% of these types of crashes. On the other hand, Sideswipe crashes mainly occur in the westbound direction with a total of 59% of these types of crashes. At the intersection of W 72nd Avenue, the leading type of crashes were Rear-end with a total of 82 crashes. Most Rear-end crashes are almost evenly distributed between the eastbound and westbound direction. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 6+ lanes, 2-way divided with a raised separator.

4.3 SR 90/SW 8TH STREET from SW 82ND AVENUE to SW 74TH AVENUE

The three leading crash types along the study segment were Rear-end with 369 crashes (49.1%), Angle with 120 crashes (16%), and Sideswipe with 99 crashes (13.2%). One fatal crash (Left-turn type) was reported. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 4-5 lanes, 2-way divided with a raised separator.

4.4 SW 24TH STREET/CORAL WAY from SW 82ND AVENUE to SW 74TH AVENUE

The three leading crash types along the study segment were Rear-end with 284 crashes (41%), Left-turn with 98 crashes (14%), and Sideswipe with 91 crashes (13%). One fatal crash (Pedestrian type) was reported. No actual crash rate was calculated for this off-system roadway segment.

4.5 SR 976/BIRD ROAD from SW 79TH AVENUE to SW 72ND AVENUE

The three leading crash types along the study segment were Rear-end with 397 crashes (45.6%), Angle with 160 crashes (18.4%), and Sideswipe with 135 crashes (15.5%). Two fatal crashes (Angle and Right-turn type) were reported. In a further analysis of the crash data at this location, it was noted that at the intersection with SR 826 ramp terminals, approximately at MP 4.170, there is a high concentration of Rear-end, Sideswipe, and Left-turn crashes with 75, 32 and 30 crashes, respectively. In the analysis at the intersection, most Rear-end crashes occurred in the westbound direction representing 57% of all these types of crashes. Sideswipe crashes are almost evenly distributed between the eastbound and westbound direction, combining a total of 97% of these types of crashes. Left-turn crashes appear to be associated to westbound Left-turn and the eastbound through directions and represent 97% of these types of crashes. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 6+ lanes, 2-way divided with a raised separator.

4.6 SW 56TH STREET/MILLER DRIVE from SW 77TH COURT to SW 72ND AVENUE

The three leading crash types along the study segment were Rear-end with 99 crashes (48%), “Other” with 26 crashes (12.7%), and Sideswipe with 21 crashes (10%). There were not fatal crashes reported. No actual crash rate was calculated for this off-system roadway segment.

4.7 SR 986/SUNSET DRIVE from SW 77TH COURT to SW 72ND AVENUE

The three leading crash types along the study segment were Rear-end with 129 crashes (50.2%), Angle with 69 crashes (26.8%), and Left-turn with 20 crashes (7.8%). One fatal crash (Angle type) was reported. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the

statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 4-5 lanes, 2-way divided with a raised separator.

4.8 SR 94/Kendall Drive from SW 79th Avenue to SW Dadeland Boulevard

The three leading crash types along the study segment were Rear-end with 210 crashes (42.3%), Angle with 92 crashes (18.5%), and Left-turn with 74 crashes (14.9%). Two fatal crashes (Pedestrian and Left-turn type) were reported. In a further analysis of the crash data at this location, two distinct crash clusters were identified. The first one was noted on the stretch between SW 77th Court and the adjacent southbound SR 826 on-ramp, approximately at MP 10.028, and the second one, at the intersection with Dadeland Boulevard, approximately at MP 10.390. Most of the crashes at the two cluster locations identified consist of Rear-end, Sideswipe, and Left-turn crashes with a total of 180, combining a total of about 70% at these two intersections. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 6+ lanes, 2-way divided with a raised separator.

4.9 SW 98th Street from SW 77th Avenue to SW 73rd Court

The three leading crash types along the study segment were Rear-end with 15 crashes (36%), "Other" with 5 crashes (12%), and Sideswipe and Left-turn with 4 crashes each (10%). There were no fatal crashes reported. No actual crash rate was calculated for this off-system roadway segment.

4.10 SR 5/US 1 from SW 112th Street to SW 98th Street

The three leading crash types along the study segment were Rear-end with 499 crashes (57.8%), Sideswipe with 129 crashes (14.9%), and Angle with 101 crashes (11.7%). Two fatal crashes (Fixed-object type) were reported. In a further analysis of the crash data at this location, it was noted that at the intersection of SR 5/US1 and SW 104th Street, approximately at MP 19.628, there is a high concentration of Rear-end and Sideswipe crashes. In the analysis at the intersection, most Rear-end crashes occurred along the northbound direction representing 43% of all these types of crashes. On the other hand, Sideswipe crashes are mainly distributed between the northbound and southbound direction, almost evenly,

representing 72% of these types of crashes. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 6+ lanes, 2-way divided with a raised separator.

5.0 SUMMARY OF FINDINGS

SR 826/Palmetto Expressway:

- Crash data on SR 826 from US 1 (Mile Post 0.000) to NW 25th Street (MP 8.586) was obtained from the FDOT CARS between January 1, 2011 and December 31, 2015. Overall, there were a total of 4,555 crashes during the five-year study period with 954 crashes in 2011, 868 crashes in 2012, 848 crashes in 2013, 947 crashes in 2014 and 938 crashes in 2015 that occurred on SR 826 within the study limits. There were 3,111 (68.3%) "Property Damage Only Crashes", 1,435 (31.5 %) "Injury Crashes" and 9 (0.2%) "Fatal Crashes".

- The actual crash rate for SR 826 within the study limits is greater than the average crash rate for other corridors with similar functional classification (urban – other limited access) in District Six for years 2011 and 2012. For years 2013 through 2015. However, the actual crash rate is lower than the Districtwide average crash rate, which may be attributed to the increase in AADT during those years. When compared to the statewide average crash rates, the actual crash rate for SR 826 is greater in years 2011, 2012 and 2014. Average crash rates are lower in years 2013 and 2015 compared to statewide averages.

- The time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (17.2%) and from 3:00 PM to 6:00 PM (18.4%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

- The leading crash types include Rear-end with 2,618 (57.5%) crashes, Sideswipe with 849 (18.6%) crashes and Fixed-object with 482 (10.6%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826. The three leading contributing causes include "Careless

or Negligent Manner" (55%), "Other Contributing Action" (17%), and "No Contributing Action" (13%).

- About 22% of the crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Of the total 4,555 crashes that occurred within the study limits of SR 826, 1,428 (31%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%.

- Most crashes occurred between milepost ranges 6.0 – 6.5 (14%), 7.0 – 7.5 (16%), and 8.0 – 8.5 (15%). These milepost ranges identified correspond with SR 826 interchanges at SR 90/SW 8th Street, SR 836/Dolphin Expressway and NW 25th Street, respectively.

- The FDOT's High Crash Lists for spots and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along SR 826 within the study limits. The major intersections (spots) and segments of SR 826 identified are between SR 976/Bird Road and NW 25th Street. This segment includes the SR 826 interchanges of SR 976/Bird Road, SW 24th Street/Coral Way, SR 90/SW 8th Street, SR 968/Flagler Street, SR 836/Dolphin Expressway, and NW 25th Street. It's important to note that within the referenced years (2011-2015), the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. The MOT of this project may have attributed to the abnormally high number of crashes identified along this segment of SR 826.

SR 836/Dolphin Expressway:

- Crash data on SR 836 from SR 973/NW 87th Avenue (MP 2.788) to SR 969/Milam Dairy Road (MP 5.000) was obtained from the FDOT CARS between January 1, 2011 and December 31, 2015. Overall, there were a total of 1,792 crashes during the five-year study period with 306 crashes in 2011, 349 crashes in 2012, 385 crashes in 2013, 386 crashes in 2014 and 366 crashes in 2015 that occurred on SR 836 within the study limits. There were 1,213 (67.7%) "Property Damage Only Crashes", 575 (32.1%) "Injury Crashes" and 4 (0.2%) "Fatal Crashes".

- The actual crash rate for SR 836 within the study limits is greater than the average crash rate for other corridors with similar functional classification (urban toll roads) in District Six for years 2011 through 2015. Furthermore, the

actual crash rate for SR 836 is also greater in all five-years when compared to the statewide average crash rates.

- The time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (21.1%) and from 3:00 PM to 6:00 PM (14.3%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

- The leading crash types include Rear-end with 995 (55.5%) crashes, Sideswipe with 319 (17.8%) crashes and Fixed-object with 260 (14.5%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 836. The three leading contributing causes include "Careless or Negligent Manner" (56%), "Other Contributing Action" (17%) and "No Contributing Action" (12%).

- About 21% of the crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Of the total 1,792 crashes that occurred within the study limits of SR 836, 585 (32.6%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%.

- Most crashes occurred between milepost range 4.3 – 4.8 (54%). This milepost range identified includes the northern part of SR 826 and the SR 836 interchange at SR 969/Milam Dairy Road.

- The FDOT's High Crash Lists for spots and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along SR 836 within the study limits. Most of SR 836 within the study limits was identified in the 2011-2015 FDOT High Crash List. The major interchanges included SR 973/NW 87th Avenue, SR 826, and SR 969/Milam Dairy Road. Like SR 826, the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 836 from NW 87th Avenue to NW 57th Avenue. The MOT of this project may have attributed to the abnormally high number of crashes identified along this segment of SR 836.

Interchanges:

- The area of influence includes 11 interchanges with SR 826. Crash data was obtained from the FDOT CARS for the five-year period between January 1, 2011 and December 31, 2015.
- A total of 1,171 crashes occurred at the NW 25th Street interchange. The leading crash types include Rear-end with 674 (57.6%) and Sideswipe with 256 (21.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. It should be noted that the NW 25th Street viaduct project (FM#251185-1-52-01) from NW 89th Court to SR 826 was under construction during the referenced five-year period, with the heaviest construction occurring between 2014 and 2015.
- A total of 2,048 crashes occurred at the SR 836 interchange. The leading crash types include Rear-end with 1,134 (55.4%), Sideswipe with 363 (17.7%) and Fixed-object with 313 (15.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 836.
- A total of 1,069 crashes occurred at the SR 968/Flagler Street interchange. The leading crash types include Rear-end with 639 (59.8%) and Sideswipe with 175 (16.4%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.
- A total of 1,284 crashes occurred at the SR 90/SW 8th Street interchange. The leading crash types include Rear-end with 679 (52.9%) and Sideswipe with 202 (15.7%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.
- A total of 1,280 crashes occurred at the SW 24th Street/Coral Way interchange. The leading crash types include Rear-end with 572 (44.7%) and Sideswipe with 185 (14.5%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.
- A total of 1,131 crashes occurred at the SR 976/SW 40th Street/Bird Road interchange. The leading crash types include Rear-end with 667 (59.0%) and Sideswipe with 168 (14.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

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- A total of 85 crashes occurred at the SR 874/Don Shula Expressway interchange. The leading crash types include Rear-end with 37 (43.5%), Fixed-object with 25 (29.4%) and Sideswipe with 11 (12.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 836.

- A total of 464 crashes occurred at the SW 56th Street/Miller Drive interchange. The leading crash types include Rear-end with 228 (49.1%) and Sideswipe with 65 (14.0%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

- A total of 459 crashes occurred at the SR 986/SW 72nd Street/Sunset Drive interchange. The leading crash types include Rear-end with 275 (59.9%) and Angle with 60 (13.1%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized intersections.

- A total of 572 crashes occurred at the SR 94/SW 88th Street/Kendall Drive interchange. The leading crash types include Rear-end with 244 (42.7%) and Angle with 76 (13.3%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized intersections.

- A total of 94 crashes occurred at the SR 5/US 1/South Dixie Highway interchange. The leading crash types include Rear-end with 32 (34.0%) and Sideswipe with 21 (22.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and signalized intersections.

Arterials:

- The area of influence includes ten arterials that can be separated into state roads (on-system) and local roads (off-system). The crash data was obtained from the FDOT CARS and Signal4 Analytics System for a five-year period between January 1, 2011 and December 31, 2015.

- Overall, the three-leading type of crashes at the study arterials include Rear-end, Sideswipe and Angle crashes. These crash types are typical of highly congested roadways with signalized intersections.

- Confidence Level Analysis indicates that the following locations are considered to have an abnormally high number of crashes in one of more years:
    - SR 94/Kendall Drive from SW 79th Avenue to SW Dadeland Boulevard

- SR 976/Bird Road from SW 79th Avenue to SW 72nd Avenue
- SR 90/SW 8th Street from SW 82nd Avenue to SW 74th Avenue
- SR 968/Flagler Street from SW 82nd Avenue to SW 72nd Avenue

- There are no locations showing nighttime crashes abnormally high or above the FDOT Districtwide average of 29% for all the state roadways.
- Overall, only SR 90/SW 8th Street from SW 82nd Avenue to SW 74th Avenue indicates that under wet pavement conditions crashes are abnormally high as the FDOT Districtwide average of 16% for all the state roadways.
- The actual crash rates for all on-system roadways were compared to the District Six and statewide average crash rates for the year 2015 only. No actual crash rate was calculated for the off-system roadways. Based on this review, it was determined that the actual crash rate was lower than the District Six average but greater than the statewide average for all on-system roadways.

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Appendix D: Summary of Community Engagement Meeting and Public Hearing

Note: Appendix will be updated after the public hearing is held. Copies of transcripts, comments cards, and meeting hearing advertisements will follow the summary.

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SR 826/Palmetto Expressway
from SR 5/US 1/S Dixie Highway to NW 25 Street PD&E Study
FPID: 432639-1-22-02
Community Engagement Meeting
October 28, 2024 (In-person)

The purpose of this memorandum is to provide a summary of the Community Engagement Meeting held for the SR 826/Palmetto Expressway from SR 5/US 1/S Dixie Highway to NW 25 Street PD&E Study with a focus on proposed improvements at the intersection of Sunset Drive (within limits of the designated State Historic Highway).

In-Person Meeting Date & Location: The in-person Community Engagement Meeting was held on Monday, October 28, 2024, at 6:00 p.m. at the St. Matthew the Apostle Episcopal Church at 7410 Sunset Drive, Miami, FL 33143.

Direct Electronic/Printed Notifications: Notifications were distributed by mail and email to approximately 196 individuals.

Attendance: 36 people attended the meeting. The breakdown is in the table below.

	In-Person Attendance
Public	20
FDOT Staff	7
Prime Consultant	6
Other Consultants	3
	36

Public Comments: 3 verbal comments were received during the meeting. The following three comments/questions were asked:

1. How many segments are there for construction for the SR 826 corridor improvements, and what is the order?
2. The most consistent accidents happen at the interchange with the southbound to westbound movements. Adding more lanes will not address this issue.
3. Is there funding for the project, and what is the timeline?

Comment Method Used	**Comments Total**
Verbal	3
Written	0
	3

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SR 826/Palmetto Expressway
from SR 5/US 1/S Dixie Highway to NW 25 Street PD&E Study
FPID: 432639-1-22-02
Community Engagement Meeting
October 28, 2024 (In-person)

St. Matthew the Apostle Episcopal Church Pictures:





SR 826/Palmetto Expressway
from SR 5/US 1/S Dixie Highway to NW 25 Street PD&E Study
FPID: 432639-1-22-02
Community Engagement Meeting
October 28, 2024 (In-person)







www.SouthFLRoads.com/826expresssouth

MIAMI-DADE COUNTY
miamidade.gov

Parks, Recreation and Open Spaces
275 NW 2nd Street
Miami, Florida 33128
T 305-755-7800

Every Great Community has a Great Park System.

November 12, 2019

Mr. Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, FL 33172

2013 Governor' Sustained Excellence Award

Subject: South Dade Trail Mini Park
Statement of Significance
FDOT Financial Project ID: 432639-1-22-01
FDOT Project Description: SR 826 / Palmetto Expressway Project Development and Environment PD&E Study from US 1 / South Dixie Highway to SR 836 / Dolphin Expressway in Miami-Dade County, FL

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as a formal Statement of Significance for South Dade Trail Mini Park. This recreational resource is located within unincorporated Miami-Dade County, and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays and important role in meeting those objectives.

South Dade Trail Mini Park lies adjacent to the preferred alternative in the PD&E Study. It is our understanding that the concept plans for the project design alternatives show no widening of the roads towards the park (US 1 / South Dixie Highway, Killian Drive, and SW 80th Avenue) and no incorporation of the park, or portions thereof, into the transportation right-of-way. No direct impacts to the park would occur. No change in access, either temporary or permanent, is expected to result from the proposed action. Additionally, no indirect use of the park would occur. The eastern portion of South Dade Trail Mini Park is adjacent to US 1 / South Dixie Highway southbound lanes and currently exposed to traffic noise levels. The project improvements along US 1 / South Dixie Highway are not anticipated to result in a substantial increase in traffic noise levels (i.e., 15 dB(A)) above existing conditions in this park.

South Dade Trail Mini Park is a significant resource to the County and the Department. It is an undeveloped 1.10-acre park that the Department intends to develop in support of the adjacent South Dade Trail/East Coast Greenway that will also serve as a neighborhood park for local residents.

Should you have any questions or require additional information, please contact my office at (305)-755-7800.

Sincerely,

Maria I. Nardi
Director
Miami-Dade Department of Parks, Recreation and Open Spaces



SOUTH DADE TRAIL MINI PARK
2016 AERIAL PHOTO

7975 SW 112th STREET
CLASS: SPECIALO ACTIVITY PARK
TYPE: AREA-WIDE
ACRES: 1.0
MIAMI-DADE COUNTY PARKS, RECREATION AND OPEN SPACES DEPT.

Legend

- County_Park_Boundary_2017
- County Parks
- Property Lines
- MajorRoads

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MIAMI-DADE COUNTY

0 10 20 40
Feet

1 inch = 13.3 feet

MAY 2017

MIAMI-DADE COUNTY
miamidade.gov

Parks, Recreation and Open Spaces
275 NW 2nd Street
Miami, Florida 33128
T 305-755-7800

Every Great Community has a Great Park System.

January 28, 2020

Mr. Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, FL 33172

Subject: Sudlow Park
Statement of Significance
FDOT Financial Project ID: 432639-1-22-01
FDOT Project Description: SR 826 / Palmetto Expressway Project Development and Environment PD&E Study from US 1 / South Dixie Highway to SR 836 / Dolphin Expressway in Miami-Dade County, FL

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as a formal Statement of Significance for Sudlow Park. This recreational resource is located within the Miami-Dade County, and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays and important role in meeting those objectives.

Sudlow Park lies adjacent to the preferred alternative in the PD&E Study. It is our understanding that the concept plans for the project design alternatives show no widening of the roads towards the park (SW 72nd Street/Sunset Drive) and no incorporation of the park, or portions thereof, into the transportation right-of-way. No direct impacts to the park would occur. No change in access, either temporary or permanent, is expected to result from the proposed action. Additionally, no indirect use of the park would occur. The southern portion of Sudlow Park is adjacent to SW 72nd Street/Sunset Drive westbound lanes and currently exposed to traffic noise levels. The project improvements along US 1 / South Dixie Highway are not anticipated to result in a substantial increase in traffic noise levels (i.e., 15 dB(A)) above existing conditions in this park.

Sudlow Park is a 0.94 acre mini-park located in Commission District 7 of Miami-Dade County. The park serves as an important green space with a significant amount of well-established, shade-providing trees which add a much needed shade canopy in a highly urbanized area. The park provides a significant visual and noise buffer of the adjacent SW 72nd Street/Sunset Drive traffic for the nearby residential homes. The park provides amenities including landscaping, trees, and site furniture for park patrons.

Should you have any questions or require additional information, please contact my office at (305)-755-7800.

Sincerely,

Maria Nardi,
Director
Miami-Dade County Department of Parks, Recreation and Open Spaces

Robert C. Mattes, CPRP
Parks and Recreation Director
parks@pinecrest-fl.gov

VILLAGE OF PINECREST
Department of Parks & Recreation

November 18, 2019

Mr. Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, FL 33172

Subject: Veterans Wayside Park
Statement of Significance
FDOT Financial Project ID: 432639-1-22-01
FDOT Project Description: SR 826 / Palmetto Expressway Project Development and Environment PD&E Study from US 1 / South Dixie Highway to SR 836 / Dolphin Expressway in Miami-Dade County, FL

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as a formal Statement of Significance for Veterans Wayside Park. This recreational resource is located within the Village of Pinecrest, and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays and important role in meeting those objectives.

Veterans Wayside Park lies adjacent to the preferred alternative in the PD&E Study. It is our understanding that the concept plans for the project design alternatives show no widening of the roads towards the park (US 1 / South Dixie Highway, Killian Drive, SW 79th Avenue, and SW 110th Street) and no incorporation of the park, or portions thereof, into the transportation right-of-way. No direct impacts to the park would occur. No change in access, either temporary or permanent, is expected to result from the proposed action. Additionally, no indirect use of the park would occur. The western portion of Veterans Wayside Park is adjacent to US 1 / South Dixie Highway northbound lanes and currently exposed to traffic noise levels. The project improvements along US 1 / South Dixie Highway are not anticipated to result in a substantial increase in traffic noise levels (i.e., 15 dB(A)) above existing conditions in this park.

Veterans Wayside Park is a passive 4.5-acre park featuring a freshwater pond, open space, picnic tables, benches, Veteran monuments and wildlife viewing.

Should you have any questions or require additional information, please contact my office at (305) 284-0900.

Sincerely,

Robert C. Mattes, CPRP
Parks and Recreation Director
Village of Pinecrest

5855 Killian Drive, Pinecrest, Florida 33156
T: 305.284.0900 | F: 305.284.0911
www.pinecrest-fl.gov

Section 4(f) Resources

Florida Department of Transportation

SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST

District: FDOT District 6

County: Miami-Dade County

ETDM Number: 14308

Financial Management Number: 432639-1-22-01

Federal-Aid Project Number: D617-027-B

Project Manager: Raul Quintela

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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. Submitted pursuant 49 U.S.C. § 303.

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Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Tropical Park	Park/Recreational Area	Park/Rec Area	Matilde E. Reyes	No Use	Determination Pending
Humble Mini Park	Park/Recreational Area	Park/Rec Area	Matilde E. Reyes	No Use	Determination Pending
Veterans Wayside Park	Park/Recreational Area	Park/Rec Area	Robert C. Mattes	No Use	Determination Pending
South Dade Trail Mini Park	Park/Recreational Area	Park/Rec Area	Maria I. Nardi	No Use	Determination Pending
Sudlow Park	Park/Recreational Area	Park/Rec Area	Maria I. Nardi	No Use	Determination Pending

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Tropical Park

Facility Type: Park/Recreational Area

Property Classification: Park/Rec Area

Address and Coordinates:
Address: 7900 SW 40th St, Miami, FL, 33155, USA
Latitude: 25.73301 Longitude: -80.32345

Description of Property:
Size: Tropical Park consists of 275 acres.

Location: Tropical Park is located at 7900 SW 40th St, Miami, FL, 33155 in the southeast quadrant of SR 826/Palmetto Expressway and SW 40th Street/Bird Road intersection. The eastern boundary lies along the SR 826 Palmetto Expressway right-of-way for approximately 1.1 miles.

Functions/Activities Available: Tropical Park functions as a public park/recreation area. The park is open daily to the general public at no cost. The park supports a range of activities including picnicking, individual and team sporting activities, equestrian activities, fishing, biking, walking/jogging, and paddle boating. The park also hosts multiple special events each year.

Description/Location of Existing and Planned Facilities: Tropical Park supports a variety of public recreational uses and contains 44 structures, including picnic pavilions of various sizes, stables, covered equestrian arenas, a tennis facility with 12 tennis courts and racquetball courts, four lakes, a football and track stadium, and paved walking and biking trails. These are located throughout the park. No additional facilities are planned at this time.

Access and Usage: Vehicular access to Tropical Park is provided through entrances on SW 40th Street/Bird Road and SW 56th Street. The park is accessible to pedestrians on SW 40th Street/Bird Road, SW 56th Street, and SW 82nd Avenue. The individual facilities are accessed by an internal park road system and paved recreational trails. The park attracts over 1.5 million public visitors each year. No general admission is charged to enter the park, and the facilities provided are handicapped accessible.

Concept plans for the proposed alternatives show no modification to the local roadway network in the area of the park's entrances and no incorporation of the park into the right-of-way. No change in access, either temporary or permanent, is expected to result from the proposed action.

Relationship to Other Similar Uses in Vicinity: No formal relationship was identified.

Owner/Official with Jurisdiction: Matilde E. Reyes

Relationship Between the Property and the Project

Yes	No	
☐	☒	Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: Pending

DRAFT

Humble Mini Park

Facility Type: Park/Recreational Area

Property Classification: Park/Rec Area

Address and Coordinates:
Address: 3545 SW 105th Ave, Miami, FL, 33165, USA
Latitude: 25.73620 Longitude: -80.36509

Description of Property:
Size: Humble Mini Park is a 0.5 acre park.

Location: Humble Mini Park is located at 3545 SW 105th Ave, Miami, FL 33165 in the northeast quadrant of SR 826/Palmetto Expressway and SW 40th Street/Bird Road intersection.

Functions/Activities Available: Humble Mini Park is a public park/recreation area. The facility includes open landscaped green space that supports passive recreational use. The park is accessible to the general public at no cost.

Description/Location of Existing and Planned Facilities: No facilities exist or are planned within the park. The park includes open landscaped green space.

Access and Usage: The park is open daily to the general public at no cost. The park is fenced on three sides with access available from SW 39th Terrace. No parking area is available on-site.

Concept plans for the proposed alternatives show no modification to SW 39th Terrace in the area of the park's entrance and no incorporation of the park into the proposed right-of-way. No change in access is expected to result from the proposed action.

Relationship to Other Similar Uses in Vicinity: Humble Mini Park is one of 28 "mini parks" located across Miami-Dade County that range in size from 0.11 to 5.4 acres. Humble Mini Park consists of landscaped green space and supports no active programmed use. Plantings occupy the eastern and northern edges of the park. The western edge is open to the Palmetto Expressway. The park shares no formal connection with other parks in the area.

Owner/Official with Jurisdiction: Matilde E. Reyes

Relationship Between the Property and the Project

Yes	No	
☐	☒	Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: Pending

Veterans Wayside Park

Facility Type: Park/Recreational Area

Property Classification: Park/Rec Area

Address and Coordinates:
Address: 11111 SW 79th Ave, Pinecrest, FL, 33156, USA
Latitude: 25.66710 Longitude: -80.32206

Description of Property:
Size: Veterans Wayside Park is 4.5 acres.

Location: Veterans Wayside Park is located at 11111 SW 79th Ave, Pinecrest, FL 33156.

Functions/Activities Available: Veterans Wayside Park is a public park/recreation area. The property functions as a passive park featuring a freshwater pond, open space, picnic tables, benches, Veteran monuments, and wildlife viewing. The park is open daily to the general public.

Description/Location of Existing and Planned Facilities: No facilities exist or are planned within the park. The park includes open landscaped green space, a freshwater pond, picnic tables, benches, and Veteran monuments.

Access and Usage: The park is open daily to the general public at no cost. No parking area is available on-site.

No change in access, either temporary or permanent, is expected to result from the proposed action.

Relationship to Other Similar Uses in Vicinity: No formal relationship was identified

Owner/Official with Jurisdiction: Robert C. Mattes

Relationship Between the Property and the Project

Yes	No	
☐	☒	Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: Pending

DRAFT

South Dade Trail Mini Park

Facility Type: Park/Recreational Area

Property Classification: Park/Rec Area

Address and Coordinates:
Address: 7975 SW 112th St, Miami, FL, 33156, USA
Latitude: 25.66646 Longitude: -80.32434

Description of Property:
Size: South Dade Trail Mini Park consists of 1.1 acres.

Location: South Dade Trail Mini Park is located at 7975 SW 112th St, Miami, FL 33156.

Functions/Activities Available: South Dade Trail Mini Park functions as a public park/recreation area. The park is open daily to the general public at no cost. The park includes open landscaped green space that supports passive recreational use.

Description/Location of Existing and Planned Facilities: No facilities exist or are planned within the park. The park includes open landscaped green space.

Access and Usage: The park is open daily to the general public at no cost. The park is fenced on four sides with pedestrian access available from SW 112th Street/Killian Drive. No parking area is available on-site.

Relationship to Other Similar Uses in Vicinity: No formal relationship was identified.

Owner/Official with Jurisdiction: Maria I. Nardi

Relationship Between the Property and the Project

Yes	No	
☐	☒	Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: Pending

DRAFT

Sudlow Park

Facility Type: Park/Recreational Area

Property Classification: Park/Rec Area

Address and Coordinates:
Address: 7277 Sudlow Cir, Miami, FL, 33143, USA
Latitude: 25.70387 Longitude: -80.31159

Description of Property:
Size: Sudlow Park consists of 1.12 acres.

Location: Sudlow Park is located at 7277 Sudlow Cir, Miami, FL 33143.

Functions/Activities Available: Sudlow Park functions as a public park/recreation area. The park is open daily to the general public at no cost. The park includes open landscaped green space that supports passive recreational use.

Description/Location of Existing and Planned Facilities: No facilities exist or are planned within the park. The park includes open landscaped green space.

Access and Usage: The park is open daily to the general public at no cost. The park can be accessed by pedestrians from all sides of the park. No parking area is available on-site.

Relationship to Other Similar Uses in Vicinity: No formal relationship was identified.

Owner/Official with Jurisdiction: Maria I. Nardi

Relationship Between the Property and the Project

Yes	No	
☐	☒	Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: Pending

DRAFT

Project-Level Attachments

None

DRAFT

Resource Attachments

Tropical Park
Tropical Park Location Map
Statement of Significance - Tropical Park

Humble Mini Park
Humble Mini Park Location Map
Statement of Significance - Humble Mini Park

Veterans Wayside Park
Veterans Wayside Park Location Map
Statement of Significance - Veterans Wayside Park

South Dade Trail Mini Park
South Dade Trail Mini Park Location Map
Statement of Significance - South Dade Trail Mini Park

Sudlow Park
Sudlow Park Location Map
Statement of Significance - Sudlow Park

DRAFT

Tropical Park

Contents:

Tropical Park Location Map
Statement of Significance - Tropical Park

DRAFT


0 350 700 Feet
N
SW 40 ST
SW 82 AVE
SW 48 ST
SW 56 ST
826
TOLL
874
Legend
Parcel Boundary
Tropical Park

MIAMI-DADE COUNTY

miamidade.gov

Parks, Recreation and Open Spaces Department
275 Northwest 2nd Street, 4th Floor
Miami, Florida 33128
T 305-755-7800

September 10, 2018

Mr. Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, FL 33172

Subject: Tropical Park and Humble Mini Park
Statement of Significance
FDOT Financial Project ID: 432639-1-22-01
FDOT Project Description: SR 826 / Palmetto Expressway Project Development and Environment PD&E Study from US 1 / Dixie Highway to SR 836 / Dolphin Expressway in Miami-Dade County, FL

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for Tropical and Humble Mini Parks. These recreational resources are located within the unincorporated Miami-Dade County, and are significant resources within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays and important role in meeting those objectives.

Tropical and Humble Mini Parks are located on opposite sides of the intersection of SR 826 / Palmetto Expressway and SR 976 / SW 40th Street. Tropical Park supports a range of activities including picnicking, individual and team sporting activities, equestrian activities, fishing, biking, walking/jogging, and paddle boating. The park also hosts multiple special events each year. Noteworthy events include more than 36 equestrian shows per year at the Equestrian Center, a facility with 267 stalls, a seating capacity of more than 1000 persons, and 3 state of the art show arenas covering 3.6 acres of covered roof exhibition space. The Mary Abreu Community Center with 4,320 square feet of meeting space hosts conventions, seminars, workshops and meetings for members of the cattle and Equestrian Associations. The track and the stadium facility is host to school and community sports events including track, soccer and football events. The Humble Mini Park includes open landscaped green space that supports passive recreational use.

Should you have any questions or require additional information, please contact Zafar Ahmed, Park Planner 3, of my office at 305-755-7997

Sincerely,

ME/ry

Matilde E. Reyes
Assistant Director of Planning Design & Construction Excellence
Miami-Dade Department of Parks, Recreation and Open Spaces

Humble Mini Park

Contents:

Humble Mini Park Location Map
Statement of Significance - Humble Mini Park

DRAFT


SR 826/PALMETTO EXPY FROM US-1/S DIXIE HWY TO NW 25TH ST // 432680-1-22-01
0
50
100 Feet
N
SW 39 ST
SW 39 TER
826
SW 40 ST
Legend
Parcel Boundary
Humble Mini Park

MIAMI-DADE COUNTY

miamidade.gov

Parks, Recreation and Open Spaces Department
275 Northwest 2nd Street, 4th Floor
Miami, Florida 33128
T 305-755-7800

September 10, 2018

Mr. Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, FL 33172

Subject: Tropical Park and Humble Mini Park
Statement of Significance
FDOT Financial Project ID: 432639-1-22-01
FDOT Project Description: SR 826 / Palmetto Expressway Project Development and Environment PD&E Study from US 1 / Dixie Highway to SR 836 / Dolphin Expressway in Miami-Dade County, FL

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as formal Statement of Significance for Tropical and Humble Mini Parks. These recreational resources are located within the unincorporated Miami-Dade County, and are significant resources within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays and important role in meeting those objectives.

Tropical and Humble Mini Parks are located on opposite sides of the intersection of SR 826 / Palmetto Expressway and SR 976 / SW 40th Street. Tropical Park supports a range of activities including picnicking, individual and team sporting activities, equestrian activities, fishing, biking, walking/jogging, and paddle boating. The park also hosts multiple special events each year. Noteworthy events include more than 36 equestrian shows per year at the Equestrian Center, a facility with 267 stalls, a seating capacity of more than 1000 persons, and 3 state of the art show arenas covering 3.6 acres of covered roof exhibition space. The Mary Abreu Community Center with 4,320 square feet of meeting space hosts conventions, seminars, workshops and meetings for members of the cattle and Equestrian Associations. The track and the stadium facility is host to school and community sports events including track, soccer and football events. The Humble Mini Park includes open landscaped green space that supports passive recreational use.

Should you have any questions or require additional information, please contact Zafar Ahmed, Park Planner 3, of my office at 305-755-7997

Sincerely,

ME/ry

Matilde E. Reyes
Assistant Director of Planning Design & Construction Excellence
Miami-Dade Department of Parks, Recreation and Open Spaces

Veterans Wayside Park

Contents:

Veterans Wayside Park Location Map
Statement of Significance - Veterans Wayside Park

DRAFT


SR 826/PALMETTO EXPY (FROM US-1/S DIXIE HWY TO NW 25TH ST) // 4326 SR 22-01
0
50
100 Feet
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SW 79 CT
SW 110 ST
SW 110 TER
S DIXIE HWY
BUSWAY
1
SW 79 CT
SW 79 AVE
SW 112 ST
SW 81 RD
Legend
Parcel Boundary
Veterans Wayside Park
Page 48 of 302

Robert C. Mattes, CPRP
Parks and Recreation Director
parks@pinecrest-fl.gov

VILLAGE OF PINECREST
Department of Parks & Recreation

November 18, 2019

Mr. Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, FL 33172

Subject: Veterans Wayside Park
Statement of Significance
FDOT Financial Project ID: 432639-1-22-01
FDOT Project Description: SR 826 / Palmetto Expressway Project Development and Environment PD&E Study from US 1 / South Dixie Highway to SR 836 / Dolphin Expressway in Miami-Dade County, FL

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as a formal Statement of Significance for Veterans Wayside Park. This recreational resource is located within the Village of Pinecrest, and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays and important role in meeting those objectives.

Veterans Wayside Park lies adjacent to the preferred alternative in the PD&E Study. It is our understanding that the concept plans for the project design alternatives show no widening of the roads towards the park (US 1 / South Dixie Highway, Killian Drive, SW 79th Avenue, and SW 110th Street) and no incorporation of the park, or portions thereof, into the transportation right-of-way. No direct impacts to the park would occur. No change in access, either temporary or permanent, is expected to result from the proposed action. Additionally, no indirect use of the park would occur. The western portion of Veterans Wayside Park is adjacent to US 1 / South Dixie Highway northbound lanes and currently exposed to traffic noise levels. The project improvements along US 1 / South Dixie Highway are not anticipated to result in a substantial increase in traffic noise levels (i.e., 15 dB(A)) above existing conditions in this park.

Veterans Wayside Park is a passive 4.5-acre park featuring a freshwater pond, open space, picnic tables, benches, Veteran monuments and wildlife viewing.

Should you have any questions or require additional information, please contact my office at (305) 284-0900.

Sincerely,

Robert C. Mattes, CPRP
Parks and Recreation Director
Village of Pinecrest

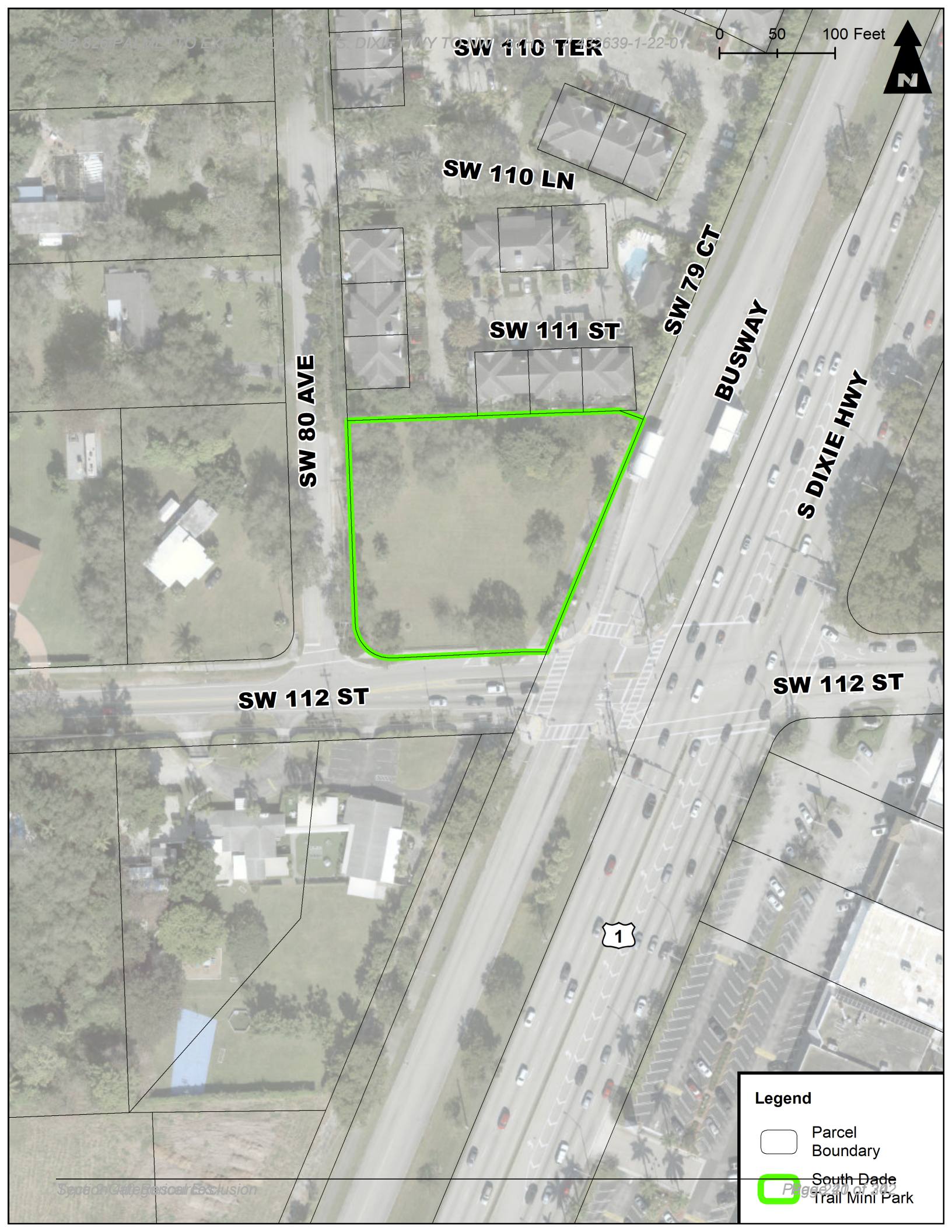
5855 Killian Drive, Pinecrest, Florida 33156
T: 305.284.0900 | F: 305.284.0911
www.pinecrest-fl.gov

South Dade Trail Mini Park

Contents:

South Dade Trail Mini Park Location Map
Statement of Significance - South Dade Trail Mini Park

DRAFT


SW 110 TER
SW 110 LN
SW 111 ST
SW 80 AVE
SW 79 CT
BUSWAY
S DIXIE HWY
SW 112 ST
SW 112 ST
1
0
50
100 Feet
N
Legend
Parcel Boundary
South Dade Trail Mini Park

MIAMI-DADE COUNTY
miamidade.gov

Parks, Recreation and Open Spaces
275 NW 2nd Street
Miami, Florida 33128
T 305-755-7800

Every Great Community has a Great Park System.

November 12, 2019

Mr. Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, FL 33172

2013 Governor' Sustained Excellence Award

Subject: South Dade Trail Mini Park
Statement of Significance
FDOT Financial Project ID: 432639-1-22-01
FDOT Project Description: SR 826 / Palmetto Expressway Project Development and Environment PD&E Study from US 1 / South Dixie Highway to SR 836 / Dolphin Expressway in Miami-Dade County, FL

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as a formal Statement of Significance for South Dade Trail Mini Park. This recreational resource is located within unincorporated Miami-Dade County, and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays and important role in meeting those objectives.

South Dade Trail Mini Park lies adjacent to the preferred alternative in the PD&E Study. It is our understanding that the concept plans for the project design alternatives show no widening of the roads towards the park (US 1 / South Dixie Highway, Killian Drive, and SW 80th Avenue) and no incorporation of the park, or portions thereof, into the transportation right-of-way. No direct impacts to the park would occur. No change in access, either temporary or permanent, is expected to result from the proposed action. Additionally, no indirect use of the park would occur. The eastern portion of South Dade Trail Mini Park is adjacent to US 1 / South Dixie Highway southbound lanes and currently exposed to traffic noise levels. The project improvements along US 1 / South Dixie Highway are not anticipated to result in a substantial increase in traffic noise levels (i.e., 15 dB(A)) above existing conditions in this park.

South Dade Trail Mini Park is a significant resource to the County and the Department. It is an undeveloped 1.10-acre park that the Department intends to develop in support of the adjacent South Dade Trail/East Coast Greenway that will also serve as a neighborhood park for local residents.

Should you have any questions or require additional information, please contact my office at (305)-755-7800.

Sincerely,

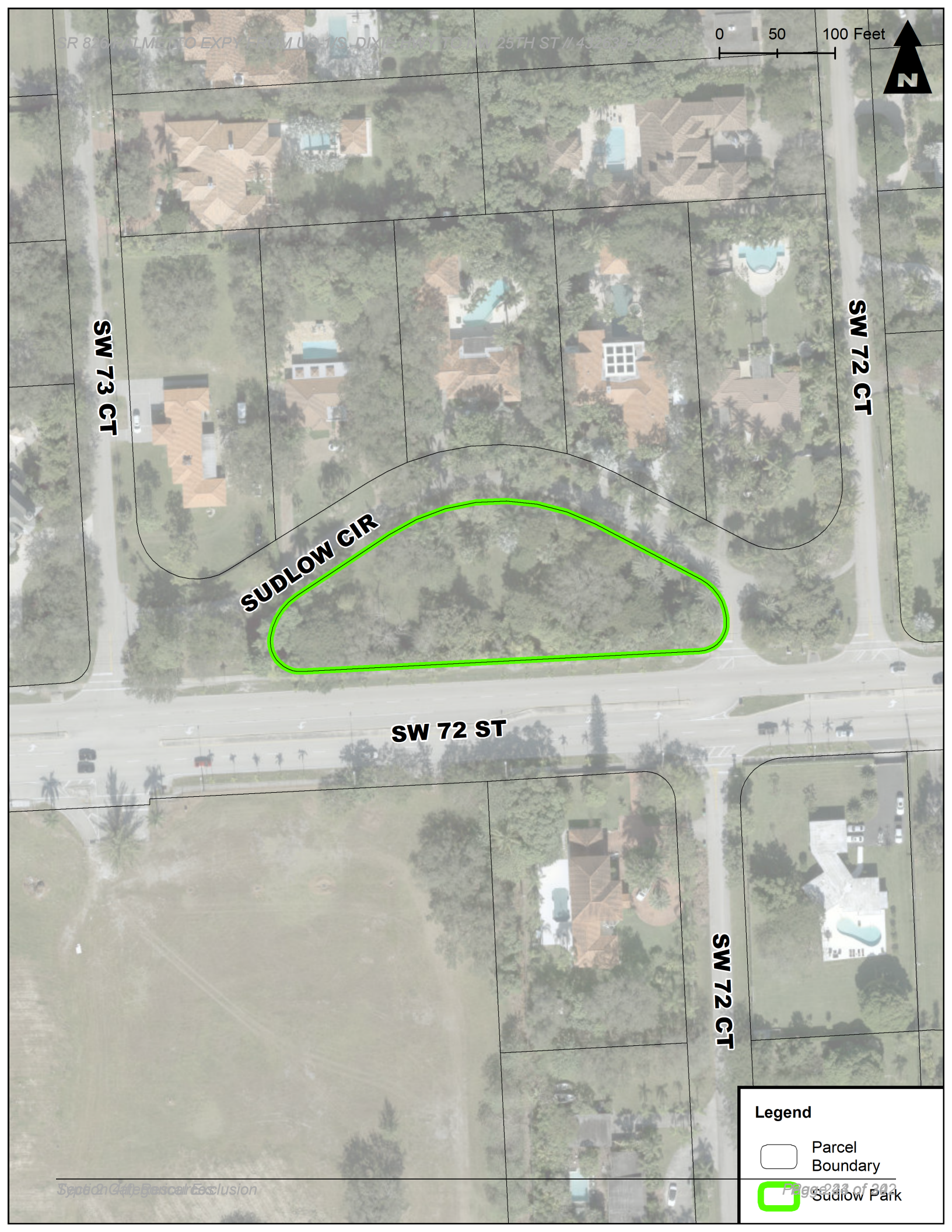
Maria I. Nardi
Director
Miami-Dade Department of Parks, Recreation and Open Spaces

Sudlow Park

Contents:

Sudlow Park Location Map
Statement of Significance - Sudlow Park

DRAFT


0
50
100 Feet
N
SW 73 CT
SW 72 CT
SUDLOW CIR
SW 72 ST
SW 72 CT
Legend
Parcel Boundary
Sudlow Park

MIAMI-DADE COUNTY
miamidade.gov

Parks, Recreation and Open Spaces
275 NW 2nd Street
Miami, Florida 33128
T 305-755-7800

Every Great Community has a Great Park System.

January 28, 2020

Mr. Steven Craig James
District Environmental Administrator
Florida Department of Transportation, District Six
1000 NW 111th Avenue, Room 6109
Miami, FL 33172

Subject: Sudlow Park
Statement of Significance
FDOT Financial Project ID: 432639-1-22-01
FDOT Project Description: SR 826 / Palmetto Expressway Project Development and Environment PD&E Study from US 1 / South Dixie Highway to SR 836 / Dolphin Expressway in Miami-Dade County, FL

Dear Mr. James,

As the Official with Jurisdiction, please accept this letter as a formal Statement of Significance for Sudlow Park. This recreational resource is located within the Miami-Dade County, and is a significant resource within the meaning of Section 4(f) regulations. Significance means that in comparing the availability and function of the recreation area, park or wildlife and waterfowl refuge area with the recreational, park and refuge objectives of that community, the land in question plays and important role in meeting those objectives.

Sudlow Park lies adjacent to the preferred alternative in the PD&E Study. It is our understanding that the concept plans for the project design alternatives show no widening of the roads towards the park (SW 72nd Street/Sunset Drive) and no incorporation of the park, or portions thereof, into the transportation right-of-way. No direct impacts to the park would occur. No change in access, either temporary or permanent, is expected to result from the proposed action. Additionally, no indirect use of the park would occur. The southern portion of Sudlow Park is adjacent to SW 72nd Street/Sunset Drive westbound lanes and currently exposed to traffic noise levels. The project improvements along US 1 / South Dixie Highway are not anticipated to result in a substantial increase in traffic noise levels (i.e., 15 dB(A)) above existing conditions in this park.

Sudlow Park is a 0.94 acre mini-park located in Commission District 7 of Miami-Dade County. The park serves as an important green space with a significant amount of well-established, shade-providing trees which add a much needed shade canopy in a highly urbanized area. The park provides a significant visual and noise buffer of the adjacent SW 72nd Street/Sunset Drive traffic for the nearby residential homes. The park provides amenities including landscaping, trees, and site furniture for park patrons.

Should you have any questions or require additional information, please contact my office at (305)-755-7800.

Sincerely,

Maria Nardi,
Director
Miami-Dade County Department of Parks, Recreation and Open Spaces

Natural Resources Appendix

Contents:

Attachment D - FWS Effect Determination Concurrence Letter to FWS
Attachment E - FWS Effect Determination Concurrence Letter from FWS
Attachment F - Agency Meeting Notes SFWMD FDOT USACE
Attachment G - EPA Concurrence Letter from EPA 2019
Attachment H - EPA Concurrence Letter from EPA 2022

DRAFT

DRAFT

Attachment D

FWS Effect Determination Concurrence Letter to FWS

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1000 NW 111th Avenue
Miami, FL 33172-5800

KEVIN J. THIBAULT, P.E.
SECRETARY

September 18, 2019

Mr. John Wrublik
South Florida Ecological Services Office
United States Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960

RE: Project Description: SR 826 / Palmetto Expressway Express Lanes
FDOT FM No.: 432369-1
County: Miami-Dade
Subject: USFWS Request for Concurrence

Dear Mr. Wrublik:

The Florida Department of Transportation (FDOT) District Six, is conducting a Project Development and Environment (PD&E) Study for the proposed improvements to SR 826 / Palmetto Expressway express lanes in Miami-Dade County, Florida (see Location Map – ***Attachment 1***). The study is evaluating corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project study area consists of SR 826 / Palmetto Expressway from US 1 (SR 5) to SR 836 (Dolphin Expressway), a distance of approximately seven miles. The project corridor is the same across all Build Alternatives. However, Alternative 1 does not include work south of SW 88th Street (Kendall Drive). The project has been determined to be a Type 2 Categorical Exclusion.

The proposed project 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.

In accordance with Section 7 of the Endangered Species Act, as amended, impacts to threatened and endangered species have been evaluated. The potential impacts have been considered and analyzed in the Natural Resource Evaluation (NRE) Report. A copy of this report is enclosed with this letter. Information on listed species and their habitats was obtained through the Efficient Transportation Decision Making (ETDM) Planning and Programming Screening (ETDM # 14308), the Advance Notification process, and through conversations and coordination with the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWC). The Programming Screen Summary Report was published on March 31, 2017.

The proposed right-of-way has been evaluated for potential impacts to individual Federally listed species and habitats which may be affected by the proposed project. Based on the location of the roadway and the types of habitats affected, the Federally listed species evaluated in the NRE are shown in ***Table 1***:

Table 1: Species Listed as Threatened or Endangered by the USFWS with the Potential to Occur within the Project Area

Species	Federal Status	State Status	Effects Determination
Eumops Floridanus (Florida Bonneted Bat)	E	FE	MANLAA
Trichechus manatus[1] (West Indian Manatee)	T	FT	MANLAA
Crocodylus acutus (American Crocodile)	T	FT	No Effect
Drymarchon corais couperi (Eastern Indigo Snake)	T	FT	No Effect
Rostrhamus sociabilis plumbeus (Everglade Snail Kite)	E	FE	No Effect
Mycteria americana (Wood Stork)	T	FT	MANLAA

Federal Status: E = Endangered, T = Threatened
State Status: FE = Federally-designated endangered, FT = Federally-designated threatened
Effects Determination: **MANLAA = "may affect but is not likely to adversely affect"**
[1] The West Indian manatee, including the Florida manatee subspecies, is also federally-protected by the Marine Mammal Protection Act.

During field investigations conducted on November 13th, 14th, 15th, and 16th, 2018 and December 10th and 13th, 2018 no evidence of the occurrence of any of these species was found. Limited or no suitable habitat for any of these species occurs in the project area.

1. The Florida bonneted bat (*Eumops floridanus*) is listed as endangered by FWC and USFWS. Foraging occurs in a variety of habitats including semitropical forests with tropical hardwood, pineland, and mangrove habitats, as well as man-made areas such as golf courses and neighborhoods. Natural roosts have been discovered in urban and suburban areas, including tree cavities, rock crevices, and foliage. Florida bonneted bats have also been found nesting in artificial structures such as buildings and bridges.

   The project corridor is essentially built out, therefore limited marginal habitat is present for this species within the project corridor. This project consists of replacing 7 bridges, demolishing (removing) 7 bridges, and widening 18 bridges (24 other bridges will remain in place). All bridges within the project corridor were inspected for individuals and signs of bats (staining and / or guano). No individuals or signs of bats were found during the field reviews and no individuals have been documented within the immediate vicinity of the project study area.

   Landscaped trees exist throughout the entire project corridor. Each tree was inspected for individuals and signs of bats. The field inspection identified several landscaped trees, palms, and snags in which cavities and crevices were observed. Each of these cavities/crevices were inspected using a pole mounted lighted camera. However, no evidence (staining and / or guano) of bats was observed.

   Therefore, the FDOT has determined that the Build Alternatives "May Affect Not Likely to Adversely Affect" the FBB.

   Prior to commencing construction activities, the FDOT is committed to re-surveying the project corridor for features that could serve as potential roosting habitat and signs of the FBB. If any signs of the FBB are observed, the FDOT is committed to reinitiating consultation with the USFWS to determine the appropriate course of action.

2. The West Indian manatee (*Trichechus manatus*) is listed as endangered by both the USFWS and the FWC. The species inhabits coastal waters, bays, rivers, and occasionally lakes. Manatees require warm-water refugia such as springs or cooling effluent during cold weather. The Build Alternatives contain some suitable habitat for this species consisting of surface water canals.

   In-water work is anticipated to occur as a result of this project. Bridge replacements, bridge removals, bridge widenings, culvert replacements, piling removals and installations, and culvert installations will take place throughout the project corridor. The above work is proposed for all three viable build alternatives. However,

Alternative 1 does not include work south of SW 88th Street (Kendall Drive). Therefore, this alterative does not include work within the C-100A Canal.

Although no manatees were observed during the field reviews, this project exists upstream of salinity control structures within waterways where manatees have been observed. In addition, federally-listed critical habitat exists within the project limits for the West Indian manatee within the C-3 Canal (Coral Gables Canal), C-4 Canal (Tamiami Canal), and the North Line Canal. The proposed alternatives will result in minor impacts to the overall critical habitat area within the project corridor, however, these impacts will not inhibit manatee movement.

Minor impacts to West Indian manatee potential foraging is anticipated to occur during in-water work. However, in-water work will not inhibit manatee movement between foraging areas. In addition, the installation of culverts will result in the alteration of canal substrate within the area of the culvert , which may result in minor impacts to overall potential foraging area.

To increase the protection of this species during construction, the FDOT will adhere to the most current version of the Standard Manatee Conditions for In-Water Work and the latest edition of FDOT Standard Specifications for Road and Bridge Construction. Therefore, regardless of the Build Alternative, the FDOT has concluded that the determination for the West Indian Manatee is "May Affect, Not Likely to Adversely Affect".

3. The American Crocodile (*Crocodylus acutus*) is federally listed as threatened by both the USFWS and the FWC due to human activities and coastal development. American crocodiles inhabit brackish or saltwater, and can be found in ponds, coves, canals, and creeks in mangrove swamps in southern Florida. The Build Alternatives contain very little suitable habitat for this species; no nests have been documented within one mile of the project study area and none were observed during the field reviews. The project area is also highly urbanized and far from known crocodile habitat making it unlikely that the project will affect crocodile nesting areas. However, the project area is within the American crocodile consultation area.

   Although there is a very low probability of occurrence for the American Crocodile, construction activities could affect the American crocodile's behavior, causing them to avoid the areas of proposed construction. Such impacts would be minimal and localized to the construction area, temporary (lasting only for the duration of construction), and are not expected to jeopardize the continued existence of the American crocodile.

No net loss of functions and values to wetlands and other surface waters that may provide suitable habitat for this species will occur. Unavoidable impacts to the existing stormwater features are anticipated to be compensated through construction of the new stormwater system. The project area is highly urbanized and far enough north from known crocodile habitat that it is unlikely to affect crocodile nesting areas. Therefore, the FDOT has determined that the proposed project, regardless of the Build Alternative, will have "No Effect" on the American crocodile.

The contractor will be advised of state and local law regarding the harassment of crocodiles prior to the commencement of and during construction activities. Best Management Practices (BMPs) would be implemented in accordance with the latest edition of FDOT Standard Specifications for Road and Bridge Construction in order to satisfy permit requirements and minimize potential impacts from construction activities.

4. The eastern indigo snake (*Drymarchon corais couperi*) is listed as threatened by both The USFWS and the FWC due to extensive habitat loss and population declines. Generally, this species lives and hunts in a wide variety of habitats and their territories can cover large areas. Preferred Florida habitats include dry glades areas, tropical hammocks, fields and some flatwoods areas, disturbed areas and mangrove swamps as well as upland and even urban habitats. The eastern indigo snake may also seek shelter in gopher tortoise burrows to escape hot or cold ambient temperatures within its range. Quality suitable habitat is not present within the project study area and this species has not been documented within or adjacent to the project corridor. In addition, no eastern indigo snakes were observed during the field reviews.

   To increase protection of this species during construction, the FDOT will adhere to the most current version of the Standard Protection Measures for the Eastern Indigo Snake. FDOT has determined that implementation of the Build Alternatives will have "No effect " on the eastern indigo snake.

5. The Everglade snail kite (*Rostrhamus sociabilis plumbeus*): is federally listed as endangered by both The USFWS and the FWC due to habitat degradation and loss, primarily from development and alteration of shallow freshwater wetlands throughout the south and central regions of Florida. This species prefers large open freshwater marshes and shallow lakes with emergent vegetation and is highly dependent upon apple snails (*Pomacea paludosa*) caught at the surface of the water as its food source. No suitable habitat is present for the Everglade snail kite within the project corridor and none were observed during field reviews. However, the project area is within the snail kite consultation area. Temporary foraging impacts are expected to occur during construction, however, no permanent adverse impacts are anticipated

to occur as a result of the project. Therefore, it is anticipated that implementation of the Build Alternatives will have "No effect" on the Everglade snail kite.

6. The wood stork (*Mycteria americana*) is federally listed as threatened by both The USFWS and the FWC due to a decline in breeding populations. This opportunistic wading bird utilizes various open hydric pine-cypress habitats, herbaceous marshes, and man-made wetlands and canals. A specialized method of feeding, commonly referred to as groping, limits its foraging ability to shallow waters with dense concentrations of small fish. As defined by the FWS, suitable wood stork foraging habitat includes wetlands and surface waters with relatively calm water, uncluttered by dense thickets of aquatic vegetation, and have permanent or seasonal water depths between 2 and 15 inches. Portions of existing wet retention ponds/swales within the project corridor offer marginal foraging habitat for the wood stork after heavy rain events. However, these features exist within the infields and medians of a heavily traveled highway.

   The USFWS has defined an area with a radius of 18.6 miles (30 kilometers) from nesting wood stork colonies as the Core Foraging Area (CFA) for those colonies. The project falls within the CFA of four active nesting wood stork colonies. Marginal suitable foraging habitat is present within the limits of the Build Alternatives; however, this species has not been documented within or adjacent to the project study area, and none were observed during the field reviews. The Build Alternatives would result in impacts to surface waters that may be considered suitable wood stork foraging habitat; however, these surface waters are excavated conveyance features associated with the SR 826 stormwater management system, and in-kind replacement will be provided for impacts to these features. In accordance with the USFWS South Florida Programmatic Concurrence (FWS 2010), all three of the proposed viable build alternatives will impact suitable foraging habitat at locations greater than 0.47 miles from an active colony site. In addition, project impacts to suitable foraging habitat within the CFA of a colony site will exceed 0.5 acres in size. Impacts to suitable wood stork foraging habitat will be replaced in-kind or mitigated through the purchase of wetland credits from a "Service-approved" wetland mitigation bank. Compensation will replace any lost potential foraging habitat equal to in value, or higher than that of impacted wetlands. Based on this information, it is anticipated that implementation of any Build Alternative "May Affect, but is Not Likely to Adversely Affect" the wood stork.

On behalf of the Florida Highway Administration (FHWA), the FDOT is seeking USFWS concurrence for the effects determinations above for the above-listed species. If you have any questions or require further information, please call me at (305) 470-5221. Thank you for your continued assistance.

Sincerely,

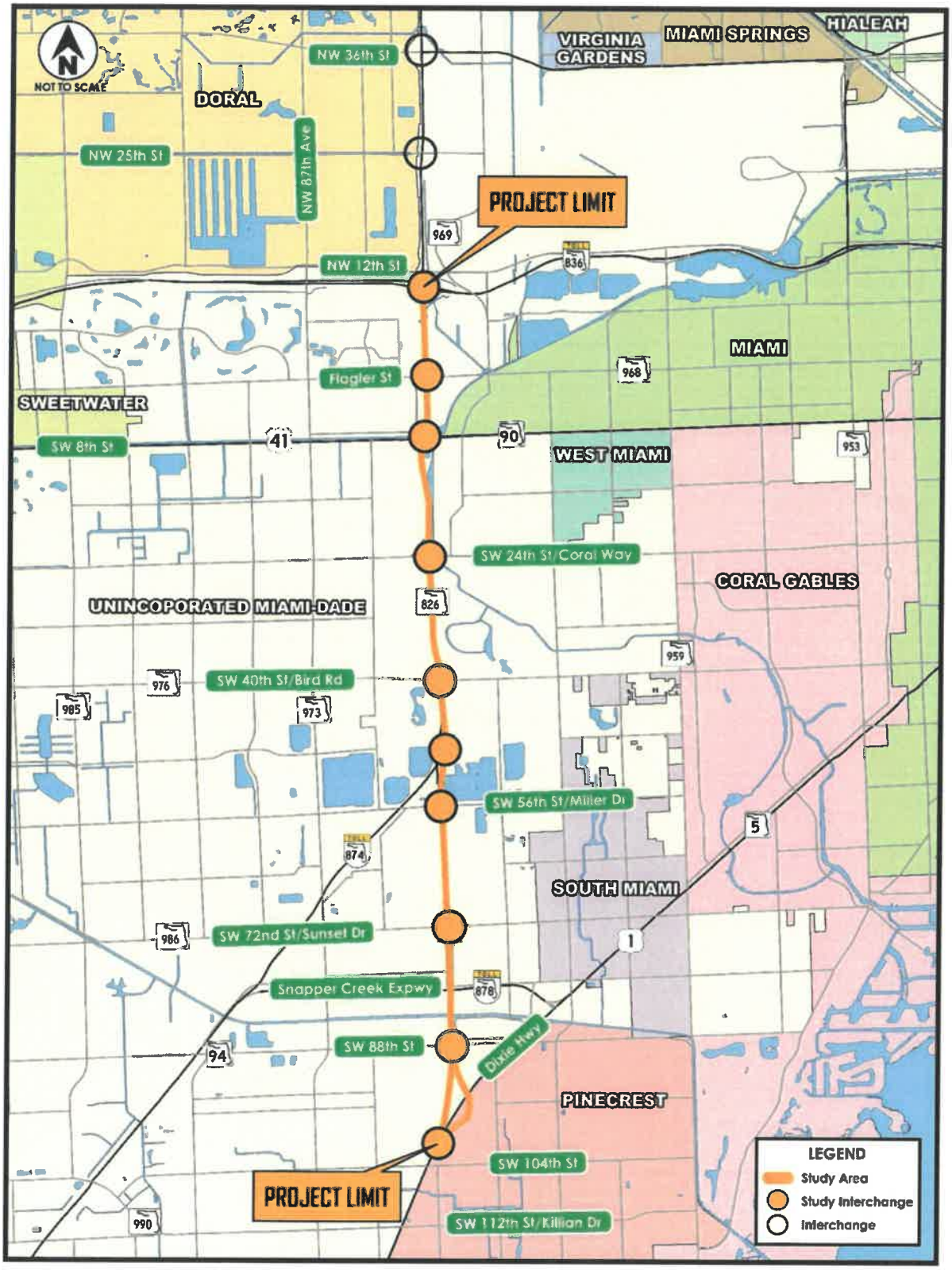
Steven Craig James
District Environmental Manager

Attachments:
1. Location Map

CC: Raul Quintela, FDOT
Shannon Kelley, FDOT

Attachment 1

Location Map


NOT TO SCALE
DORAL
NW 36th St
NW 25th St
NW 87th Ave
PROJECT LIMIT
NW 12th St
969
836
VIRGINIA GARDENS
MIAMI SPRINGS
HIALEAH
MIAMI
968
Flagler St
SWEETWATER
SW 8th St
41
90
WEST MIAMI
953
SW 24th St/Coral Way
CORAL GABLES
UNINCOPORATED MIAMI-DADE
826
959
976
SW 40th St/Bird Rd
985
973
SW 56th St/Miller Dr
874
5
SOUTH MIAMI
986
SW 72nd St/Sunset Dr
1
Snapper Creek Expwy
878
94
SW 88th St
Dixie Hwy
PINECREST
SW 104th St
PROJECT LIMIT
990
SW 112th St/Killian Dr
LEGEND
Study Area
Study Interchange
Interchange

DRAFT

Attachment E

FWS Effect Determination Concurrence Letter

FDO

Florida Departmen

RON DESANTIS
GOVERNOR

1000 NW
Miami, F

U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
772-562-3909 Fax 772-562-4288

FWS Log No. 04EF2000-2017-I-0658

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the South Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

Roxanna Hinzman, Field Supervisor — 9/24/19 Date

September 18, 2019

Mr. John Wrublik
South Florida Ecological Services Office
United States Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960

RE: Project Description: SR 826 / Palmetto Expressway Express Lanes
FDOT FM No.: 432369-1
County: Miami-Dade
Subject: USFWS Request for Concurrence

Dear Mr. Wrublik:

The Florida Department of Transportation (FDOT) District Six, is conducting a Project Development and Environment (PD&E) Study for the proposed improvements to SR 826 / Palmetto Expressway express lanes in Miami-Dade County, Florida (see Location Map – ***Attachment 1***). The study is evaluating corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project study area consists of SR 826 / Palmetto Expressway from US 1 (SR 5) to SR 836 (Dolphin Expressway), a distance of approximately seven miles. The project corridor is the same across all Build Alternatives. However, Alternative 1 does not include work south of SW 88th Street (Kendall Drive). The project has been determined to be a Type 2 Categorical Exclusion.

The proposed project 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.

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Attachment F

Agency Meeting Notes

Minutes

Meeting name
FDOT/SFWMD/USACE Interagency Meeting

Meeting date
July 25, 2019

Project number
FM 432639-1-22-01

Subject
SR 826/Palmetto Expressway Express Lanes PD&E Study from US 1 to SR 836/Dolphin Expressway

Location
SFWMD West Palm Beach Offices

Prepared by
Keith Stannard, AECOM

Attendees
Huy Tran, SFWMD; Portia Caldwell, SFWMD; Mark Tamblyn, USACE; Joe Marquez, SFWMD; Vladimir Jeune, SFWMD; Jacquelyn DeAngelo, FDOT; Ryan Solis-Rios, TCG; Aylin Costa, RS&H; Zack Gross, RS&H; Chris Jackson, RS&H; Pedro Pelegrin, RS&H; Juan Garcia, AECOM; Keith Stannard, AECOM; Daniel Chomin-Virden, AECOM

The purpose of the meeting was to initiate early coordination with the South Florida Water Management District Surface Water Management and Natural Resources Departments to receive preliminary feedback on the proposed viable build alternatives developed as part of the PD&E Study.

The project was introduced by the PD&E Consultant Project Manager, Ryan Soils-Rios. Ryan explained the purpose and need of the project (improving the highway and interchanges capacity, operations, and safety) and how it ties in to the previously approved and/or constructed Express Lanes projects throughout the County. He mentioned that the project extends approximately seven miles along SR 826 from US-1 to SR 836 and that the project includes ten interchanges, which eight of them provide connection to major arterial/collector facilities (roadways). The other two are major system-to-system interchanges with SR 874 and SR 836.

The remainder of the meeting focused on a discussion of the existing and proposed conceptual drainage plan and the environmental impacts.

Drainage

Aylin Costa discussed the following information related to drainage:

- Existing Roadway and Drainage Conditions
  - 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).
  - Existing stormwater management facilities (SMFs) consists of dry and wet detention and retention ponds/linear swales, French Drains, and Slab Covered Trenches.
  - Water quality treatment and runoff attenuated is provided for the existing built condition and was previously authorized under ERP #s: 13-00791-S, 13-02686-P, 13-02434-P, 13-01782-P, 13-02339-P, 13-01378-P, and 13-04284-P.

- Proposed Roadway and Drainage Conditions

- The PD&E study is proposing to add one express lane in each direction with a direct busway connection along SR 826, from US-1 to SR 874. Between SR 874 and SR 836, there are two proposed express lanes (with direct connections from/to SR 874 and SR 836).
- The proposed stormwater management facilities are being designed to conform to SFWMD water quality treatment volume criteria and water quantity attenuation criteria, while maintaining pre-development peak stages at critical nodes with offsite connections.
- Proposed stormwater management facilities for this project include dry and wet detention and retention ponds/linear swales, French Drains, and previously authorized Slab Covered Trenches to remain, all contained within existing and proposed right-of-way.
- Mainline widening, perimeter road, and ramp bridges are proposed over canal rights-of-way for the C-100A, C-2, and C-4 canals, which are owned/maintained by the SFWMD, as well as the Coral Gables Canal (C-3) and the North Line Canal, which are owned/maintained by Miami-Dade County.

  C-100A Canal

  - US-1 southbound and northbound lanes cross the canal over an existing 9 feet by 9 feet box culvert with 6 feet by 6 feet gate (i.e., S-120), with invert elevation of 3.0 feet NGVD.
  - Busway bridge crossing is immediately upstream of S-120.
  - Proposed improvements require widening of US-1 towards the median separating US-1 and the busway and relocation of the S-120 structure designed for 1-10 year flood protection.

  C-2 Canal (Snapper Creek)

  - Existing bridges for SR 826 Mainline/Ramps and SW 77th Ave over Snapper Creek Canal will be widening/reconstructed.

  C-3 Canal (Coral Gables Canal)

  - Existing northbound off-ramp bridge at SW 24th Street/ Coral Way will be widened.
  - Existing culvert along southbound off-ramp at SW 24th Street/Coral Way will be extended south and west along the Coral Gables Ditch.
  - Proposed SR-826 northbound lanes encroach C-3 Canal R/W and will require sheet pile bulkhead walls and culvert/bridge culverts from south of SW 22nd Street to SW 16th Street and from south of SW 10th Street to the confluence point with the C-4 Canal including replacement of the SW 8th Street/Tamiami Trail Bridge over C-3.

  C-4 Canal (Tamiami)

  - Existing bridges for SR 826 mainline will be widened.
  - Existing bridges for southbound off-ramps will be relocated/reconstructed.
  - Proposed SW 8th Street Tamiami Trail westbound lanes re-alignment may require sheet pile bulkhead walls.

  North Line Canal

  - Proposed third level flyover ramps.

- BHRs with 2D HEC-RAS Models for Pre, Post, and Temporary conditions for each the referenced encroachments using flows and headwater/tailwater conditions from the C-4 Flood Control Operations Modeling Project, developed for SFWMD by Intera (2011) will be prepared. The C-4 Flood Control Model includes latest available flow data and surface water profiles for the C-2 Canal, C-3 Canal, C-4 Canal and Northline Canal for the 10 year, 25 year, and 100 year storm events and supersede the SFMWD/USACE Historic Conditions and General Design Memorandums.

No adverse comments were received from the regulatory agencies.

Natural Resources

Keith Stannard discussed the following information related to impacts to natural resources:

- No impacts to vegetated wetlands will occur as a result of the proposed project as vegetated wetland habitat does not exist within the project limits.
- 34 surface water features will be impacted by the proposed improvements. These features consist of stormwater swales, dry and wet retention areas, ditches, and canals. The preliminary impact quantities per each alternative were discussed and handed out in the meeting along with a series of maps showing the locations of these features along the project corridor.
- The project lies within the core foraging area (CFA) of active wood stork nests. Any lost CFA within the project limits is anticipated to be compensated in full with the construction of the new stormwater facilities. The quantities/calculations and discussion related to wood stork CFA will be submitted to the agencies as part of the permitting process.
- No adverse impacts to threatened and endangered species (MANLAA finding for wood stork, West Indian manatee, Florida bonneted bat) are anticipated to occur as a result of the project.
- A bald eagle nest is located in close proximity to the project corridor (near SR 874/SR 826 Interchange); however, no impacts to the eagle's next are anticipated to occur.

No adverse comments were received from the regulatory agencies.

Discussion of Permitting Approach

- The project team also discussed the permitting approach for the project and mentioned that the project is likely to proceed as Deign-Build:
    - The project will require the following permits:
        - SFWMD Conceptual Environmental Resource Permit for entire corridor to supersede existing historic permits (SFWMD and USACE agreed to this approach). The Conceptual ERP will be modified by the Design-Build team during the final design process.
        - SFWMD Right of Way Occupancy Permits/Modifications will be applied for.
            - C-100A, C-2 (Snapper Creek Canal), C-3 (Coral Gables Canal) and C-4 (Tamiami Canal),
        - USACE Section 404 Individual Permit will be applied for.
            - USACE Section 408 Approval will be applied for the C-2 (Snapper Creek Canal), C-3 (Coral Gables Canal) and C-4 (Tamiami Canal).
        - Miami-Dade County DRER Class III Right of Way Permits will be applied for work within the rights-of-way of the Coral Gables Canal and North Line Canal.
    - In addition, permits for geotechnical work within the canals will need to be applied for early in the design process.

The USACE advised to submit for the Section 408 approvals as early in the process as possible.

No follow-up action items were identified from the meeting.

JULY 2019 INTERAGENCY MEETING SIGN-IN LOG

Project: SR 826 / Palmetto Expressway Express Lanes PD&E Study

Date: 7/25/19

Name	Organization	Phone Number	Email Address
Pedro Pelegrin	RS & H	786 253 5268	pedro.pelegrin@rsandh.com
Aylin Costa	RS&H	954 236 7398	Aylin.costa@rsandh.com.
Vladimir Jeune	SFWMD	561 682 2820	VJeune@SFWMD.gov
CHRIS JACKSON	RS&H	954.205.0288	CHRIS.JACKSON@RSANDH.COM
Joe Marquez	SFWMD	561 682 6738	JMARQUEZ@SFWMD.gov
Keith Stannard	AECOM	305-514-2464	keith.stannard@aecom.com
Jacquelyn DeAngelo	FDOT, District 6	305 470 5281	jacquelyn.deangelo@dot.state.fl.us
Derrick Lewis	Kimley-horn	305 535 7752	derrick.lewis@kimley-horn
JUAN GARCIA	AECOM	305 571 2443	JUAN.C.GARCIA@AECOM.COM
HUY TRAN	SFWMD	561.682.2656	HTran@SFWMD.Gov
Zack Gross	RS+H	813-636-2606	Zack.gross@rsandh.com
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Portia Caldwell	SFWMD	561-682-6058	pcaldwel@sfwmd.gov
Phone Mark Tamblyn	USACE		

AECOM Imagine it. Delivered.

Agenda

Meeting name July 2019 Interagency Meeting	**Subject** SR 826/Palmetto Expressway Express Lanes Project PD&E Study (FM 432639-1-22-01)
Meeting date July 25, 2019	**Time** 11:00 AM
Location SFWMD West Palm Beach Offices	**Prepared by** Keith Stannard

SR 826/Palmetto Expressway Express Lanes Project PD&E Study (FM 432639-1-22-01)

- Project Introduction/Background
  - Purpose and Needs
- Discussion of Proposed Design Build Alternatives
- Discussion of Existing Roadway Drainage Conditions
  - Existing conditions previously authorized under ERP #s: 13-00791-S, 13-02686-P, 13-02434-P, 13-01782-P, 13-02339-P, 13-01378-P, and 13-04284-P
- Discussion of Proposed Roadway Drainage Concepts
  - Designed to conform to SFWMD water quality treatment volume criteria and water quantity attenuation criteria, while maintaining pre-development peak stages at critical nodes with offsite connections
- Discussion of Proposed Impacts to Natural Resources
  - No impacts to vegetated wetland habitat
  - 34 surface water features will be impacted (stormwater swales/retention areas and canals)
  - No adverse impacts to threatened and endangered species (MANLAA finding for wood stork, West Indian manatee, Florida bonneted bat)
- Discussion of Permitting Approach
  - SFWMD Conceptual Environmental Resource Permit for entire corridor to supersede existing historic permits
  - SFWMD Right of Way Occupancy Permits/Modifications
    - C-100A, C-2 (Snapper Creek Canal), C-3 (Coral Gables Canal) and C-4 (Tamiami Canal)
  - USACE Section 404 Individual Permit
  - USACE Section 408 Approval for C-2 (Snapper Creek Canal), C-3 (Coral Gables Canal) and C-4 (Tamiami Canal)
  - Miami-Dade County DRER Class III Right of Way Permit for Coral Gables Canal and North Line Canal
- Other items?

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Attachment G

Sole Source Aquifer Coordination Letter from EPA 2019

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

DEC 18 2019

Mr. Raul Quintela
Project Manager
Florida Department of Transportation, District 6
1000 North West 111th Avenue
Miami, Florida 33172

Subject: Sole Source Aquifer Review/Concurrence for SR 826 / Palmetto Expressway Express Lanes.

Dear Mr. Quintela:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) September 24, 2019 request to review the above referenced project pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), 42 U.S.C. § 300h-3. The objective of the EPA's review is to determine if the project lies within the boundaries, including recharge and streamflow source zones, of an EPA designated Sole Source Aquifer (SSA), and to determine if the project poses potential adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area.

The SR 826 / Palmetto Expressway Express Lanes project (Project) has been determined to lie **inside** the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system when the Project's bridge foundations are installed and/or construction dewatering is undertaken. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, when installing bridge foundations, the FDOT must adhere to the list of BMPs provided in the Project application and also listed as items 1 and 2 below. The dewatering operation BMPs are listed in item 3 below:

1. FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP)
2. FDOT Standard Specification for Road and Bridge Construction,
   a. Section 6 – Control of Materials
   b. Section 104 – Prevention, Control, And Abatement of Erosion and Water Pollution
   c. Section 455 – Structures Foundations
3. U.S. Bureau of Reclamation Engineering Geology Field Manual – Chapter 20 Water Control. https://www.usbr.gov/tsc/techreferences/mands/geologyfieldmanual-vol2/Chapter20.pdf

Furthermore, all debris from any demolition of the existing structures must be properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes must be followed. During construction, it is the EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State, and local government permits, ordinances, planning designs, construction codes,

operation, maintenance, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.
http://www.dep.state.fl.us/swapp/Default.htm

The EPA finds that, if the conditions outlined above are adhered to, this Project should have no significant impact to the aquifer system. Please note that this "no significant impact" finding has been determined based on compliance with the requirements outlined above and on the information provided. Further, this finding only relates to Section 1424(e) of the SDWA, 42 U.S.C. § 300h-3. If there are any significant changes to the project, the EPA Region 4 office should be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Khurram Rafi at 404-562-9283 or Rafi.Khurram@epa.gov or Mr. Larry Cole at 404-562-9474 or Cole.Larry@epa.gov.

Sincerely,

Alanna M. Conley, Chief
Groundwater, UIC and GIS Section
Safe Drinking Water Branch
EPA, Region 4, Atlanta, GA

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Attachment H

Sole Source Aquifer Coordination Letter from EPA 2022

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET, SW
ATLANTA, GEORGIA 30303-3104

Mr. Raul Quintela
Project Manager
Florida Department of Transportation, District 6
1000 North West 111th Avenue
Miami, Florida 33172

Subject: Sole Source Aquifer Review/Concurrence for SR 826 / Palmetto Expressway from US 1/SR5/Dixie highway to NW 25th Street, ETDM Number: 14308.

Dear Mr. Quintela:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) request on March 25, 2022, to review the above referenced project pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), 42 U.S.C. § 300h-3. The objective of the EPA's review is to determine if the project lies within the boundaries, including recharge and streamflow source zones, of an EPA designated Sole Source Aquifer (SSA), and to determine if the project poses potential adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area.

SR 826 / Palmetto Expressway from US 1/SR5/Dixie highway to NW 25th Street project (Project) has been determined to lie inside the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system when the Project's bridge foundations are installed and/or construction dewatering is undertaken. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, when installing bridge foundations, the FDOT must adhere to the list of BMPs provided as items 1 and 2 below. The dewatering operation BMPs are listed in item 3 below:

1. FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP)
2. FDOT Standard Specification for Road and Bridge Construction,
    a. Section 6 – Control of Materials
    b. Section 104 – Prevention, Control, And Abatement of Erosion and Water Pollution
    c. Section 455 – Structures Foundations
3. U.S. Bureau of Reclamation Engineering Geology Field Manual – Chapter 20 Water Control. https://www.usbr.gov/tsc/techreferences/mands/geologyfieldmanual-vol2/Chapter20.pdf

Furthermore, all debris from any demolition of the existing structures must be properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes must be followed. During construction, it is the

EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State, and local government permits, ordinances, planning designs, construction codes, operation, maintenance, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.
http://www.dep.state.fl.us/swapp/Default.htm

The EPA finds that, if the conditions outlined above are adhered to, this Project should have no significant impact to the aquifer system. Please note that this "no significant impact" finding has been determined based on compliance with the requirements outlined above and, on the information provided. Further, this finding only relates to Section 1424(e) of the SDWA, 42 U.S.C. § 300h-3. If there are any significant changes to the project, the EPA Region 4 office should be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Khurram Rafi at 404-562-9283 or Rafi.Khurram@epa.gov or Mr. Larry Cole at 404-562-9474 or Cole.Larry@epa.gov.

Sincerely,

Alanna Conley, Chief
Groundwater, UIC and GIS Section
Safe Drinking Water Branch
EPA, Region 4, Atlanta, GA

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Physical Resources Appendix

Contents:

Attachment I - Noise Maps
Noise Barrier Evaluation Summary and Recommendations Tables
Appendix J Potential Contaminated Sites in the Vicinity of the PD&E Study

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Attachment I

Noise Map

Segment 1
Begin Project to SW 104th Street

Begin Project

Non-Recommended Noise Barrier S1-SDTMP (NSA 4)
Begin Station 1033+50
End Station 1038+00

Non-Recommended Noise Barrier S1-1W (NSA 5)
Begin Station 1033+50
End Station 1042+00

Non-Recommended Noise Barrier S1-VMP
Begin Station 1034+00
End Station 1041+00

Segment 2
SW 104th Street to Snapper Creek Expressway

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-2W
Segment 2 of 2
Begin Station 2000+00
End Station 2009+00

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-1W
Begin Station 20+00
End Station 42+00

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-2W
Segment 1 of 2
Begin Station 2003+00
End Station 2027+00

Non-Recommended Noise Barrier S3-1E
Begin Station 2026+50
End Station 2037+00

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-2E
Begin Station 2013+00
End Station 2026+00

Non-Recommended Noise Barrier S2-1E
Begin Station 44+00
End Station 2001+30

C100 Cutler Drain Canal
SW 104TH ST
SW 98TH ST
SW 88TH ST
SW 77TH AVE
SNAPPER CREEK EXPY
KILLIAN PKWY
S MIAMI DADE BUSWAY
Snapper Creek Canal

The Roig Academy
Killian Oaks Subdivision
South Dade Trail Mini Park
Silver Palm Plantation
Killian Green Estates
Pinecrest Pediatric Group
Flanigan's
Suniland Estates
Veterans Wayside Park
New Jack Subdivision
Kendall Toyota
Stanfill Funeral Home
Endodonics of Pinecrest
Miriam Joy Subdivision
Palmetto Duplexes
Target
Whole Foods
Willamson Cadillac
Dadeland Cove
Kendall Trace
Loyal Order of Moose
Ibiza Village
Smile Miami
Gaetono's Restaurant
Best Sub Shop
Kendall Brazilian Church
Shiraz Bistro & Market
Palm View Apartments
Woodside Kendall Condos
Colony Apartments
Ken Dade Condos
Summit Tower of Dadeland Condos
Tara
Sage Dental
Aloft Miami Dadeland
St. Andrew Greek Orthodox Church
True North Early Learning Academy
Kendall Medical Center
Kendall Glenn
Paradise at Dadeland Condos
Kings Creek South Condos
The Village of Kings Creek Condos
Pinecrest Medical & Wellness Center
Miami Center for Dermatology
Flagler Grove Park
The Reserve of Pinecrest
French Village of Pinecrest
Hillmont
Dadeland Executive Plaza
Pinecrest Professional Building
Pinecrest Physical Therapy
Dadeland Office Park
City College Miami
Xceed Preperatory Academy
Ateur Monnier
Datran Center
Town Center One
Pearl Dadeland
Allegro Senior Living
Toscano Condos
Dadeland Mall
Metropolis
Breezeswept Acres
Dadeland Plaza
Yogurtland
Roasters N' Toasters
Village at Dadeland
Dadeland Park

NSA 1
NSA 2
NSA 3
NSA 4
NSA 5
NSA 6
NSA 7
NSA 8
NSA 9
NSA 10
NSA 11
NSA 12
NSA 13
NSA 14
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NSA 36
NSA 37

1 826

0 300 600 1,200 Feet

SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01
Type 2 Categorical Exclusion

FDOT

Date: March 2022

Recommended Noise Barrier Height
- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

Noise Barrier Recommendation Map Sheet 1 of 5

Segment 5
SW 56th Street
to SW 40th Street

Segment 4
SW 72nd Street to SW 56th Street

Segment 3
Snapper Creek Expressway
to SW 72nd Street

Recommended 8 & 14' Tall Shoulder
Mounted Noise Barrier S2-2W
Segment 1 of 2
Begin Station 2003+00
End Station 2027+00

Non-Recommended
Noise Barrier S3-1W
Begin Station 2028+50
End Station 2054+20

Non-Recommended Noise
Barrier S4-1W
Begin Station 2057+00
End Station 2077+00

Non-Recommended Noise
Barrier S4-MMPC
Begin Station 2073+00
End Station 2105+00

Recommended 8' Tall Shoulder
Mounted Noise Barrier S4-1E
Begin Station 2058+00
End Station 2106+00

Recommended 8 & 14' Tall Shoulder
Mounted Noise Barrier S5-1E
Segment 2 of 2
Begin Station 2106+00
End Station 2116+00

Recommended 14' Tall
Shoulder Mounted Noise
Barrier S5-1E
Segment 1 of 2
Begin Station 2109+00
End Station 2122+00

Recommended 8 & 14' Tall Shoulder
Mounted Noise Barrier S2-2E
Begin Station 2013+00
End Station 2026+00

Non-Recommended
Noise Barrier S3-1E
Begin Station 2026+50
End Station 2037+00

Non-Recommended Noise
Barrier S3-2E
Begin Station 2040+00
End Station 2047+00

SNAPPER CREEK EXPY
SW 72ND ST
SW 82ND AVE
SW 56TH ST
SW 72ND AVE
Gulliver Preparatory School
Tropical Park
Kendall Medical Center
Kendall Glenn
Kings Creek South Condos
The Village of Kings Creek Condos
Kendall Creek Grove
Jennings Estates
Green Tree Estates
Miami Memorial Park Cemetery
Southeast Pastoral Institute
Lakewood Villas Condominiums
Miller Lake Condominiums
Lakeview Gardens
Catalina Pines
My First Place Preschool
Grady Crawford Subdivision
Alpha & Omega Church
The Learning Experience Academy
Sunkist Estates North
Sunkist Estates South
Subdivision 1
Village at Dadeland
Dadeland Park
Andrews Estates
Windsor Estates
Kendall Academy
Sunset Montessori School
Unitarian Universalist Congregation of Miami
The French American School of Miami
St. Matthew Episcopal Anglican Church and Pre-School
Sudlow Park
Sudlow Park Subdivision
Radcliff/ Royal Palm Manor
South Miami Lutheran Church & School
Palm Miami
Blue Lake Subdivision
Carole Helms Manor
Bridgepoint
Marina Lakes
Snapper Creek Canal
826
874
NSA 34
NSA 35
NSA 36
NSA 37
NSA 38
NSA 39
NSA 40
NSA 41
NSA 42
NSA 43
NSA 44
NSA 45
NSA 46
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NSA 58
NSA 59
NSA 60
NSA 61
NSA 62
NSA 63
NSA 65
NSA 66
NSA 67
NSA 68

SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01
Type 2 Categorical Exclusion

FDOT

Date: March 2022

Recommended Noise Barrier

Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

Noise Barrier Recommendation Map Sheet 2 of 5

Segment 5
SW 56th Street
to SW 40th Street

Segment 6
SW 40th Street to SW 24th Street

Segment 7
SW 24th Street to SW 8th Street

Non-Recommended Noise Barrier S5-1W
Segment 1 of 2
Begin Station 50+00
End Station 90+00

Non-Recommended Noise Barrier S5-1W
Segment 2 of 2
Begin Station 90+00
End Station 113+00

Recommended 14' Tall Shoulder Mounted Noise Barrier S6-1W
Begin Station 127+00
End Station 167+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S7-1W
Begin Station 173+00
End Station 198+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S6-1E
Begin Station 116+00
End Station 168+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S7-1E
Begin Station 172+00
End Station 217+50
(Replacement Noise Barrier)

SW 82ND AVE
SW 40TH ST
SW 24TH ST
Cayo Esquivel Seafood
Humble Mini Park
874
826

Coral Way Village
East Coast Medical Rehab Center
Miracle Manor West
Coral Way Homesites
Suarez Optical
Perez Dental
Coral Way Acres
The Montessori Garden
Vicky's Bakery
Preferred Care Partners Medical Group
Palmetto Office Park
Coral Way Plaza
Coral Way
Tropical Park
Tropical Manor Condominiums
Target
Baker Manor
Sunrise Manor
Prima Industrial Park
Lucila Bakery
Central Miami
Westchester General Hospital
West Gables Health Care Center
West Miami Middle School
Hardwood Village

NSA 64
NSA 69
NSA 70
NSA 71
NSA 72
NSA 73
NSA 74
NSA 76

Recommended Noise Barrier

Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Type 2 Categorical Exclusion

Date: March 2022

Noise Barrier Recommendation Map Sheet 3 of 5

SR 826/PALMETTO EXPY PROJECTS DIRECTLY TRIBUTARY TO C-1 CANAL

Recommended 14' Tall Shoulder Mounted Noise Barrier S8-2SW
Begin Station 1873+00
End Station 224+50

Segment 8
SW 8th Street to W Flagler St

Segment 9
W Flagler St to NW 25th St

Segment 7
SW 24th Street to SW 8th Street

Recommended 14' Tall Shoulder Mounted Noise Barrier S8-1SW
Begin Station 231+00
End Station 2248+00
(Replacement Noise Barrier)

Non-Recommended Noise Barrier S9-1W (Segment 2 of 2)
Begin Station 2270+00
End Station 12+00

Non-Recommended Noise Barrier S9-1W (Segment 1 of 2)
Begin Station 2270+00
End Station 3285+00

Recommended 14' Tall Shoulder Mounted Noise Barrier S7-1W
Begin Station 173+00
End Station 198+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S9-1E
Begin Station 2262+00
End Station 2273+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S7-1E
Begin Station 172+00
End Station 217+50
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S8-1E
Segment 1 of 2
Begin Station 227+00
End Station 2246+00
(Replacement Noise Barrier)

Recommended 8' Tall Shoulder Mounted Noise Barrier S8-1E
Segment 2 of 2
Begin Station 2246+00
End Station 2252+00
(Replacement Noise Barrier)

Gila Medical Center
Coral Reef Medical Group
Manuel Salazar Dentist Office
Cebiche'sPlace
A&Y Medical Rehab Center
Premiere Banquet Hall
Dr. Reytor Medical Center
Becerra's Family Dentistry
Sabucedo Nephrology Group
Juventus Cosmetic Surgery
Ana Vivian Subdivision
Oasis Medical Center
Medicus Health Group
New Horizon Preschool
Mojitos
Wellmax Medical Center
Glademoor
Arrowhead Kindergarten
Miracle Manor
Coral Way Plaza
Hardwood Village
Coral Gables Canal
Tamiami Baptist Church
Apple Learning Center
Flagami Elementary School
Miami Gateway
Miami Medical Center
Palmetto Sub Acute Care Center
Sunset Heights
Sonia's Seafood
The Childrens Place
Flagami East Segment A2
Ceviche 7 Mares
Vision World
Flagami East Segment A1
Tamiami Canal
Flagami West Segment A1
Flagami West Segment A2
Flagami West Segment B
Flagami West
Taveras Dentistry
Seminole Elementary School
Flagami East
Family Practice and Gastroenterology
Evolutionary Dentistry
G&G Medical Center
Taurus Building
Leon Medical Centers - Flagler
Interamerican Community Church
Mall of the Americas
Dolphin View Condos
Royal Palms Apartments
Office Park of MICC
Winona Park
Estancia Hotel & Suites
Cafe Kabana
Days Inn
Double Tree

NSA 74
NSA 75
NSA 76
NSA 77
NSA 78
NSA 79
NSA 80
NSA 81
NSA 82
NSA 83
NSA 84
NSA 85
NSA 86
NSA 87
NSA 88
NSA 89
NSA 90
NSA 91
NSA 92
NSA 93
NSA 94
NSA 95
NSA 96
NSA 97
NSA 98
NSA 99
NSA 100
NSA 102

SW 82ND AVE
SW 8TH ST
TAMIAMI BLVD
W FLAGLER ST
41
826
836

Recommended Noise Barrier

Height
- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

SR 826/Palmetto Expressway from US 1/SR 5/South Dixie Highway to NW 25th Street
Miami-Dade County, Florida
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Noise Barrier Recommendation Map Sheet 4 of 5

Segment 8
SW 8th Street
to W Flagler St

Segment 9
W Flagler St to NW 25th St

SW 82ND AVE

Recommended 14' Tall Shoulder Mounted Noise Barrier S8-1SW
Begin Station 231+00
End Station 2248+00
(Replacement Noise Barrier)

Non-Recommended Noise Barrier S9-1W (Segment 2 of 2)
Begin Station 2270+00
End Station 12+00

Non-Recommended Noise Barrier S9-1W (Segment 1 of 2)
Begin Station 2270+00
End Station 3285+00

End Project

G&G Medical Center
Taurus Building
Leon Medical Centers - Flagler
Interamerican Community Church
Flagami West Segment B
Taveras Dentistry
Seminole Elementary School
Flagami West
Mall of the Americas
Dolphin View Condos
Royal Palms Apartments
Office Park of MICC
SurgiMed
SeaGIS
PSBusinessParks
Extended Stay America
Miami Intl Commerce Center
Estancia Hotel & Suites
Cafe Kabana
J. Quintero Roofing
Miami Airport Center
Flagami East
Winona Park
The Childrens Place
Flagami East Segment A2
Family Practice and Gastroenterology
Ceviche 7 Mares
Evolutionary Dentistry
Flagami East Segment A1
Days Inn
Double Tree

NSA 90
NSA 93
NSA 94
NSA 95
NSA 96
NSA 97
NSA 98
NSA 99
NSA 100
NSA 101
NSA 102
NSA 88
NSA 89
NSA 86

826
836
W FLAGLER ST
TAMIAMI BLVD
NW 25TH ST

Recommended 14' Tall Shoulder Mounted Noise Barrier S9-1E
Begin Station 2262+00
End Station 2273+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S8-1E
Segment 1 of 2
Begin Station 227+00
End Station 2246+00
(Replacement Noise Barrier)

Recommended 8' Tall Shoulder Mounted Noise Barrier S8-1E
Segment 2 of 2
Begin Station 2246+00
End Station 2252+00
(Replacement Noise Barrier)

SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01
Type 2 Categorical Exclusion

FDOT

Date: March 2022

Recommended Noise Barrier Height
- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

Noise Barrier
Recommendation Map
Sheet 5 of 5

Table 6.12 - Noise Barrier Evaluation Summary and Recommendations (Sheet 1 of 4)

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 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 SW 116th Street to SW 104th Street - See Figure 4.1 Sheet 1)																	
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 is not recommended for further consideration and public input during the project's design phase. The additional construction costs associated with utility relocations (i.e., overhead electric) and drainage modifications to accommodate the noise barrier at this location would result in an exceedance of the Reasonableness Cost Criteria.
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	--	--	--	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 FDOT's 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 826 from SW 104 Street to Snapper Creek Expressway - See Figure 4.1 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 - West of SR 826 between 104th Street and Snapper Creek Expressway / NSAs 21, 22 and 23	S2-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	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 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.
			14	1,900	23+00	42+00											
Village at Dadeland and Dadeland Park - East of SR 826 between 104th Street and Snapper Creek Expressway / NSA 36 and NSA 37	S2-2E	SM-CD2 (Shoulder Mounted Noise Barrier)	8	100	2013+00	2014+00	41	41	9	50	8.8	11.9	$426,000	$8,520	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 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.
			14	900	2014+00	2025+00											
			8	100	2025+00	2026+00											
Paradise at Dadeland Condos, Kings Creek South Condos and The Village at Kings Creek Condos - West of SR 826 between 104th Street and Snapper Creek Expressway / NSAs 30, 34, and 35	S2-2W	SM-CD2 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,200	2003+00	2015+00	158	60	59	119	7	9.5	$1,260,000	$10,588	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 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.
			8	100	2015+00	2016+00											
			14	900	2016+00	2025+00											
			8	200	2025+00	2027+00											
		SM-CD2 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	8	400	2000+00	2004+00											
			14	500	2004+00	2009+00											

Table 6.12 - Noise Barrier Evaluation Summary and Recommendations (Sheet 2 of 4)

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 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 3 (Snapper Creek Expressway to SW 72nd Street/Sunset Drive - See Figure 4.1 Sheet 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 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.
Windsor Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 39	S3-2E	GM-CD1 (Ground Mounted Noise Barrier)	14	700	2040+00	2047+00	3	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	8	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 Street/Miller Road - See Figure 4.1 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 826 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 Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Miami 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 56th Street/Miller Road to SW 40th Street/Bird Road - See Figure 4.1 Sheets 2 and 3)																	
Lakewood Villas, Miller Lake, and Lakeview Gardens (East Side) - North of 56th Street and Between SR 826 and SR 874 / NSA 57	S5-1E	SM-CD3 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,300	2109+00	2122+00	29	6	54	60	6.9	12.0	$894,000	$14,900	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 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.
		SM-CD3 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	8	400	2106+00	2110+00											
			14	600	2110+00	2116+00											
Lakewood Villas, Miller Lake, and Lakeview Gardens (West Side) - North of 56th Street and Between SR 826 and SR 874 / NSA 57	S5-1W	SM-CD2 (Shoulder Mounted Noise Barrier	14	950	113+00 (SR 874)	50+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***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the 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 writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			8	300	50+50 (SR 874)	53+50 (SR 874)											
			14	2,000	53+50 (SR 874)	73+50 (SR 874)											
Tropical Park - West of SR 826 and North of SW 56th Street / NSA 64	S5-2W	TP-CD1 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	8	3,850	50+00	90+00	Special Land Use	--	--	--	7.6	11.1	$2,166,000	---	NO (Usage of park 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.
		TP-CD1 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	18	2,300	90+00	113+00											

Table 6.12 - Noise Barrier Evaluation Summary and Recommendations (Sheet 3 of 4)

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 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 6 (SW 40th Street/Bird Road - SW 24th Street/Coral Way - See Figure 4.1 Sheet 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 existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall 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.
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 project's design phase; Replaces existing barrier with 14- foot-tall barrier; Note that any of the 14-foot-tall 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 Study Segment 7 (SW 24th Street/Coral Way - SW 8th Street/Tamiami Trail - See Figure 4.1 Sheets 3 and 4)																	
Hardwood Village and Miami Gateway Communities - East of SR 826 between SW 24th Street and SW 8th Street / NSA 74	S7-1E	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 project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder 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.
Coral Way Plaza and Miracle Manor Communities - West of SR 826 between SW 24th Street and SW 8th Street / NSA 76	S7-1W	Existing Shoulder Mounted Noise Barrier Segment to Remain	12	1,175	198+00	215+50	N/A										
		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 existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder 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.
Noise Study Segment 8 (SW 8th Street/Tamiami Trail to Flagler Street - See Figure 4.1 Sheet 4)																	
Flagami East - East of SR 826 and North of SW 8th Street / NSA 88	S8-1E	SM-CD3 (Replacement Shoulder Mounted Noise Barrier)	14	2,040	227+00	2246+00	36	30	8	38	6.6	8.2	$1,000,800	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 existing barrier with an 8-foot and 14-foot-tall barrier; Note that any of the 14-foot-tall 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
			8	600	2246+00	2252+00											
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 existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall 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.
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 phase; Note that any of the 14-foot-tall 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.

Table 6.12 - Noise Barrier Evaluation Summary and Recommendations (Sheet 4 of 4)

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 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 9 (Flagler Street to SR 836 - See Figure 4.1 Sheet 4)																	
Winona Park Subdivision - East of SR 826 Between W Flagler Street and SR 836 / NSA 99	S9-1E	Existing Shoulder Mounted Noise Barrier Segment to Remain	12	1175	2251+00	2262+00	N/A										
		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 14-foot-tall barrier; Note that any of the 14-foot-tall 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.
Royal Palm Apartments - West of SR 826 Between W Flagler Street and SR 836 / NSA 100	S9-1W	Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,500	2270+00	3285+00	100	24	18	42	5.5	6.2	$1,491,000	$35,500	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets the Reasonableness Cost Criteria but 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.
		Segment 2 of 2 (Shoulder Mounted Noise Barrier)		2,050	2270+00	12+00 (Ramp - SR 836 to SR 826)											

X:\P\Noise_Studies\Palmetto_ELs_PD&E\Noise Study Report\Tables\[Tables_5-1_SR826EL_NoiseBarrierAnalysis&Summary_10-15-2019.xlsx]SummaryTable

Notes:

Represents the Conceptual Design of the Recommended Replacement Noise Barrier

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Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
N1	West Dade Transfer Station (AKA Coral Gables/Neighb or-hood Assoc. Voluntary MOP) 2900 SW 72nd Ave @ SW 28th St Miami, FL 33155	56832	FDEP	No	900 feet southeast	No historical contamination, site in compliance as of July 2025.	NO	NO	NO	NO	NO
L1	Amoco - Suniland 11675 S Dixie Hwy Miami, FL 33156	8506127	FDEP	No	125 feet east	Historic petroleum contamination. SRCO approved in October 2018.	LOW	LOW	LOW	LOW	LOW
L2	Kendall Toyota 10943 S Dixie Hwy Miami, FL 33156	9046819	FDEP	Yes	300 feet east	Historic exceedances of petroleum and chlorinated solvents reported. NFA approved in July 2011.	LOW	LOW	LOW	LOW	LOW
L3	Super Care Car Wash (AKA Pinecrest Walk Development) 9650 S Dixie Hwy Kendall, FL 33156	8504345	FDEP	No	400 feet east	Historic petroleum contamination. NFAC intended; however, soils are above CTLS as of 2024. FDEP granted NFA on January 6, 1998.	LOW	LOW	LOW	LOW	LOW

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
L4	Frasse Helen F Estate 7601 SW 76th Ave Miami, FL 33143	9202815	FDEP	No	250 feet east	NREQ status approved in October 2005.	LOW	LOW	LOW	LOW	LOW
L5	Pamsco Transport Fuel Spill Hwy 826 Miami, FL 33143	9802998	FDEP	No	Along the Corridor	Discharge of 40 gallons of diesel to soil in 2000. Excavation performed. No further action required.	LOW	LOW	LOW	LOW	LOW
L6	Tolco Inc 4550 SW 75th Ave Miami, FL 33155	9101569	FDEP	No	260 feet east	Historic discharge of leaded gasoline occurred at the site due to overfill at the fill port. No soil and/or groundwater exceedances detected during tank closure activities.	LOW	LOW	LOW	LOW	LOW
L7	Camilo Muebles Inc 4400 SW 75th Ave Miami, FL 33155	8622877	FDEP	No	350 feet east	Historic petroleum contamination. NFA approved in July 1993.	LOW	LOW	LOW	LOW	LOW

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Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
L8	Epperson Crane Service Inc Jack 4300 SW 75th Ave Miami, FL 33155	8942952	FDEP	No	300 feet east	Historic petroleum contamination. SRCO approved in February 2007.	LOW	LOW	LOW	LOW	LOW
L9	Tropical Paint & Body Shop 7270 SW 41st St Miami, FL 33155	9101368	FDEP	No	250 feet south	Discharge reported in 1990. SRCO received in 2018.	LOW	LOW	LOW	LOW	LOW
L10	CSX Bird Rd Vehicle Accident SW 41st ST/SW 72nd Ave Miami, FL 33155	9808613	FDEP	No	150 feet south	Historical fuel spill incident. SRCO issued in 2007.	LOW	LOW	LOW	LOW	LOW
L11	Alcazar - Tio Pepe 7701 SW 40th St Miami, FL 33155	9047482	FDEP	No	Adjacent to the corridor	EDI application submitted for the site. No additional regulatory files indicating type of contamination available.	LOW	LOW	LOW	LOW	LOW

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
L12	Sunshine #244 7460 SW 40th St Miami, FL 33155	8505646	FDEP	Yes	Adjacent to the corridor	Discharge from 1988. Assessment followed by remedial action implemented up to 2000. LSSI in 2015. SRCO was issued in 2016.	LOW	LOW	LOW	LOW	LOW
L13	Waylen Bay Motorsports LLC DBA Gables Motorsports 7300 SW 40th St Miami, FL 33168	8504403 / ERIC_7338	FDEP	No	180 feet west	Discharge reported in 2002. A DRC and SRCO with Conditions was executed in 2018 for soil contamination within property boundaries.	LOW	LOW	LOW	LOW	LOW
L14	Kruger Valle Investments 7830 SW 24th St Miami, FL 33155	8504757	FDEP	Yes	50 feet south	Remedial action implemented between 1988 and 1991. Additional source removal in 1991 and SRCO was issued in 1993.	LOW	LOW	LOW	LOW	LOW
L15	Diaz Property (AKA Westchester 76 Inc.) 7800 Coral Way Miami, FL 33155	9202058 / UT-01125	FDEP / DRER	No	Adjacent to the corridor	USTs were removed in 1992. Subsequent assessment indicated petroleum contamination in 2016. FDEP issued SRCO on July 8, 2025	LOW	LOW	LOW	LOW	LOW

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
L16	Sunshine #201 7798 SW 24th St Miami, FL 33155	8506212	FDEP	Yes	Adjacent to the corridor	Multiple discharges reported at the site for PAH and TRPH contamination. Site awaiting SRCO approval.	LOW	LOW	LOW	LOW	LOW
L17	7-Eleven Store #37602 7490 SW 24th St Miami, FL 33155	8504394	FDEP	Yes	50 feet south	Remedial action implemented between 2006-2008. An SRCO was issued in 2009.	LOW	LOW	LOW	LOW	LOW
L18	Dade County School Bd-W Miami JHS 7525 SW 24th St Miami, FL 33155	8943052	FDEP	Yes	Adjacent to corridor	EDI inspection request made in 1989. Deemed ineligible due to no proof of contamination.	LOW	LOW	LOW	LOW	LOW
L19	Georgina E Betancourt Trust 7437 SW 24th Street Miami, FL 33155	IW5-17572	DRER	No	400 feet east	Groundwater contamination associated with former septic tank. Two consecutive sampling events indicate no groundwater exceedances.	LOW	LOW	LOW	LOW	LOW
L20	Dade County School BD-Flagami Elem 920 SW 76th Ave Miami, FL 33155	8943232	FDEP	Yes	350 feet south	Source removal during tank removal activities in 2002 and SRCO was issued in 2004.	LOW	LOW	LOW	LOW	LOW

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
L21	Tamiami Automotive Group 8250 SW 8th St Miami, FL 33144	9101260 / UT-02739	FDEP / DRER	No	Adjacent to corridor	Site overlaps with Low-Risk Site #27. No documented historical contamination.	LOW	LOW	LOW	LOW	LOW
L22	Contemporary Chrysler Plymouth 8250 SW 8th St, Miami, FL 33144	8629103	FDEP	No	350 feet south of corridor	Leak of transmission fluid tank was observed in 1990. No further information regarding assessment and/or remediation found in the database.	LOW	LOW	LOW	LOW	LOW
L23	R S Cleaners, Inc. 7974 SW 8th St Miami, FL 33144	ERIC_4498	FDEP	Yes	200 feet south	No assessment data available. A regulatory correspondence indicated NFA was issued in 2010.	LOW	LOW	LOW	LOW	LOW
L24	Jesus Service Station Corp (AKA Valdes Enterprises) 7420 SW 8th St Miami, FL 33144	8506135	FDEP	Yes	Adjacent to the corridor	Assessment was conducted between 1992-1994. Recent assessment from 2016 indicated all COCs below standards. NFA was issued in 2017.	LOW	LOW	LOW	LOW	LOW
L25	Galceran Auto Electric 7301 SW 8th St Miami, FL 33144	8504686	FDEP	No	250 feet east	Discharge reported in 1991. SRCO received in 2016.	LOW	LOW	LOW	LOW	LOW

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
L26	Barnett Bank of S-FL-Midway 7760 W Flagler St Miami, FL 33144	8736978	DRER	No	Adjacent to the corridor	Historic petroleum contamination. NFA approved in August 2007.	LOW	LOW	LOW	LOW	LOW
L27	Expressway Toyota Inc 150 NW 79th Ave Miami, FL 33126	9047136	FDEP	No	140 west	Discharge reported in 1991. NFA approval received in 1997.	LOW	LOW	LOW	LOW	LOW
L28	Miami International Airport Ash Landfill Perimeter Road and NW 72nd Ave Miami, FL 33126	56827	FDEP	No	1,100 feet northeast of 836 E	Vinyl chloride exceedance reported in 2017. All other CoCs reported having concentrations under MCLs. FDEP issued Final Closure Certification and Permit Released Letter on September 3, 2024.	LOW	LOW	LOW	LOW	LOW
L29	CSX Transportation Inc- Fuel Spill Accident, Railway between NW 72nd Ave and NW 12th St Miami, FL	9805989	FDEP	Yes	250 feet east	Discharge in 2002. Emergency Response and additional source removal in 2002 and SRCO was issued in 2004.	LOW	LOW	LOW	LOW	LOW

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
L30	Door Store 1303 NW 78th Ave Miami, FL 33155	8505854	FDEP	Yes	220 feet west	Tank closure performed in 1992. Though it was entered into ATRP program, it was later granted NREQ status in 2009.	LOW	LOW	LOW	LOW	LOW
L31	Lakefill Area Between NW 79th Ave and NW 82nd Ave and between NW 14th St and NW 21st St Miami, FL 33126	None	None	No	1,100 feet west	Lakefill observed in 1985 Aerial Photograph	LOW	LOW	LOW	LOW	LOW
M1	Suniland Dry Cleaners 11723 S Dixie Hwy Miami, FL 33156	9501329/ ERIC_4388 / IW5-04799	FDEP / DRER	No	150 feet east	Historical PCE and cis-DCE contamination at the site. Remediation conducted at the site during 1996. Existing contamination at the site.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M2	Perlmutter Petroleum 10601 S Dixie Hwy Miami, FL 33156	8505104 / UT-00130	FDEP / DRER	No	150 feet east	Historical PAH and TRPH contamination. Most recent assessment did not indicate presence of CoCs above NADCs. Natural attenuation monitoring ongoing.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
M3	Sunshine #262 (AKA Texaco Service Station) 10401 S Dixie Hwy Miami, FL 33156	8504621	FDEP	Yes	100 feet east	TRPH and BTEX/MTBE contamination in soil. Conditional Closure based on soil contamination that is contained within property. Cumene contamination in groundwater, and plume has possibly migrated offsite.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M4	7-Eleven Store #37580 10345 S Dixie Hwy Miami, FL 33156	8505459 / UT-01026	FDEP / DRER	Yes	120 feet east	PAH contamination in soil between 0-4 feet and TRPH, PAH and BTEX contamination in groundwater. RAP approved in June 2023. Additional assessment approved December 2024.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M5	Dryclean USA #11121 7420 SW 88th St Miami, FL 33156	9502314/ERIC_4432 / IW5-02731	FDEP / DRER	No	Adjacent to the corridor	Historic tetrachloroethene contamination in soil. Currently quarterly monitoring being conducted.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
M6	Williamson Cadillac CO 150 feet east of Dadeland Boulevard section of the project corridor	8628850	FDEP	No	150 feet east	FPLRIP application submitted January 3, 1992. No assessment conducted.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M7	Commercial Warehouse Property 4401 SW 74th Ave Miami, FL 33155	HWR-00801	DRER	No	350 feet southeast	Groundwater contamination associated with former septic tank. A groundwater plume of Total and Fecal Coliform exists within the site. Bi-annual monitoring is ongoing.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M8	Bird 74 LLC DBA Potamkin Mazda 7400 SW 40th St Miami, FL 33155	9601983 / IW5-01001	FDEP / DRER	Yes	Adjacent to the corridor	A DRF was filed in 2011 after a tank removal. Contamination found at the site may not be related to the tank removal. Waiting for Site Assessment and Remediation	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M9	Sunshine #101 7160 Bird Rd Miami, FL 33155	8503846	FDEP	Yes	Adjacent to corridor	Discharge reported in 1988. SRCO received in 1999.This site is currently an active gas station.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
M10	Chevron #202666 7625 SW 40th St Miami, FL 33155	8504531 / UT-00650	FDEP / DRER	Yes	Adjacent to the corridor	Benzene contamination existing at the site. Contamination plume contained within the site. NAM ongoing. MTBE detected in groundwater in January 2021.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M11	Union 76-Trail Service Inc (AKA Former Service Station and Auto Dealership) 8200 SW 8th St Miami, FL 33144	8503579 / HWR-01391	FDEP / DRER	No	Adjacent to corridor	A Phase II was completed in 2023 with petroleum hydrocarbons detected in one soil boring and in four monitor wells. Filing a DRF and additional assessment was recommended.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M12	Sunshine #182 (AKA Tropical Station) 7291 SW 8th St Miami, FL 33144	8838960 / UT-00842	FDEP / DRER	Yes	420 feet east	Undergoing remedial action (AS/SVE) for petroleum-impacted soil and groundwater. Groundwater plume on very edge of western property boundary and flowing westwards toward the corridor.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM

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Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
M13	Sunshine #369 8219 W Flagler St Miami, FL 33126	9046899	FDEP	Yes	Adjacent to corridor	Discharges reported in 1998 and 2014. SRCOs received in 2016 and 2021. This site is currently an active gas station.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M14	Ford Midway Mall Inc 8155 W Flagler St Miami, FL 33144	8522014 / ERIC_7238 / UT-00745	FDEP / DRER	No	Adjacent to corridor	Discharge of petroleum products released in 1992. DRC executed in 2016 for remaining soil contamination within the property boundaries covered by engineering controls and an existing stable groundwater plume confined within the site.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
M15	Orion Fuels (AKA Midway U-Gas) 210 NW 79th Ave Miami, FL 33126	8944689 / UT-02825	FDEP / DRER	Yes	300 feet north	Active gas station currently in compliance with FDEP storage tank regulations. Existing groundwater plume of Benzo(b)fluoranthene limited to one monitoring well is either shrinking or stable. LSSI NFAO was granted in 2017.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM
M16	Chevron #47667 – Tonys (AKA MDPW-Realignment Project) 780 NW 72nd Ave Miami, FL 33126	8506267 / UT-01976	FDEP / DRER	No	500 feet south of 836 E	Free product found at the site. No assessments conducted at the site.	MEDIUM	MEDIUM	MEDIUM	MEDIUM	MEDIUM

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Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
H1	FL Gasoline Station (AKA Carl's Furniture) 10045 S Dixie Hwy Miami, FL 33156	8735575 / UT-00520	FDEP / DRER	No	150 feet east	PAH contamination present in soil at 2-feet and in shallow groundwater. Pilot test most recently conducted in 2023. Various contaminants including lead, isopropyl benzene, naphthalene, 1-methylnaphthalene, and 2-methylnaphthalene were detected in groundwater. An AS/SVE RAP was submitted in May 2024 and is currently under modification.	HIGH	HIGH	HIGH	HIGH	HIGH

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
H2	Last Detail Inc 9790 S Dixie Hwy Miami FL 33156	8842244 / UT-01777	FDEP / DRER	No	150 feet east	TRPH contamination present in soil. TRPH, BTEX and lead contamination present in groundwater. Petroleum exceedances were detected in groundwater in 2023. Pilot test chemical injection activities ongoing as of November 2025.	HIGH	HIGH	HIGH	HIGH	HIGH

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								1	3	4	4A
H3	Bird Road Properties (AKA Former Gables Imports/Blue Jay Associates) 7325 Bird Rd Miami, FL 33155	8732260 / UT-00375	FDEP / DRER	No	40 feet west	Petroleum discharge reported in 2002. This site is currently a DEP Cleanup site. DRC executed in 2020 for existing groundwater contamination within the property boundaries and soil contamination which is described to be slightly outside of the property boundaries in the FDOT ROW. No SRCO with Conditions was found in the regulatory files.	HIGH	HIGH	HIGH	HIGH	HIGH

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
H4	Sunshine #207 (AKA Menfer Texaco) 7850 SW 8th St Miami, FL 33144	8506285 / UT-00048	FDEP / DRER	No	Adjacent to the corridor	After a DRF in 1986, assessment and remedial action was performed, and an SRCO was issued in 1990. Another discharge was filed in 1998 and tank closure was performed 2010. The most recent assessment from February 2025 indicated elevated levels of soil contamination. More soil assessment is planned.	HIGH	HIGH	HIGH	HIGH	HIGH

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Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
H5	West Calle 8 U-Gas 7411 SW 8th St Miami, FL 33144	8506217 / UT-00043	FDEP / DRER	No	Adjacent to the corridor	5 DRFs were filed. This facility entered a Site Rehabilitation Program in 2005. Soil and groundwater assessment from 2018 indicated levels of petroleum contaminants in soil and groundwater above the standards. Groundwater results from the November 2025 NAM event indicated petroleum contaminants above GCTLs.	HIGH	HIGH	HIGH	HIGH	HIGH

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
H6	Sunshine #603 (AKA Jaime's Amoco) 7390 SW 8th St Miami, FL 33144	8503840 / UT-00568	FDEP / DRER	No	Adjacent to the corridor	3 DRFs in 1988, 2014, and 2018. Soil and groundwater assessment conducted in 2020 indicated levels of PAHs in soil and groundwater above the standards. Groundwater sampling results from the November 2024 NAM event indicated petroleum contaminants above GCTLs.	HIGH	HIGH	HIGH	HIGH	HIGH

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
H7	Sunshine #264 7895 W Flagler St Miami, FL 33144	8505985 / UT-00690	FDEP / DRER	No	Adjacent to the corridor	Discharge reported in 1996. Assessment activities were conducted. Most recent data from 2016 indicated soil contamination. No groundwater contamination detected. Another DRF was filed in March 2021. A Site Assessment Report was submitted in April 2022 and detailed the removal of 473 tons of petroleum contacted water. A SAR Addendum was submitted in December 2022, in which delineation of groundwater contamination was determined complete. However, additional soil sampling was recommended.	HIGH	HIGH	HIGH	HIGH	HIGH

Table 7 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	FDEP Facility ID / DRER Permit No.	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating	Alternative Risk Rating			
								1	3	4	4A
H8	Bridgestone Aircraft – Former (Thompson @ Corp) 7775 NW 12th St Miami, FL 33126	9100886	FDEP	No	450 feet west	Discharge reported in 1995. Cleanup activities planned but not performed yet to meet the groundwater petroleum cleanup criteria.	HIGH	HIGH	HIGH	HIGH	HIGH

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