SR 93/I-75

PD&E Scoping Report

From SR 826/Palmetto Expwy to Broward County Line

Miami-Dade County, Florida

FM: 453149-1-22-01

December 2025

ENGINEER'S CERTIFICATION

I, hereby certify that I am a registered professional engineer in the State of Florida, practicing with GOAL Associates Inc., a Florida Corporation under Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes, and by the State of Florida, Department of Business and Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Project:	PD&E Study for SR 93/I-75 From SR 826/Palmetto Expwy to Broward County Line FM# 453149-1-22-01| Roadway ID: 87075000 | MP 0.000-MP 5.455
Location:	Miami-Dade County, Florida
Client:	Florida Department of Transportation, District 6 Planning and Environmental Management Office 1000 NW 111th Avenue Miami, Florida 33172
FDOT Project Manager:	Md Hossain, P.E.
Report Prepared by:	GOAL Associates, Inc. 14750 NW 77th Court, Suite 320 Miami Lakes, FL 33016 Contract No. C-AD92, Task Work Order 12 Vendor No. F464649215

I acknowledge that the procedures and references used to develop the results contained in this report are standard for the professional practice of transportation engineering as applied through professional judgment and experience.

Signature: ______________________________
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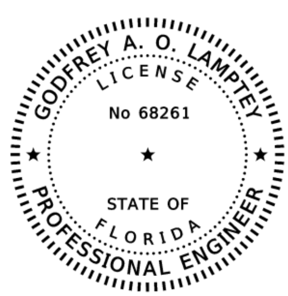
License No.: 68261



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LIST OF ABBREVIATIONS

AADT	Annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	Americans with Disabilities Act
COA	Class of Action
CRAS	Cultural Resources Assessment Survey
CRAVE	Cost Risk Assessment and Value Engineering
CZMA	Coastal Zone Management Act
DHW	Design high water
DMS	Dynamic message sign
EFH	Essential Fish Habitat
EPA	U.S. Environmental Protection Agency
EST	Environmental Screening Tool
ETDM	Efficient Transportation Decision Making
FDEP	Florida Department of Environmental Protection
FDHR	Florida Department of Historical Resources
FDM	Florida Design Manual
FDOS	Florida Department of State
FDOT	Florida Department of Transportation
FM	Financial Management
FGDL	Florida Geographic Data Library
FHWA	Federal Highway Administration
FWC	Florida Fish and Wildlife Commission
FY	Fiscal Year
GGI	Golden Glade Interchange
GIS	Geographic information system
HAPC	Habitat of Particular Concern
HPS	High-pressure sodium
ITS	Intelligent transportation system
LOS	Level of service
LRE	Long range estimate
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OEM	Office of Environmental Management
OGT	Office of Greenways and Trails
NB	Northbound
NW	Northwest
NWI	National Wetland Inventory
PD&E	Project Development and Environment
PED	Preliminary Environmental Discussion
PLEMO	Planning and Environmental Management Office
PSEMP	Project System Engineering Management Plan
RMS	ramp-metering system
ROW	Right-of-way
SB	southbound
SERPM	South East Regional Planning Model
SFRTA	South Florida Regional Transportation Authority
SFWMD	South Florida Water Management District
SHPO	State Historic Preservation Office
SIS	Strategic Intermodal System
SR	State Road
STIP	State Transportation Improvement Program
STOF	Seminole Tribe of Florida
SUN	shared-use nonmotorized
SWEPT	State-Wide Environmental Project Tracker
TMC	Transportation Management Center
TMDL	Total daily maximum load
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization (Miami-Dade)
TSM&O	Transportation System Management and Operations

TTC	Temporary traffic control
UAO	Utility Agency Owner
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VDS	Vehicle detection stations
UWS	Utility Work Schedule
WB	Westbound

1.0 PROJECT INTRODUCTION

GOAL Associates (GOAL) has been retained by the Florida Department of Transportation (FDOT) District Six Planning and Environmental Management Office (PLEMO) to conduct a Project Development and Environment (PD&E) Study for SR 93/I-75 within Miami-Dade County (see **Figure 1-1**). The purpose of this PD&E Study is to evaluate alternatives that provide additional capacity, traffic operational improvements, and interchange modifications, while also considering a No-Build Alternative. This Scoping Report documents the preliminary evaluation of engineering and environmental impacts of potential alternatives, along with the draft Scope of Services (**Appendix A**) for completing the study.

1.1 Project Background

Interstate 75 (I-75) is a major transportation corridor of both national and regional significance, linking southern Florida to northern Michigan and serving numerous key destinations along its route. In Florida, I-75 is part of both the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS), functioning as one of the state's three principal north–south highway systems, along with I-95 and Florida's Turnpike.

The segment from the Palmetto Expressway (SR 826) to I-595 was constructed in the early 1980s and opened to traffic in 1986. Rapid residential and commercial growth during the 1990s and early 2000s transformed the surrounding area from rural to a thriving suburban hub. This rapid development, and its attendant increase in vehicular activity, resulted in operational, safety, and mobility challenges along the expressway and congestion at the local crossroads. To address these issues, FDOT Districts 4 and District 6 developed the I-75 Multi-Modal Master Plan (2006) from SR 826/Gratigny Parkway to I-595/Sawgrass Expressway, which established a vision to:

- Relieve current and future congestion.
- Enhance corridor safety.
- Support I-75's function as an emergency and evacuation route.
- Improve mobility and manage access.
- Address noise and environmental impacts.
- Expand multimodal transportation options.

The Master Plan was followed by a 2012 PD&E Study, which evaluated alternatives to meet the goals set forth in the Master Plan. The recommended alternative included the construction of dual express lanes (potentially tolled) along the median of I-75 and SR 826. This alternative provided four general-purpose lanes, one to two express lanes, with one or two auxiliary lanes in each direction, interchange improvements at Griffin Road and I-595, and expanded Park-and-facilities.

Subsequently, FDOT District six executed two design-build contracts in 2014 to construct express lanes along the I-75 corridor. The first contract included the construction of tolled express lanes along the Palmetto Expressway, from Flagler Street to NW 154 Street, and along I-75, from SR 826/Palmetto Expressway to NW 170 Street. This project also delivered direct ramp connections between the newly constructed express lanes and the SR 826 express lanes, to and from the south, within Miami-Dade County. The second contract covered the I-75 segment between NW 170th Street and Miramar Parkway and included the construction of the express lanes within the I-75 median. It also included construction of the Miami Gardens Drive and HEFT Interchange and the direct express lanes ramp connections with the HEFT. These projects were completed and opened to the public between 2019 and 2020.

In 2021, the Miami-Dade County Transportation Planning Organization (MDC-TPO) adopted resolution #44-2021, requesting the FDOT to evaluate a new or modified interchange access to I-75 between SR 860/Miami Gardens Drive and NW 138 Street. In response, FDOT initiated the I-75 Planning Study to conceptually identify and evaluate a possible interchange access connection to I-75 located between SR 860/Miami Gardens Drive and NW 138th Street.

1.2 Project Justification and Study Objectives

Building on the findings of the I-75 Planning Study, a PD&E Study is required to further evaluate the Build Concepts and Refined Build Concept alternatives to address the future travel demand and mitigate anticipated congestion. The future PD&E Study will also provide an opportunity to analyze other existing deficiencies (including multimodal and safety deficiencies), resolve existing access challenges and identify additional interchange concepts for improvements and evaluate potential environmental and right-of-way (ROW) impacts associated with the improvements.

The PD&E Study is being programmed to support FDOT's broader objectives to address the future transportation demand of the project corridor including enhancing the capacity and reliability of I-75, improving incident response and emergency access, expanding hurricane evacuation capacity and supporting the long-term safety, mobility, and economic vitality of the region.

Figure 1-1 Project Location Map

2.0 PROJECT DESCRIPTION / PURPOSE AND NEED

2.1 Project Description

This project entails providing additional capacity, traffic operational enhancements, and interchange modifications along SR 93/I-75 within Miami-Dade County. The project limits extend from SR 826/Palmetto Expressway to the Broward County Line for approximately 5.45 miles and traverses the City of Hialeah, Town of Miami Lakes, City of Miramar and unincorporated Miami-Dade County. As the longest freeway in the state of Florida, SR 93/I-75 extends from its southern project terminus at the SR 826/Palmetto Expressway and SR 924/Gratigny Parkway interchange to the Florida/Georgia border. Within Miami-Dade County, the corridor provides critical east–west access across the Everglades to Fort Myers and southwest Florida, and northward connections to the greater Florida region. At its southern terminus, I-75 merges with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway, both heavily traveled regional corridors that also connect to Florida's Turnpike, SR 874, and I-95 in Miami.

Within the project limits, SR 93/I-75 is classified as Principal Arterial – Interstate. Within the project area, all express lanes are separated from the general-purpose lanes with concrete barriers, guardrails, or grass medians. Beginning at SR 826/Palmetto Expressway, in the northbound direction, SR 93/I-75 consists of four general purpose lanes and one express lane until it curves to the north where it expands to five general purpose lanes and one express lane. It reduces to four general purpose lanes traveling north to the intersection at SR 860, where it expands to two express lanes and four general purpose lanes northbound to the project's terminus at the Broward County Line. Southbound from the Broward County Line, SR 93/I-75 consists of four general purpose lanes and two express lanes. South of SR 860, SR 93/I-75 reduces to one express lane and four general purpose lanes. Traveling southbound to the Palmetto Expressway, SR 93/I-75 consists of four general purpose lanes and one express lane until just east of the southern project terminus, where the road reduces to three general purpose lanes and one express lane.

The access management classification for this corridor is Class 01 – Limited Access in an existing urbanized area with ingress and egress only via interchanges. The existing speed limit along SR 93/I-75 is posted at 70 miles per hour (mph). Existing right-of-way ranges from 403 feet to approximately 470 feet or more near existing interchanges. The typical section varies throughout the project segment. Right-of-way could be required to accommodate the improvements. Specific right-of-way requirements will be determined during the Project Development and Environment (PD&E) Study.

SR 93/I-75 is part of the emergency evacuation network established by the state and Miami-Dade County and is a designated Strategic Intermodal System (SIS) highway corridor, providing access to SR 826/Palmetto Expressway and Florida's Turnpike. As a major connection to the greater state of Florida, SR 93/I-75 provides traffic distribution for destinations to the north, south, east, and west portions of Miami-Dade County. The project area traverses the City of Hialeah, Town of Miami Lakes, City of Miramar and the unincorporated Miami-Dade County.

Overall, the project will offer enhanced capacity for motorists and transit users along SR 93/I-75 within Miami-Dade County, from SR 826/Palmetto Expressway to the Broward County Line.

2.2 Purpose and Need

The purpose and need statement establish the foundation for developing, considering, evaluating, and eliminating project alternatives. The following project purpose and need was developed as part of the ETDM Programming Screen (ETDM No. 14593).

The purpose of this project is to improve connectivity for the adjacent communities and to alleviate existing congestion, accommodate projected future travel demand, and improve overall operations along the SR 93/I-75 corridor within Miami-Dade County. Additional project goals include maintaining critical regional connectivity and enhancing safety for all users. The following outlines the criteria used to establish the need for the project:

2.2.1 Primary Needs

<u>CAPACITY: Alleviate Existing Congestion</u>

Based on the Annual Average Daily Traffic (AADT) volumes retrieved from FDOT Florida Traffic Online, SR 93/I-75 from SR 826/Palmetto Expressway to the Broward County Line, the general-use lanes carry an average of 140,167 vehicles per day. The roadway segment from SR 826/Palmetto Expressway to the Broward County Line currently operates at Level of Service (LOS) D during both morning and evening peak periods — the target for the LOS for this facility. Without capacity improvements, continued growth in traffic volumes is projected to degrade performance to LOS F by 2045, resulting in recurring congestion, longer delays at entrance and exit ramps, and queue spillbacks that could impact mainline traffic. Increased congestion will also reduce merging and diverging efficiency at interchanges, creating bottlenecks where high ramp volumes interact with general-use and express lanes.

The Miami-Dade Transportation Planning Organization (TPO), through its 2050 Long Range Transportation Plan (LRTP), identified the SR 93/I-75 corridor as one of several limited-access facilities experiencing recurring congestion and in need of operational improvements.

TRANSPORTATION DEMAND: Accommodate Projected Travel Demand

Projections for future population and employment growth in the project area indicate that travel demand will continue to increase significantly. Growth for Miami-Dade County, as identified in the Miami-Dade TPO 2050 LRTP is as follows:

- Population: from 2.7 million (2020) to 3.3 million (2050) — a 22% increase
- Employment: from 1.5 million (2020) to 1.9 million (2050) — a 27% increase

This sustained growth will continue to elevate travel demand throughout the corridor. The project is anticipated to meet the mobility needs of the area by alleviating current and future congestion on the corridor and surrounding roadway network. The project improvements will ensure that SR 93/I-75 remains a vital regional artery supporting both commuter and freight movement in and around Miami-Dade County.

2.2.2 Secondary Needs

SYSTEM LINKAGE: Maintain Critical Connectivity within the Regional Transportation Network

SR 93/I-75 is a key transportation corridor throughout the state of Florida. It connects Miami-Dade County east-west across the Everglades to northern Florida and the greater Florida region. The corridor connects Miami-Dade County with northern Florida and other major regional facilities, including SR 826/Palmetto Expressway, SR 924/Gratigny Parkway, Florida's Turnpike, SR 874/Don Shula Expressway, and I-95 thereby providing system-level connections in Miami. SR 93/I-75 is also a SIS facility and is part of the emergency evacuation network designated by the state and Miami-Dade County. Capacity and operational enhancements along this segment are essential to preserve connectivity between these high-volume corridors and to support regional and statewide mobility.

SAFETY: Improve Safety Conditions

According to the most recent five-year crash data (2020-2024) gathered from Signal Four Analytics, a total of 782 crashes were reported along the project corridor.

- Crash types: Rear-end (42%) and sideswipe (28%) collisions dominate.
- Severity: 79% property damage only; 23 serious injuries; 10 fatalities.
- Timing: Most crashes occurred during weekday AM and PM peaks, particularly on Tuesdays and Thursdays, under daylight and dry conditions.

The most common crash types were rear-end (42%) and sideswipe (28%). The majority of crashes (78%) resulted in property damage only, while 23 crashes involved serious injuries and 10 resulted in fatalities. The majority of crashes occurred during AM and PM peak hours on weekdays, with Tuesday and Thursday seeing the highest frequencies. In addition, most crashes occurred during daylight hours under dry conditions.

The existing actual crash rate of 3.11 per million vehicle miles traveled (MVMT) which is more than three times higher than the statewide average of 0.87 MVMT for similar facilities. The critical crash rate is 1.16 MVMT, significantly exceeding what is considered the threshold for concern. In addition, a safety ratio of 2.7 confirm that the project corridor warrants safety improvements.

Increasing capacity and implementing operational and geometric enhancements along the mainline and interchanges will reduce congestion-related crashes, improve merging and weaving conditions, and enhance overall corridor safety.

2.3 Logical Termini

The logical termini for the SR 93/I-75 PD&E Study are:

- Southern Terminus: SR 826/Palmetto Expressway (MP 0.000)
- Northern Terminus: Broward County Line (MP 5.455)

This segment covers approximately 5.45 miles of I-75 (SR 93) within Miami-Dade County, extending from the major system interchange with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway to the jurisdictional boundary with Broward County.

2.4 ETDM Screening

The proposed project qualifies for ETDM screening because it is a roadway on the FDOT SIS Plan, and the project is adding capacity. The ETDM Programming Screen Summary Report #14593 is complete, and all agencies have commented (See **Appendix B**). The degree of effect, particularly on cultural and physical resources, has been found to be minimal to moderate. **Figure 2-1** presents a screenshot of the ETDM summary. The Programming Screen does not state a Class of Action (COA) determination but notes federal involvement through Federal Highway Administration (FHWA) funding and the need for a federal permit. In May 2025, FDOT submitted an Application for Federal Assistance, Form SF-424, for this project to FHWA. Coordination with the FDOT Office of Environmental Management is required to determine the final class of action for this PD&E Study. For the purposes of scoping this PD&E Study, and assuming that future alternatives will be developed to minimize impacts on the surrounding businesses and residences, a Type 2 Categorical Exclusion is assumed. **Table 2-1** shows a summary of the key takeaways from the ETDM Screening reviewed for this corridor for the various resource categories.

Table 2-1 ETDM Screening		
Resource Category	**ETDM Screening Concern**	**Comments**
Water Quality & Hydrology / Drainage	Review existing stormwater systems, floodplains, drainage basins, hydrologic connectivity, and evaluate whether additional treatment or mitigation is needed	The corridor improvements will require evaluation of existing drainage capacity, runoff volumes, and compliance with water quality standards.
Wetlands / Surface Waters	Identify wetland footprints, buffers, jurisdictional waters, avoidance opportunities, and mitigation requirements	Any expansion or interchange work near wetlands or waterbodies must address avoidance/minimization and may require ERP / USACE permits.
Contamination / Hazardous Materials	Screen for RECS, historical fuel stations, underground storage tanks, brownfields	Because corridor improvements may disturb areas with underground utilities or prior development, contamination screening will guide subsurface investigation.
Cultural / Archaeological Resources	Evaluate presence of historic/archaeological sites, tribal interests, National Register eligibility	Where corridor alignments pass through older neighborhoods or undeveloped land, cultural resources investigations will be required.
Social / Land Use / Economic	Assess how alternatives affect communities, land uses, displacements, access, social equity	Changes in ramp alignment, interchange design, or new access may affect adjacent residential or commercial areas.
Noise / Air Quality / Environmental Justice	Screening for traffic noise, air pollutant impacts, disproportionately high impacts on minority or low-income populations	The additional capacity may increase traffic and generate noise; areas adjacent to sensitive receivers will need noise studies.
Permitting & Agency Coordination	Flag required environmental permits and regulatory agencies (e.g., USACE, FDEP, SFWMD) and ensure agency engagement early	Early identification of permit requirements avoids later redesign or delays.
Safety / Operational	Highlight crash hotspots, weaving segments, functional deficiencies as inputs to alternatives	Help prioritize safety improvements and operational enhancements as part of the corridor design.

#14593 - SR 93/I-75

Planning Organization: FDOT District 6
Phase: Programming Screen
District: District 4, District 6
County: Miami-Dade
From: SR 826/Palmetto Expressway
To: Broward County Line
Plan ID:
Financial Management No.: 453149-1
Federal Involvement: FHWA Funding, Other Federal Permit

Contact Information: Name: Dat Huynh Phone: (305) 470-5201 E-mail: Dat.Huynh@dot.state.fl.us
Snapshot Data From: Programming Screen Summary Report Published on 09/05/2025 by McKinney, Megan

Screening Summary Chart

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

	Social and Economic							Cultural and Tribal			Natural					Physical					
	Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Farmlands	Section 4(f) Potential	Historic and Archaeological Sites	Recreational and Protected Lands	Wetlands and Surface Waters	Water Resources	Floodplains	Protected Species and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 From: SR 826/Palmetto Expressway To: Broward County Line *Published: 09/05/2025 Reviewed from 05/01/2025 to 06/15/2025)*	3	2	2	1	2	2	N/A	2	2	3	3	3	3	2	2	3	2	3	3	N/A	2

Figure 2-1 ETDM Screening Summary

2.5 Current Funding/Planning Consistency

The project is included in the current FDOT State Transportation Improvement Program (STIP) the FDOT D6 5-year Work Program FY 2026-2030 with $6,235,921 programmed in FY 2026 for the Project Development and Environment (PD&E) phase. In addition, the project is included in Miami-Dade TPO Approved Transportation Improvement Program (TIP) FY 2026-2030, with $6,000,000 programmed for the PD&E phase in FY 2025-2026. The project is listed as a FDOT Strategic Intermodal System (SIS) Project in the Miami-Dade TPO 2050 LRTP described as PD&E/EMO Study/capacity improvements/interchange modifications with the project cost listed as $26,010,000. Finally, the project is listed in the FY2025/2026 to FY2029/2030 FDOT SIS First Five Year Plan with $6,054,000 funded for the PD&E phase in FY 2026.

2.6 Related Projects

There are several related projects along or near the SR 93 / I-75 corridor in Miami-Dade County, which either overlap, connect with, or affect the project and may require coordination for the PD&E work as shown in **Table 2-2**.

Table 2-2 Related Projects Along the Corridor

Agency	FM No.	Description	Type of Work	Phase Funding (FY)
FDOT	438864-2	SR 860/Miami Gardens Dr/NW 186 St from E of I-75/SR 93 To NW 79th Pl	Add Lanes & Rehabilitate Pavement	Construction (2029)
FDOT	441831-1	SR 826 Frontage Roads from NW 103 Street to NW 122 Street	Resurfacing	Construction (2022-2025)
FDOT	447165-1	SR 826/Palmetto Expressway from South of NW 36 St to N of NW 154 St.	Add Lanes & Reconstruct	Construction (2022-2026)
FDOT	446947-1	Wrong Way Driving Initiative at Various Ramp Locations	ITS Freeway Management	Construction (2026)
FDOT	456046-1	SR 93/I-75 From MP 1.96 To MP 4.52	Resurfacing	Preliminary Engineering (2026)
FDOT	443882-1	TPK EXT (SR 821) Managed Lane Implementation (MP 4-20)	Miscellaneous Construction	Construction (2026)
GMX	92404-001	SR 924 Extension West to the Homestead Extension of the Florida Turnpike	Add lanes & Reconstruct	TBD
GMX	92408-001	SR 924 Partial Interchange at NW 67th Avenue	New Interchange	Construction (2027)

3.0 ENGINEERING

3.1 Data Collection

The existing conditions described in the following sections were obtained through the analyses of previous plans and studies, as well as a multidiscipline office and field review.

3.1.1 Existing Roadway Typical Section

The SR 93/I-75 segment (Roadway ID: 87075000) within the project study area extends approximately 5.45 miles, from SR 826/Palmetto Expwy (MP 0.000) to Broward County Line (MP 5.455). The existing roadway typical section varies throughout the corridor to accommodate changing geometric, operational, and environmental conditions.

Within the project limits, I-75 consists of a combination of general-purpose (GP) lanes and managed express lanes. The express lanes are physically separated from the general-purpose lanes by either concrete barrier walls or landscaped medians, depending on the segment. A 22-ft high ground-mount sound barrier runs along the project limits. The corridor is designed for high-speed travel and supports critical regional mobility functions, including freight movement, incident management, and emergency evacuation operations. The existing typical section obtained from the existing as-built plans (**Appendix F**).

3.1.1.1 SR 826/Palmetto Expwy to North of NW 87th Avenue

In this segment, I-75 operates as an east-west 12-lane divided facility, consisting of five (5) general-purpose lanes and one (1) express lane in each direction, separated by a concrete median barrier. The widths of the travel lanes in both the northbound and southbound directions are 12-ft for the general-purpose lanes and 13-ft for the express lanes. The express lanes are physically separated from general-purpose lanes by 2-ft concrete barrier wall. For the general-purpose lanes, the outside and inside shoulder widths are 12-ft (10-ft paved) and 10-ft (10-ft paved) , respectively. For the express lanes, the outside and inside paved shoulder widths are 6-ft and 10-ft, respectively. **Figure 3-1** depicts the existing typical sections along the I-75, from SR 826/Palmetto Expwy to North of NW 87th Avenue.

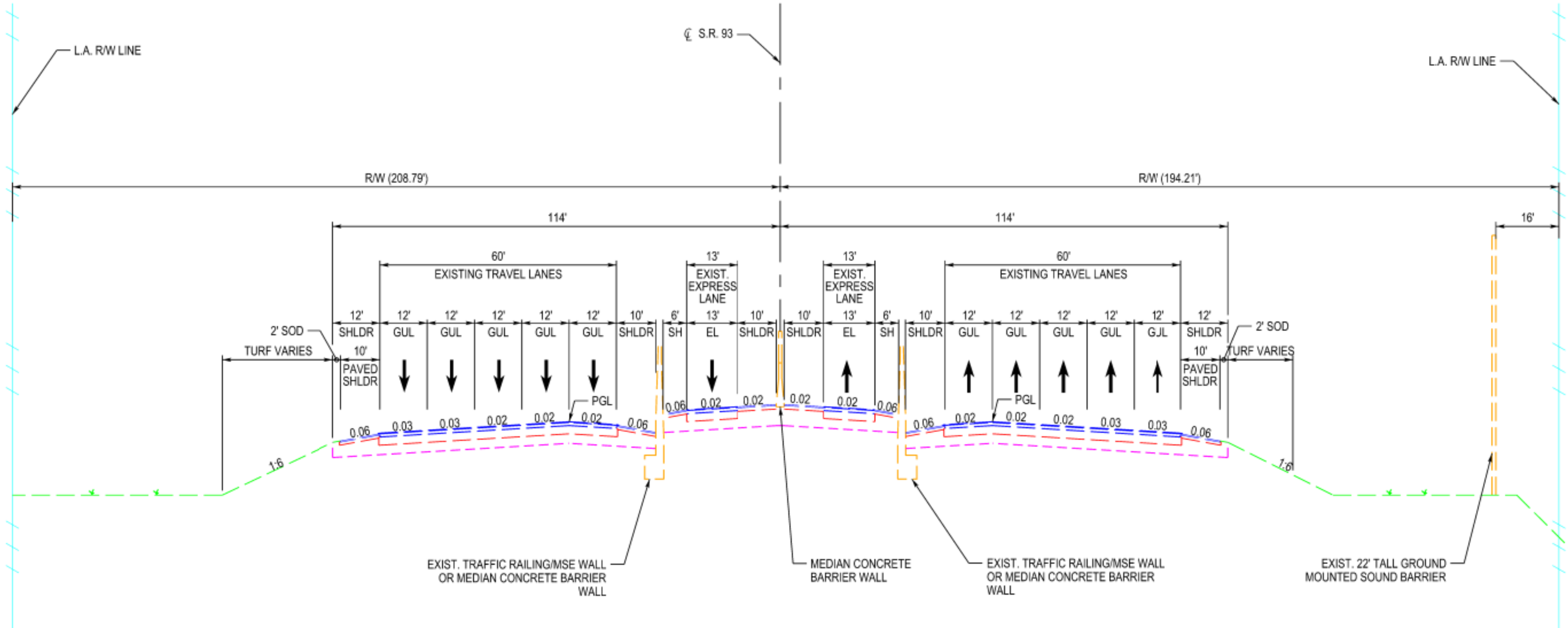

Figure 3-1 Existing Typical Section from SR 826/Palmetto Expwy to North of NW 87th Avenue

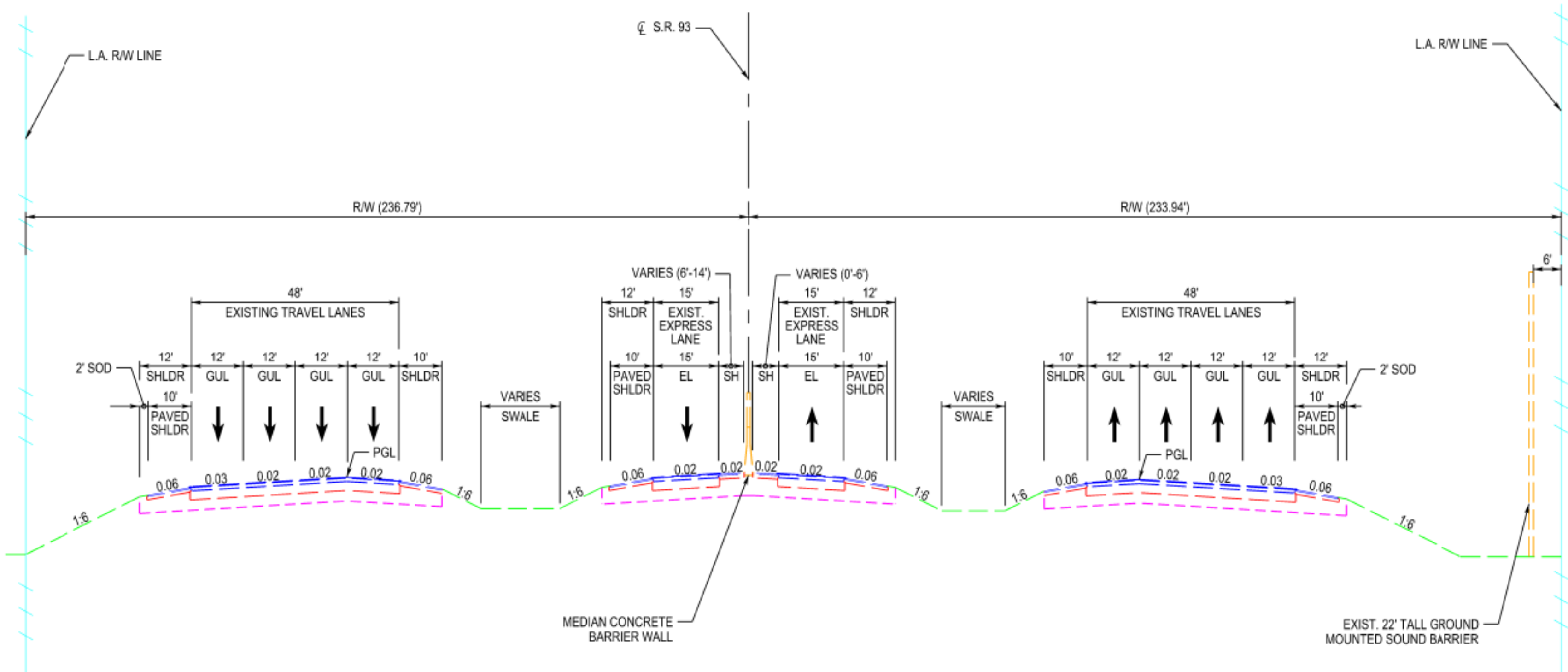

Figure 3-2 Existing Typical Section from North of NW 87th Avenue to NW 170th Street

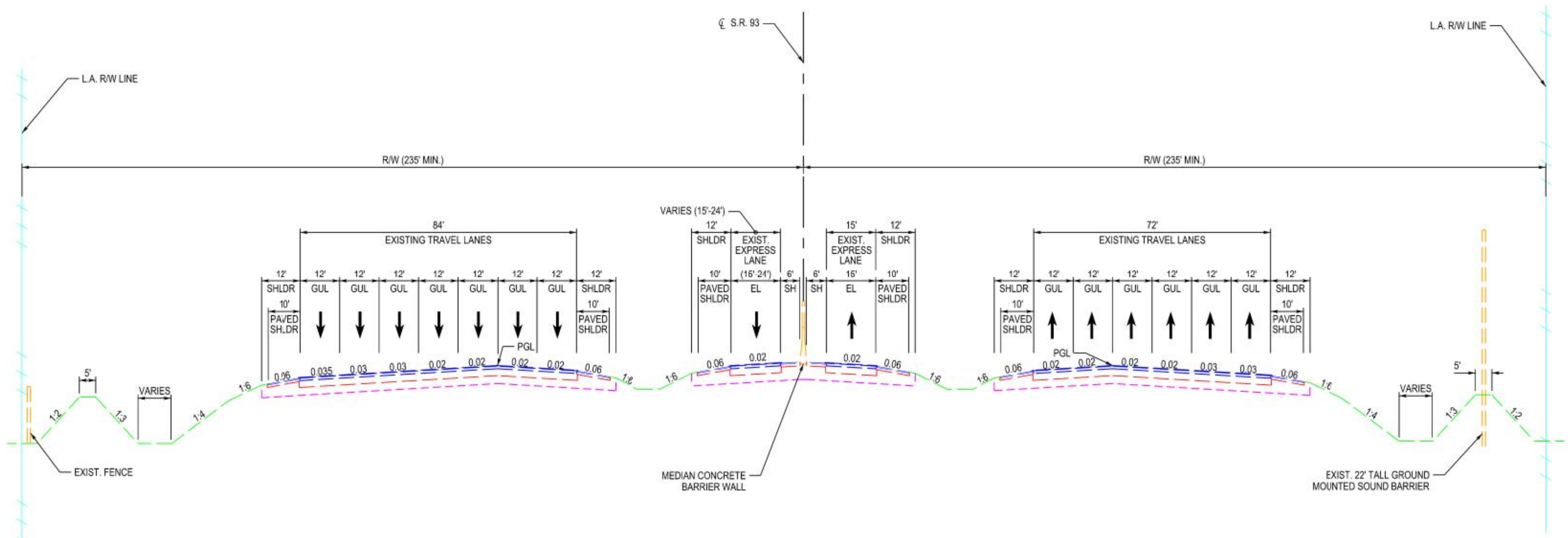

Figure 3-3 Existing Typical Section from NW 170th Street to Broward County Line

3.1.1.2 North of NW 87th Avenue to NW 170th Street

From north of NW 87th Avenue to NW 170th Street, I-75 transitions from an east-west alignment to a north-south corridor. The existing typical section in this segment consists of a 10-lane divided facility with four (4) general-purpose lanes and one (1) express lane in each direction, separated by a landscaped median. The widths of the travel lanes in both the northbound and southbound directions are 12-ft for the general-purpose lanes and 15-ft for the express lanes. For the general-purpose lanes, the outside and inside shoulder widths are 10-ft paved. For the express lanes, the outside shoulder widths are 12-ft (6-ft to 10-ft paved) and the inside paved shoulders vary between 6-ft to 10-ft, respectively. **Figure 3-2** illustrates the existing typical sections along the I-75, from North of NW 87th Avenue to NW 170th Street.

3.1.1.3 NW 170th Street to Broward County Line

Between NW 170th Street to Broward County Line, I-75 continues as a north-south corridor with existing typical section consisting of 10-lane divided facility consisting of four (4) general-purpose lanes and one (1) express lane in each direction, separated by a landscaped median swale. The widths of the travel lanes in both the northbound and southbound directions are 12-ft for the general-purpose lanes and 15-ft to 24-ft for the express lanes. For the general-purpose lanes, the outside and inside shoulder widths are 12-ft (10-ft paved). For the express lanes, the outside and inside shoulder widths are 12-ft (10-ft paved) and 6-ft paved, respectively. **Figure 3-3** illustrates the existing typical sections along the I-75, NW 170th Street to Broward County Line.

3.1.2 Existing Bridges

The corridor intersects with several roadways within the project area. Many of these intersections include bridges for on ramps and off ramps. The project corridor includes five bridges across Snake Creek at the northern terminus, eight bridges at the intersection with SR 821/Florida's Turnpike, three bridges at the ramps for SR 860/NW 186th Street, one bridge across NW 170th Street, two crossings at NW 154th Street, one crossing at NW 92nd Avenue, two bridges at NW 87th Avenue, and two bridges at the intersection of SR 826/Palmetto Expressway. Major interchanges along the project corridor include locations at SR 821/Florida's Turnpike and SR 826/Palmetto Expressway. There are a total of 36 existing bridges within the project limits, several associated with MSE Walls. **Table 3-1** includes a summary of the existing bridges within the project limits.

Table 3-1 Existing Bridges

#	Structure No.	Facility Carried	Bridge Over	Bridge Condition	Inspection Date	Year Built	Year Reconstructed
1	871001	NW 87th Ave SB	I-75 Express Lanes	Good	09/2024	2004	N/A
2	871096	Ramp To I-75	SR 826 & I-75	Good	09/2023	2018	N/A
3	871097	SB SR 826 Off-ramp	NW 138th St.	Good	08/2024	2016	N/A
4	871100	EB SR 924 On-ramp	SR 826 Express Lanes	Good	08/2024	2018	N/A
5	871101	EB SR 924	SR 826 Express Lanes	Good	08/2025	2016	N/A
6	871109	NB SR 93 / I-75	SR 821 (FL Turnpike)	Good	12/2024	2017	N/A
7	871110	SR 821 Ramp to I-75 SB	I-75 Express Lanes	Good	12/2024	2018	N/A
8	871111	I-75 SB Ramp	SR 821	Good	12/2024	2017	N/A
9	871104	I-75 Express Lanes	SR 821 FL Turnpike	Good	06/2024	2016	N/A
10	870594	NW 186 St (SR 860) WB	I-75	Good	07/2024	1985	N/A
11	870595	NW 186 St (SR 860) EB	I-75	Good	07/2024	1985	N/A
12	870596	NW 170 St	I-75	Good	08/2024	1984	N/A
13	870597	I-75 SB	SR-821	Good	08/2024	1984	N/A
14	870598	I-75 NB	SR-821	Good	08/2024	1983	N/A
15	870600	NW 87th Ave NB	I-75 Express Lanes	Good	09/2024	1984	N/A
16	870602	SR 821 RAMP TO I-75 NB	SR-821/I-75	Fair	08/2024	1984	N/A
17	870604	RAMP TO NW 138TH	I-75 Express Lanes	Good	09/2024	1985	N/A
18	870605	NW 92ND Ave. Ramp	I-75 Express Lanes	Good	09/2024	1985	N/A
19	870467	SR-826	I-75 RAMP & NW 138 ST	Good	08/2024	1974	1985
20	870643	RAMP TO I-75 NB	SR-826 & I-75	Fair	10/2024	1986	2004
21	870644	SR 924 WB TO SR 826 SB	SR-826	Fair	10/2024	1986	N/A

Table 3-1 Existing Bridges							
#	Structure No.	Facility Carried	Bridge Over	Bridge Condition	Inspection Date	Year Built	Year Reconstructed
22	870645	SR 826 SB TO I-75 SB	I-75 W-N CONN & NW 138 ST	Good	10/2024	1986	N/A
23	870648	I-75 SB TO SR 826 SB	NW 138TH ST	Good	10/2024	1986	2012
24	870646	I-75 SB	SR-826	Good	10/2024	1986	N/A
25	870647	I-75 NB	SR-826	Good	09/2024	1986	N/A
26	870649	SR 924 EB	I-75 Ramp to SR 826 NB	Good	11/2024	1986	N/A
27	870650	SR 924 WB	I-75 Ramp to NB SR 826	Good	11/2024	1986	N/A
28	870915	I-75 Ramp (SB) 39.2	I-75 SB/Turnpike HEFT SB	Good	12/2023	2017	N/A
29	870916	I-75 Exp NB 39.2	I-75 SB/Turnpike HEFT SB	Good	12/2023	2017	N/A
30	871176	I-75 NB	Ramp (NW 186 St)	Good	12/2024	2017	N/A
31	860679	I-75 SB Ramp H-12	Snake Creek (C-9) Canal	Good	08/2024	2018	N/A
32	860327	I-75 (SR-93) SB	Snake Creek (C-9) Canal	Fair	09/2024	1982	N/A
33	860678	I-75 Express Lanes	Snake Creek (C-9) Canal	Good	09/2024	2018	N/A
34	860328	I-75 (SR-93) NB	Snake Creek (C-9) Canal	Good	09/2024	1982	N/A
35	860320	Bass Creek Road	I-75 (SR-93)	Fair	09/2024	1982	N/A
36	870599	I-75	NW 154th Street	Good	08/2022	1986	N/A

3.1.3 Existing Right of Way

The existing Limited Access (L/A) right-of-way (ROW) varies throughout the project limits and ranges from approximately 403 feet to 470.73 feet and widens significantly at the existing interchanges to accommodate the interchange ramps.

3.1.4 Functional Class and Context Class

The project corridor is functionally classified as an Urban Principal Arterial – Interstate and designated as Access Management Class 01, indicating a Limited Access facility. Due to its limited access status, the corridor is not assigned a context classification.

3.1.5 Design and Posted Speeds

The I-75 mainline within the project limits has both existing design speed and posted speed limit as 70 mph. for the express lanes, both the design speed and posted speed limits vary from 55 mph to 70 mph.

3.1.6 Intersecting Roadways and Interchanges

The corridor intersects with several roadways within the project area. There are five intersection roadways which overpasses at the following locations

1. NW 87th Avenue (Overpass)
2. I-75 NB off-ramp to NW 138th Street (Overpass)
3. NW 138th Street to I-75 NB on-ramp (Overpass)
4. NW 154th Street/Miami Lakes Drive (Overpass)
5. NW 170th Street (Overpass)

There are four interchanges within the corridor limits. **Table 3-2** lists the interchanges, along with control type, location, and configuration.

Table 3-2 Existing Interchanges

Milepost (MP)	Cross Street	Interchange Type	Control Type	Access	Exit Number
0.00	SR 826/Palmetto Expressway	System Interchange	Direct Connections	Full Access	1AB
1.47	NW 138th Street	Trumpet	Signalized	Full Access	2
4.46	SR 860/Miami Gardens Drive	Diamond	Signalized	Full Access	4
4.92	SR 821/Turnpike	System Interchange	Direct Connections	Partial Access	5

3.1.7 Existing Crash Data

A total of 782 crashes occurred along the project corridor for the latest 5-year analysis period (2020-2024). There were 10 fatal crashes with 148 injury crashes and 4 pedestrian crashes. A summary of the existing crashes are provided in Figure **3-4 and 3-5** below.

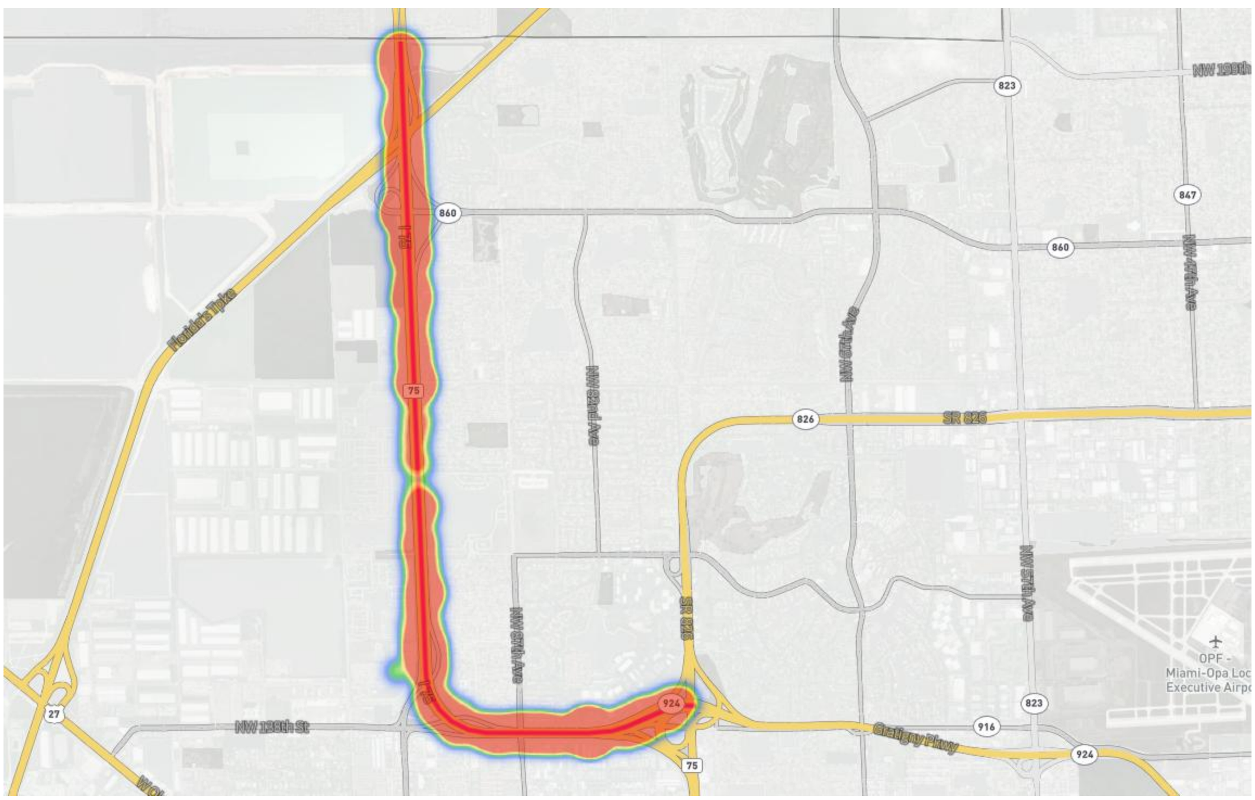

Figure 3-4 Crash Density and Locations

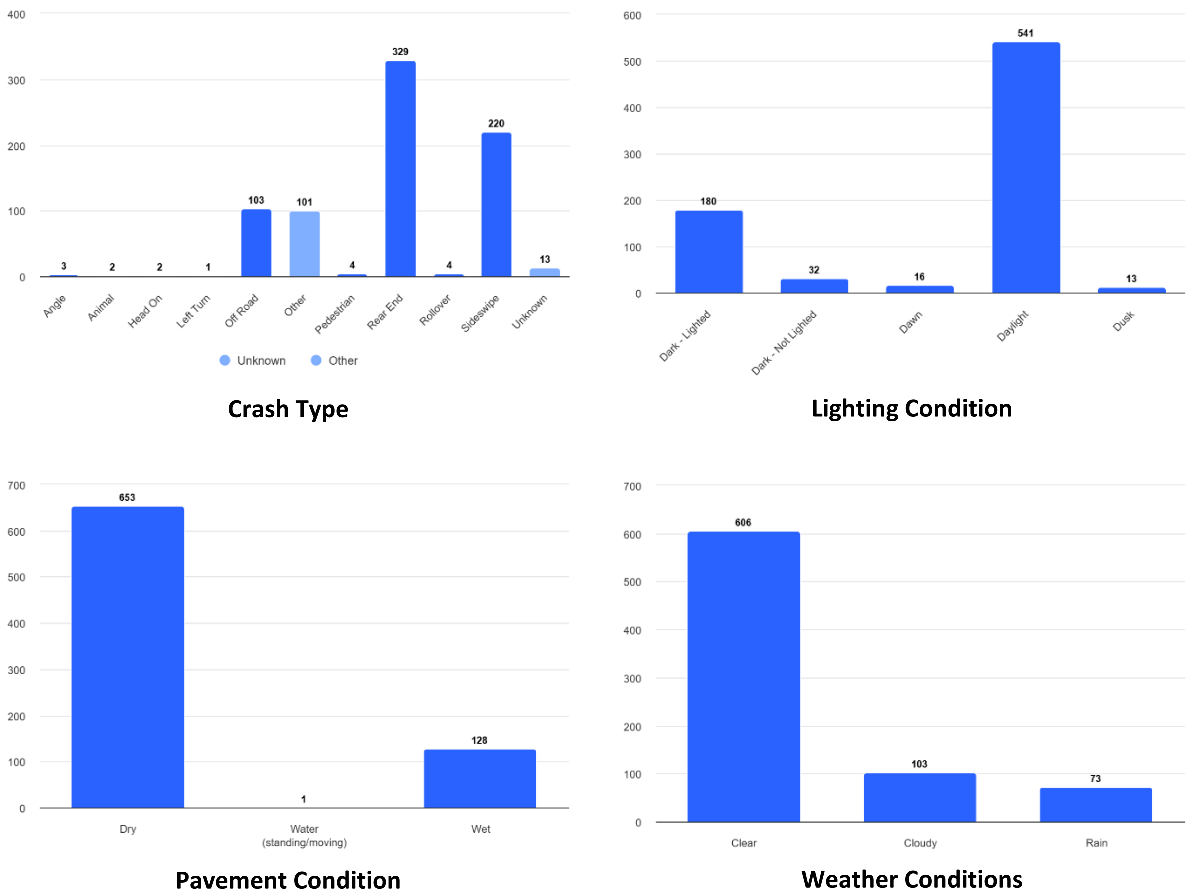

Figure 3-5 Existing Crash Summary

Most of the crashes were rear-end crashes (42%) followed by sideswipe crashes (28%) and off-road crashes (13%). Nighttime crashes accounted for 31% of the total crashes, which is slightly higher than the statewide average of 30%.

3.1.8 Existing Drainage

The existing drainage system within the limits of the proposed PD&E Study was permitted under two different design build projects. These projects constructed the SR 93 / I-75 Express Lanes System between SR 826 / Palmetto Expressway and the SR 93 / I-75 and I-595 Expressways. The corresponding projects and associated permits are listed below:

- **SR 826 / Palmetto Expressway and SR 93 / I-75 Express Lanes Design Build Project (FPID No. 4326876-1 and 130795-1) under SFWMD Permit Modification 13-0138-P issued March 28,**

2016 [Permit Application No. 160219-8]. Segment 3 within this permit addresses the portion of the drainage system between the SR 826 / I-75 Interchange and NW 170th Street. Receiving Water Bodies within these limits include Peter's Pike Canal (Miami-Dade County RER has jurisdiction) within SFWMD's C-7 Canal Basin near the Palmetto Expressway. Also, multiple water bodies within SFWMD's C-8 Canal Basin including: Graham's Dairy Canal (Miami-Dade County RER has jurisdiction); NW 87th Avenue Canal (DRER has jurisdiction); and the Golden Glades Canal (DRER has jurisdiction). The proposed stormwater management facilities were designed to contain the 10-year 24-hour and 25-year 72-hour design storm event without overtopping the right-of-way berms or edge of pavements. Water quality and quantity attenuation requirements were met through a combination of dry retention/detention and exfiltration trenches. The drainage basins established under the existing permits are detailed in **Table 3-3** and illustrated in **Figure 3-6**.

- **Segment A - FM# 421707-2 (Miami-Dade): SR 93/I-75 Managed Lanes from NW 170th Street to South of HEFT (1.349 miles) under SFWMD Permit Modification 06-06776-P issued October 8, 2015 [Permit Application No. 150619-7].** Project included the addition of two new express lanes in the northbound and southbound directions within the existing I-75 median.
- **Segment B - FM# 421707-3 (Broward) & FM# 421707-8 (Miami-Dade): SR 93/I-75 Managed Lanes from South of HEFT to South of Miramar Parkway (1.080 miles) under SFWMD Permit Modification 06-06776-P issued October 8, 2015 [Permit Application No. 150619-7].** Includes the addition of two new express lanes in the northbound and southbound directions within the existing I-75 median. Existing connections between the HEFT and I-75 are enhanced with direct connections from southbound I-75 Express Lanes to southbound HEFT, and northbound HEFT to northbound I-75 Express Lanes as the first phase of construction of the ultimate I-75/HEFT interchange. The improvements include a design change to the approved alternative for the removal of the Collector-Distributor system and accommodation of new direct connect ramps between the HEFT and I-75 Express Lanes (SB I-75 Express Lanes to NB HEFT and SB HEFT to NB I-75 Express Lanes). An Alternative I-75/HEFT Interchange layout (B2-Hybrid) was developed to accommodate all the I-75/HEFT interchange connections that were identified in the PD&E Study and associated System Interchange Modification Report's (SIMR) Preferred Alternative Concept and to provide an acceptable Level of Service for all traffic operations within Segment B without the additional cost of the Collector-Distributor System that was part of the PD&E Study Preferred Alternative between the HEFT and Miramar Pkwy. The drainage basins established under the existing permits are detailed in **Table 3-4** and illustrated in **Figure 3-7 through 3-9**.

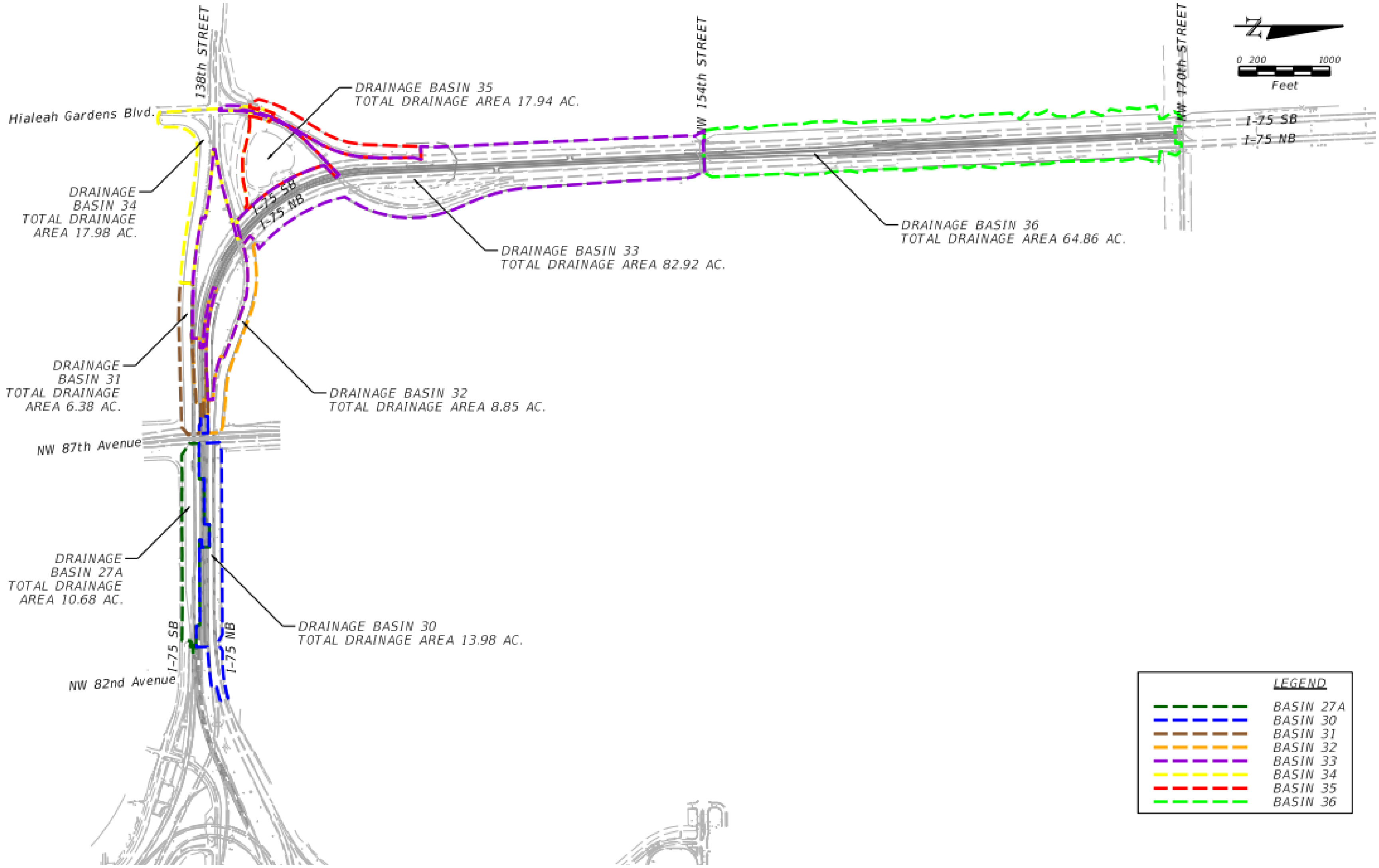

Figure 3-6 I-75 Permitted Stormwater Management System (SMS)

Table 3-3 Drainage Basins established under existing permit 13-0138-P

Basin	Drainage Area (Acres)	Existing Drainage System Description
27-A	10.69	Existing Basin 27A includes the southeast area of the I-75 / NW 87th Avenue Interchange. The drainage system consists of a retention area on the south side of I-75. There are **16 sub-basins**, including offsite areas that drain directly to the basin's dry detention area. Runoff from outside southbound (SB) travel lanes flow the detention area. Runoff from the contributing express lanes and inside northbound (NB) travel lanes are collected and conveyed to the detention area by barrier wall inlets and pipes. The drainage system ultimately reaches the Peter's Pike Canal by overflowing from the basin control structure.
30	13.98	Basin 30 includes the northeast area of the I-75 / NW 87th Avenue Interchange. The drainage system consists of a retention area on the north side of I-75 and a paved overflow ditch. Runoff from outside southbound travel lanes sheet flows into the retention area. Ultimately, water from Basin 30 reaches the Graham's Dairy Canal by overflowing from the retention area through the overflow ditch. There are **35 sub-basins**, including offsite areas that drain directly to the Graham's Dairy canal. Runoff from the outside NB travel lanes flow into the basin detention area. Runoff from the contributing express lanes and inside NB and SB travel lanes are collected and conveyed to the detention area by barrier wall inlets and pipes. The system includes about 800-ft of Exfiltration Trenches. Water from the drainage system ultimately reaches Graham's Dairy Canal by overflowing from the basin control structure.
31	6.38	Basin 31 includes the southwest area of the I-75 / NW 87th Avenue Interchange. This system consists of a retention area on the south side of I-75, a ditch bottom inlet and pipe. Basin 31 is divided into **4 sub-basins**. Runoff from outside southbound travel lanes sheet flows into the retention area. Runoff from the contributing inside northbound and southbound travel lanes are collected and conveyed to the retention area by a ditch bottom inlet and pipe. Ultimately, water from Basin 31 reaches the NW 87th Avenue Canal by overflowing from the retention area.
32	8.85	Basin 32 is located northwest of the I-75 / NW 87th Avenue Interchange. This drainage system consists of a dry retention area on the north side of exit to NW 138th street and a paved overflow ditch. Basin 32 is divided into **13 sub-basins**. Runoff from outside westbound 138th street and NB I-75 travel lanes sheet flow into the detention area. Runoff from the contributing express lanes and southbound I-75 travel lanes are collected and conveyed to the detention area by barrier wall inlets and pipes. Ultimately, water from Basin 32 reaches the Graham's Dairy Canal by overflowing from the retention area through the overflow ditch.

Table 3-3 Drainage Basins established under existing permit 13-0138-P		
Basin	**Drainage Area (Acres)**	**Existing Drainage System Description**
33	82.92	Basin 33 is located between the I-75 / NW 87th Avenue Interchange and the I-75 / NW 154th Street Interchange. The existing drainage system consists of multiple retention areas connected to continuous median ditches located between the northbound and southbound I-75. Basin 33 is divided into **90 sub-basins**. Runoff from the contributing sub-basins will reach the retention and detention areas either by sheet flow, or a combination of interconnected drainage structures, which include barrier wall inlets, ditch bottom inlets, special structures and connecting pipes. The final outflow passes through a special structure with a weir and baffle and finally discharges into the existing Infield Lake through two 42-inch pipes. The Infield Lake, which is located within Basin 35, also collects runoff from the contributing area of Basin 35. Most of the stormwater runoff collected within Basin 33 is treated and attenuated by the dry detention areas and exfiltration trenches.
34	17.98	Basin 34 is located south and southwest of the existing Infield Lake. This drainage system consists of three retention areas, portions of the Graham's Dairy Canal and multiple inlets, end walls and pipes. Basin 34 is divided into **10 sub-basins**. Runoff from travel lanes of eastbound 138th street and northbound Hialeah Gardens Blvd. sheet flows into the retention areas. Runoff from the westbound 138th street ramp and remaining contributing areas of Hialeah Gardens Blvd. are collected and conveyed by gutter inlets and pipes. Outflow from the interconnected retention areas finally discharges to the Graham's Dairy Canal.
35	17.94	Basin 35 consists of the existing Infield Lake, a retention area west of the lake, some gutter inlets, end walls and pipes. Runoff from contributing travel lanes of northbound I-75 off ramp and southbound I-75 off ramp are collected by gutter inlets and conveyed to the existing Infield Lake and retention area. The retention area is discharged to the Infield Lake. The lake also receives discharge from Basin 33. The combined outflow finally discharges to the Graham's Dairy Canal through an overflow structure. The 90 Sub-basins listed under Basin 33 address the requirements of both Basin 33 and 35.
36	64.86	Basin 36 is located between the I-75 / NW 154th Street Interchange and the I-75 / NW 170th Street Interchange. This system consists of multiple retention areas, pipes and a ditch bottom inlet. The retention areas are connected to continuous median ditches located between the northbound and southbound I-75. Basin 36 has been divided into **37 sub-basins**. The contributing travel lanes of NB and SB I-75 and the express lanes sheet flow to the retention areas, dry detention areas and median ditches. Overflow from the median ditches are conveyed to the retention and dry detention areas. The final outflow reaches the Golden Glades Canal through two proposed ditch bottom inlets on the north end of the basin. Most of the stormwater runoff collected within Basin 36 is treated and attenuated by the dry detention area and through exfiltration trenches.

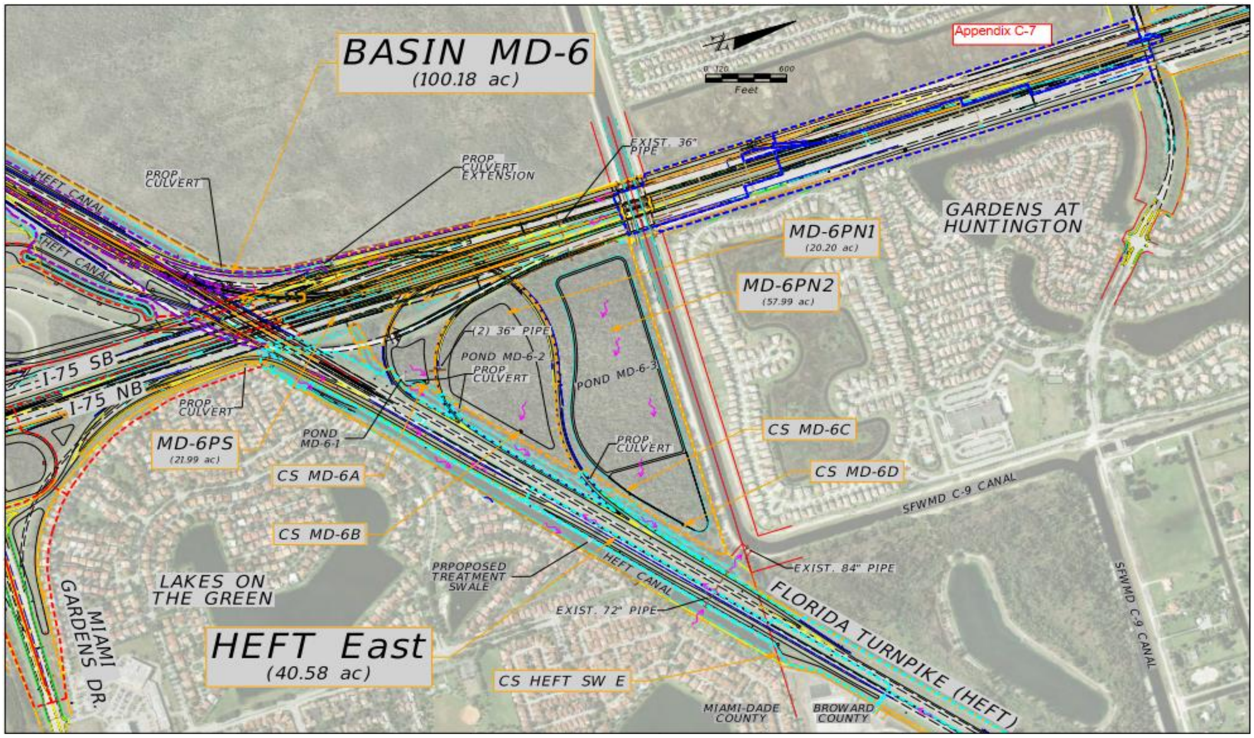

Figure 3-7 I-75 SMS NW 170th St to Turnpike

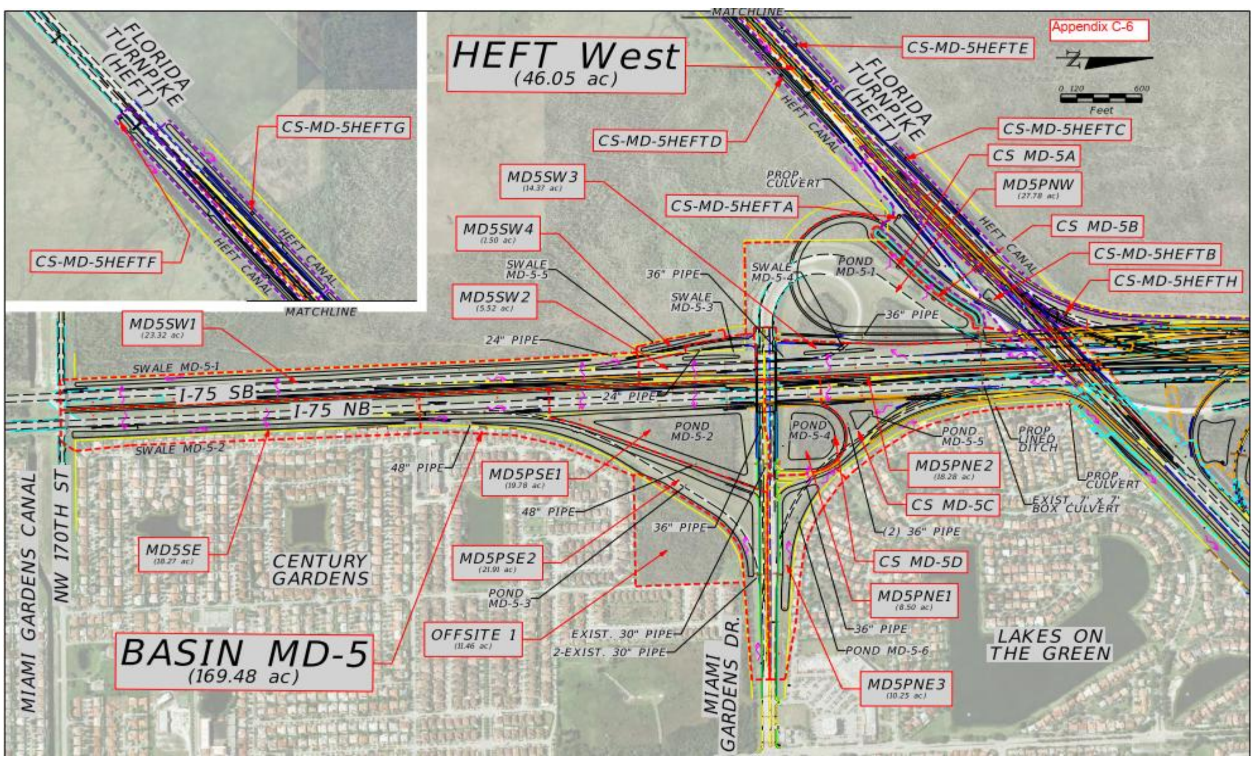

Figure 3-8 I-75 SMS - Turnpike to SFWMD C-9 Canal)

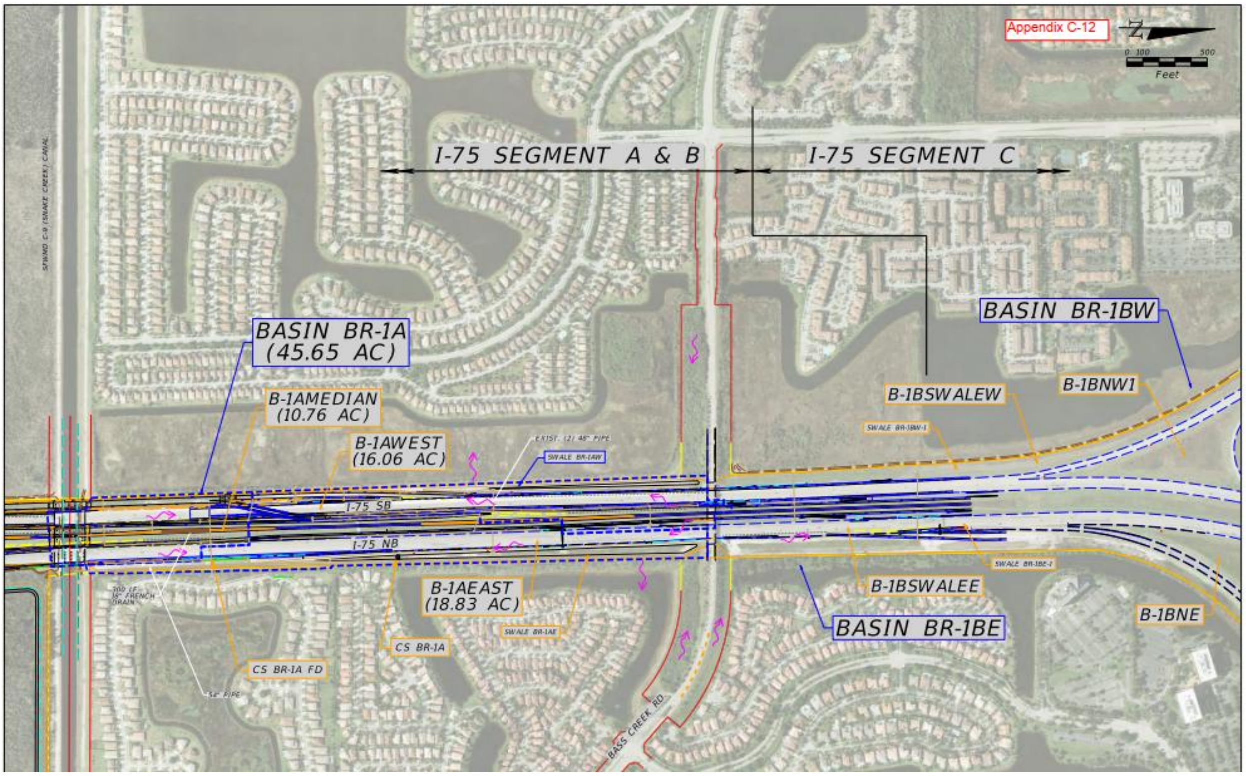

Figure 3-9 I-75 SMS - SFWMD C-9 Canal to Bass Creek Road

Table 3-4 Drainage Basins established under existing permit 06-06776-P		
Basin	**Drainage Area (Acres)**	**Existing Drainage System Description**
MD-5	169.48	Basin MD-5 is a composite basin covering the entire section of I-75 corridor from NW 170th Street to the HEFT (SR 821), and the Miami Gardens Drive interchange. Stormwater runoff from Basin MD-5 is treated and attenuated within linear dry detention swales and dry detention ponds located within the Miami Gardens Drive interchange. Basin MD-5 consists of **11 sub-basins** with dry detention swales along the roadway and dry detention ponds in the infield areas. The ponds are interconnected though equalizer pipes. Two (2) control structures are located on the north side of Pond MD 5-1 which discharge into the HEFT canal. One control structure is located at the north end of Pond MD 5-4 discharging into a cross-drain culvert under I-75 which flows into the HEFT canal, ultimately to the SFWMD C-9 Canal.
MD-6	100.18	Basin MD-6 is a composite basin covering the entire section of the I-75 corridor from the HEFT (SR 821) interchange to the SFWMD C-9 Canal. Stormwater runoff from Basin MD-6 will be treated and attenuated within dry and wet detention ponds located within the triangular parcel at the northeast quadrant of the HEFT interchange. Basin MD-6 consists of **three sub-basins** with dry detention ponds in the infield areas. The ponds are interconnected though equalizer pipes. Two control structures are located on the south side of Pond MD 6-2 and two at the south side of Pond MD 6-3 which discharge into the HEFT canal, ultimately to the SFWMD C-9 Canal.
HEFT West	46.05	The HEFT corridor is divided into two (2) primary basins, HEFT West (HEFT, west of the I-75 interchange) and HEFT East (HEFT, east of the I-75 interchange). Stormwater runoff from Basin HEFT West is treated and attenuated within linear dry detention roadside swales. Basin HEFT West consists of **eight sub-basins** with dry detention swales along the roadway. Control structures are located within each swale that discharges into the HEFT canal.
HEFT East	40.58	For Basin HEFT East, the installation of ramps along this section of the HEFT has eliminated a significant portion of the existing roadside treatment swales. Therefore, stormwater runoff from a portion of Basin HEFT East is treated and attenuated within a linear dry detention roadside swale discharge into the HEFT canal, ultimately to the SFWMD C-9 Canal. The remainder is discharged directly into the HEFT canal.
Basin BR-1	45.65	Basin BR-1 is a composite basin covering the entire section of the I-75 corridor from the Miami-Dade / Broward County line (north of the Snake Creek Canal (SFWMD C-9 Canal)) to the I-75/Pines Blvd. Interchange. Basin BR-1 is divided into four separate basins: BR-1A, Basin BR-1B, Basin BR-1C and Basin BR-1D. This project included Basin BR-1A and consisted of **three sub-basins (B-1A West, East and Median)** with dry detention swales and French Drains. These swales are interconnected with equalizer pipes. One (1) control structure was located at the south end of Swale BR-1AE that discharges into the SFWMD C-9 canal. One (1) control structure was be provided for the French Drain system and located adjacent to the east right-of-way line. The portion of Basin BR-1A (North of Bass Creek Road) included in this project was incorporated into the storm water management system for I-75 Segment C (Financial Project ID: 421707-4-52-01).

Based on review of FDOT's Straight-Line Diagram for I-75 within the project limits, there are a number of cross drains within the project corridor. The existing roadway crowns in each direction of travel moving stormwater runoff from the roadway pavement to the inside and outside shoulders to discharge into the barrier inlets. **Table 3-5** lists the existing cross drains with their approximate locations and details.

Table 3-5 Existing Cross Drains

Location (MP)	Type	Diameter (Culvert Dia. Or CBC Size)	Length (feet)	Discharge Swale Areas	Comment
MP 0.191	Concrete Culvert	16 in.	150	SB	
MP 0.230	Concrete Culvert	60 in.	485	NB	
MP 0.279	Concrete Culvert	16 in.	150	NB	
MP 0.645	Box Culvert	8' x 10'	999		To Graham Dairy Canal
MP 0.890	Concrete Culvert	24 in.	150	SB	
MP 1.075	Concrete Culvert	24 in.	150	SB	
MP 1.112	Concrete Culvert	24 in.	150	SB	
MP 1.410	Concrete Culvert	24 in.	164	NB	
MP 1.495	Concrete Culvert	24 in.	155	SB	
MP 1.505	Concrete Box Culvert	9' x 11'	400		I-75 over Graham Dairy Canal
MP 1.540	Concrete Culvert	16 in.	150	SB	
MP 1.642	Concrete Culvert (LT)	2 - 24 in.	150		
MP 1.642	Concrete Culvert (RT)	30 in.	158		
MP 1.722	Concrete Culvert	24 in.	151	SB	
MP 1.845	Concrete Culvert (LT)	24 in.	150		
MP 1.845	Concrete Culvert (RT)	24 in.	150		
MP 1.995	Concrete Culvert	24 in.	151	SB	
MP 2.110	Concrete Culvert	24 in.	180	NB	
MP 2.393	Concrete Culvert	24 in.	150	NB	
MP 2.640	Concrete Culvert	24 in.	150	NB	
MP 2.907	Concrete Culvert	30 in.	150	NB	
MP 3.150	Concrete Culvert	24 in.	150	SB	
MP 3.320	Concrete Culvert	24 in.	150	SB	
MP 3.446	Concrete Box Culvert	4' x 4'.	400		
MP 2.110	Concrete Culvert	24 in.	180	NB	
MP 3.530	Concrete Culvert (LT)	24 in.	150		
MP 3.530	Concrete Culvert (RT)	24 in.	150		
MP 3.641	Concrete Culvert	24 in.	150	NB	
MP 3.645	Concrete Culvert	24 in.	150		
MP 3.645	Concrete Culvert	24 in.	150		
MP 3.754	Concrete Culvert	24 in.	150	NB	
MP 3.760	Concrete Culvert (LT)	24 in.	150		
MP 3.760	Concrete Culvert (RT)	24 in.	150		
MP 3.870	Concrete Culvert (LT)	24 in.	150		
MP 3.870	Concrete Culvert (RT)	24 in.	150		
MP 3.990	Concrete Culvert (LT)	24 in.	150		

Table 3-5 Existing Cross Drains

Location (MP)	Type	Diameter (Culvert Dia. Or CBC Size)	Length (feet)	Discharge Swale Areas	Comment
MP 3.990	Concrete Culvert (RT)	24 in.	150		
MP 4.098	Concrete Culvert (LT)	24 in.	150		
MP 4.098	Concrete Culvert (RT)	24 in.	150		
MP 4.214	Concrete Culvert (LT)	2 - 24 in.	150		
MP 4.214	Concrete Culvert (RT)	2 - 24 in.	150		
MP 4.535	Concrete Culvert (LT)	24 in.	150		
MP 4.535	Concrete Culvert (RT)	24 in.	150		
MP 4.825	Concrete Culvert	16 in.	150	NB	
MP 4.996	Concrete Culvert	16 in.	150	SB	
MP 5.070	Concrete Culvert	24 in.	150	NB	
MP 5.152	Concrete Culvert	16 in.	150	NB	
MP 5.238	Concrete Culvert	16 in.	150	NB	
MP 5.242	Concrete Culvert	16 in.	150	NB	
MP 5.315	Concrete Culvert	16 in.	150	SB	
MP 5.390	Concrete Culvert	16 in.	150	SB	
MP 5.408	Concrete Culvert	16 in.	150	NB	

3.1.9 Floodplain Analysis:

The I-75 mainline and express lanes are elevated above the base floodplain. Floodplain compensation was provided within past projects by excavation for the proposed detention ponds located within the interchanges. A cup-for-cup compensation is typically not required if the 100-year post-development discharge is less than the 100-year pre-development discharge. The existing water management system provides the required 1-foot of freeboard and has the added benefit of containing the 100-year stage, thus providing the floodplain compensation. No net encroachment into the floodplain will be allowed with the proposed modifications to the corridor. There are existing dry swale retention systems on either side of portions of the existing SR-93 / I-75 corridor that may be impacted by any widening improvements to the corridor. Any loss of dry swale retention and associated stormwater storage will need to be replaced.

3.1.10 Existing Lighting

The existing lighting along the corridor consists primarily of high mast lighting along the mainline shoulder supplemented with dual arm conventional light poles within the median. The luminaires are typically High-Pressure Sodium (HPS) and will have to be replaced with LED type luminaires.

3.1.11 Existing Signage

Existing signs were identified and verified during the field review of the project corridor. A total of 31 sign structures were identified, with 19 along the northbound direction and 19 along the southbound direction. **Table 3-6** shows the summary of the signs along the corridor.

Table 3-6 Existing Signs

Structure Type	Northbound			Southbound			Total
	Mainline	Express Lanes	Ramp	Mainline	Express Lanes	Ramp	
Overhead	6	-	1	6	1	3	**17**
Cantilever	4	4	1	2	1	2	**14**
Bridge	2	-	-	4	-	-	**6**
Ground Mounted	1	-	-	-	-	-	**1**
Total	**13**	**4**	**2**	**12**	**2**	**5**	**38**

3.1.12 Existing Intelligent Transportation Systems

The I-75 corridor in Miami-Dade County is supported by an established Intelligent Transportation Systems (ITS) network operated by the FDOT District Six SunGuide Transportation Management Center (TMC). The TMC provides continuous, 24-hour monitoring and control using the statewide SunGuide® software platform. Existing ITS elements include closed-circuit television (CCTV) cameras for real-time incident detection and verification, microwave vehicle detection stations for monitoring traffic speeds and volumes, and dynamic message signs (DMS) for disseminating traveler information such as incidents, lane closures, and travel times. These systems are connected through a fiber-optic communications backbone that enables centralized control and regional coordination. The ITS infrastructure supports coordinated incident management with FDOT Road Rangers, Florida Highway Patrol, and emergency responders, helping improve traffic operations, incident response, and traveler information along the I-75 corridor in Miami-Dade County. **Figure 3-10 through 3-12** shows the locations of the existing CCTV cameras, DMS Signs and VDS along the corridor.

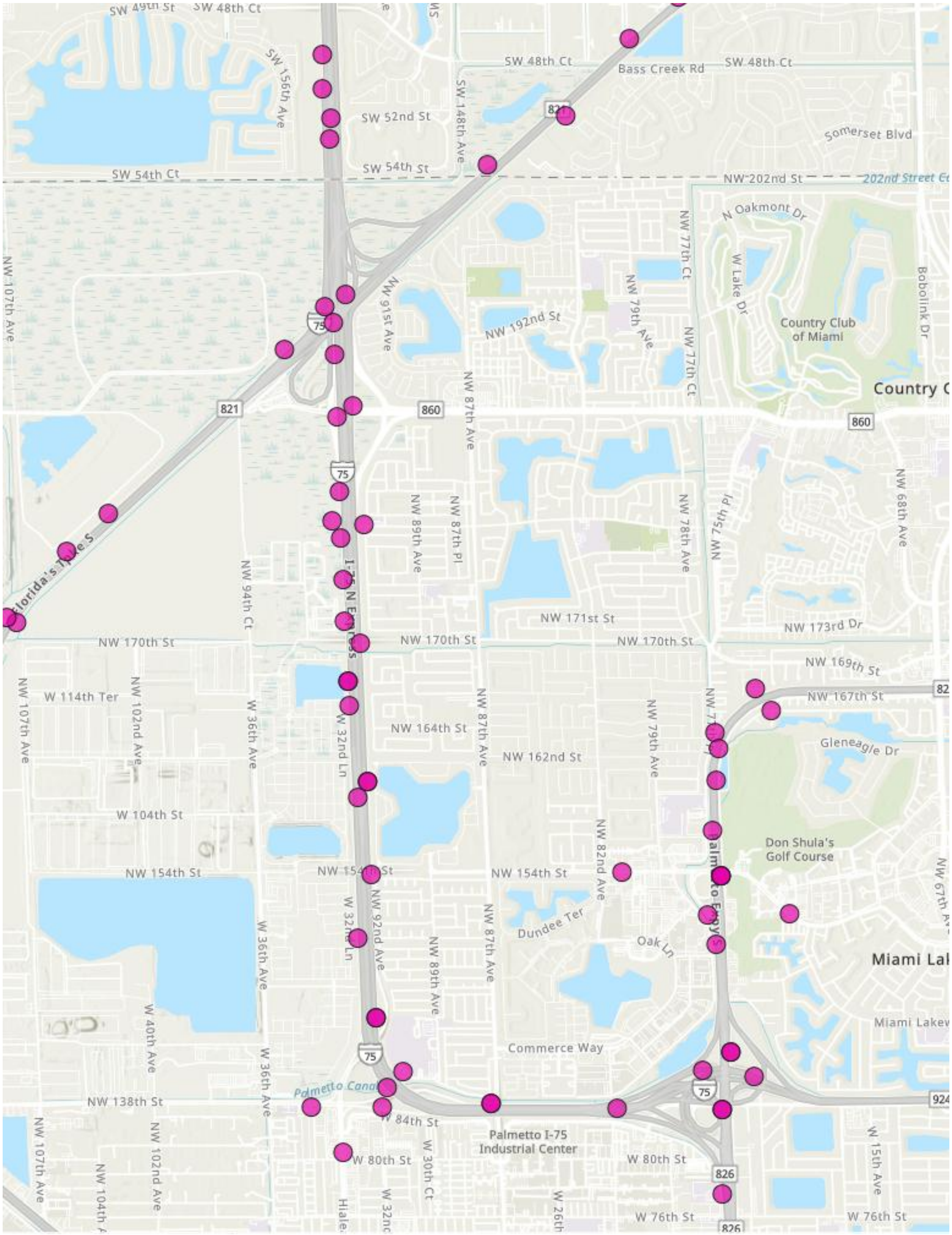

Figure 3-10 Existing CCTV Camera Locations

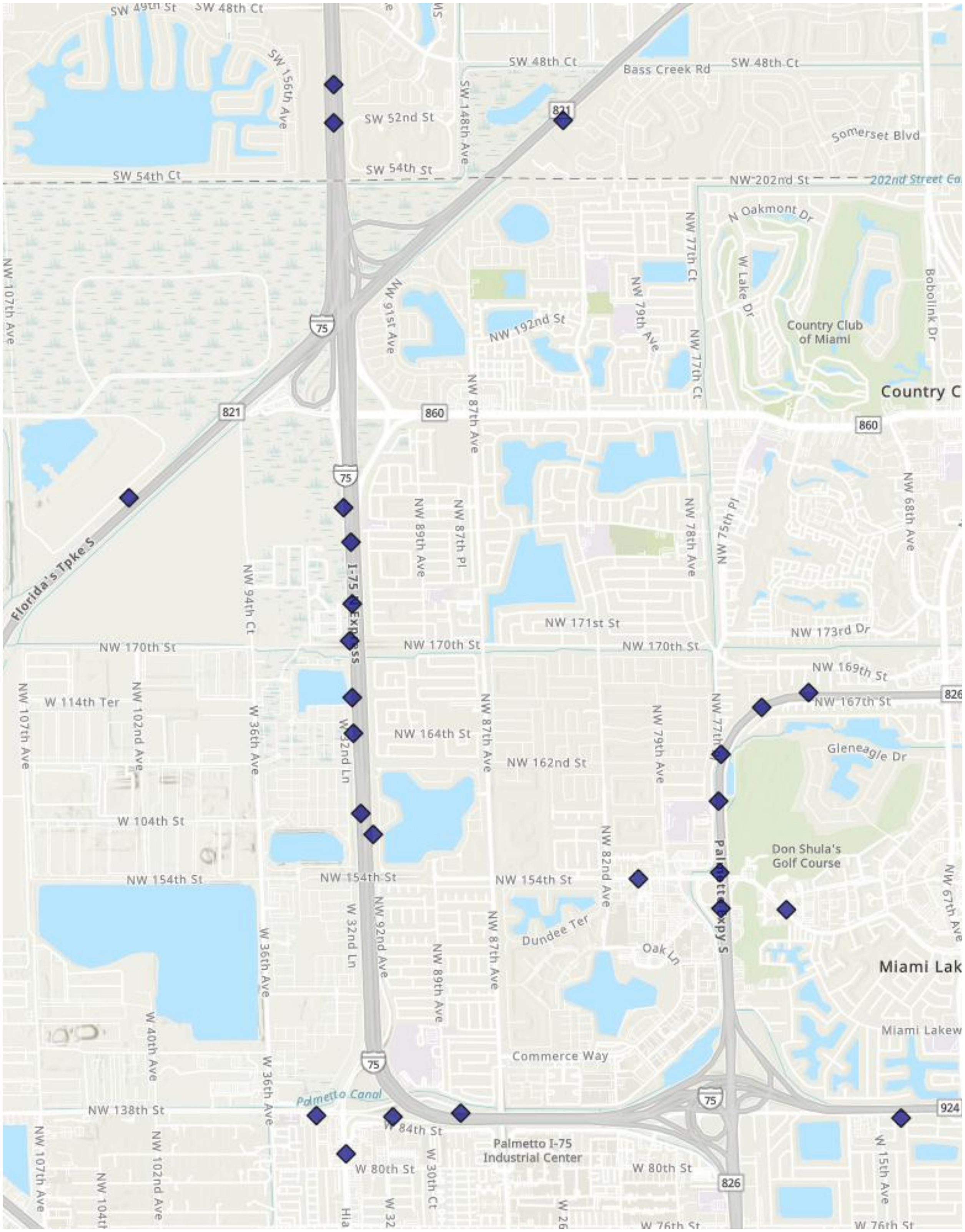

Figure 3-11 Existing DMS Sign Locations

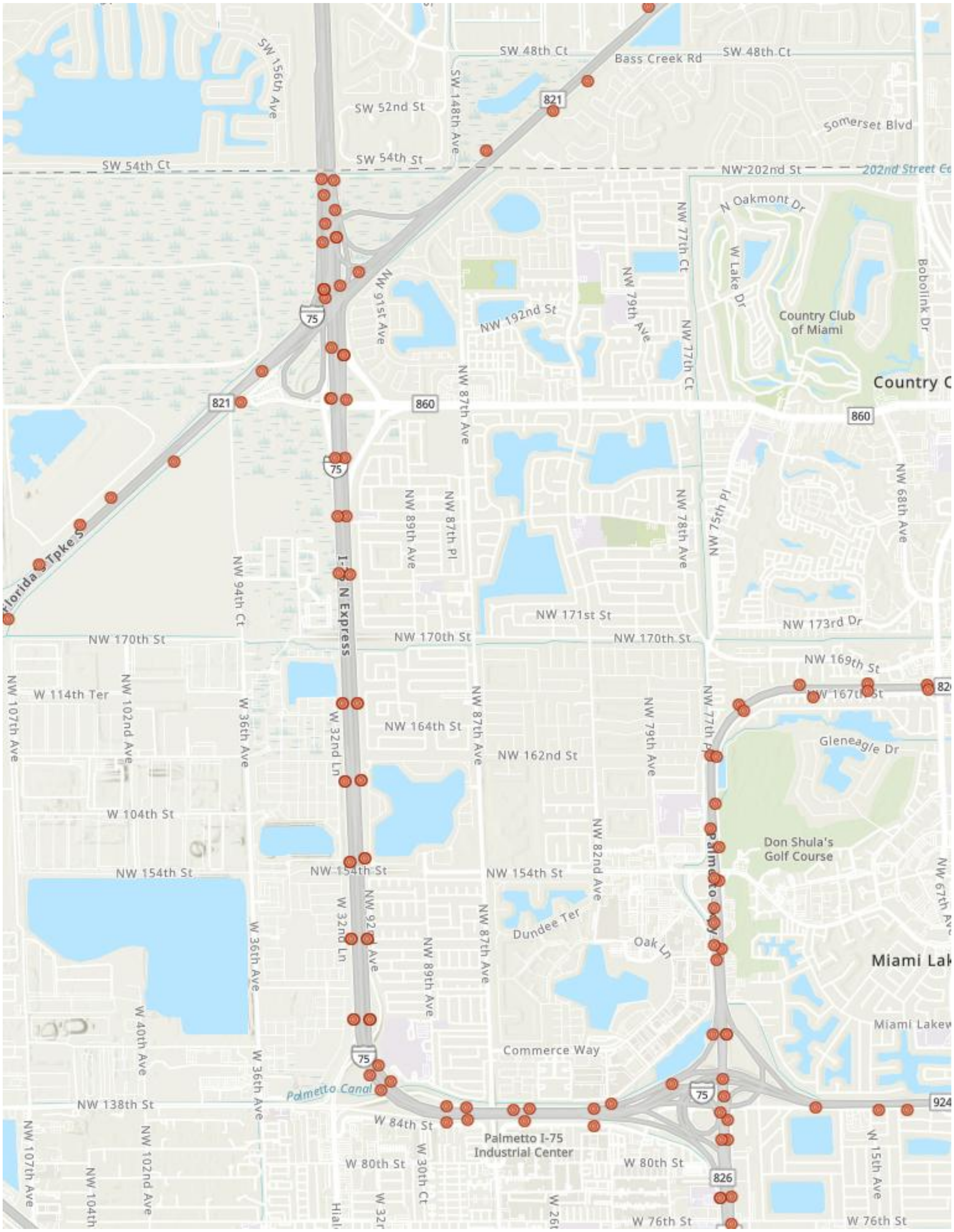

Figure 3-12 Existing VDS Locations

3.1.13 Express Lanes & Tolling

The I-75 Express Lanes within the project limits are median-located and designed to provide a reliable, congestion-managed travel option separate from the general-purpose lanes. The system generally consists of one express lane in each direction through Miami-Dade County, with physical separation using barrier walls or delineators depending on location. Access is limited to designated ingress and egress points, which helps preserve free-flow conditions and improve travel time reliability. The Express Lanes are fully integrated with Intelligent Transportation Systems (ITS), including vehicle detection, CCTV, and dynamic message signs, and are actively monitored and operated by FDOT District Six's Transportation Management Center to support day-to-day operations, incident management, and traveler information.

Tolling on the I-75 Express Lanes within the project limits uses a fully electronic, open-road tolling system operated in coordination with Florida's Turnpike Enterprise. Tolls are dynamically priced based on real-time traffic conditions in the Express Lanes, with the goal of maintaining average speeds of at least 45 mph. Toll amounts are displayed in advance on Toll Amount Dynamic Message Signs, and motorists are never charged more than the amount shown when they enter. All toll transactions are processed electronically using SunPass®, with enforcement supported through toll gantries, transponder verification, and license-plate recognition for toll violations. **Figure 3-13** shows the existing express lanes within the project limits.

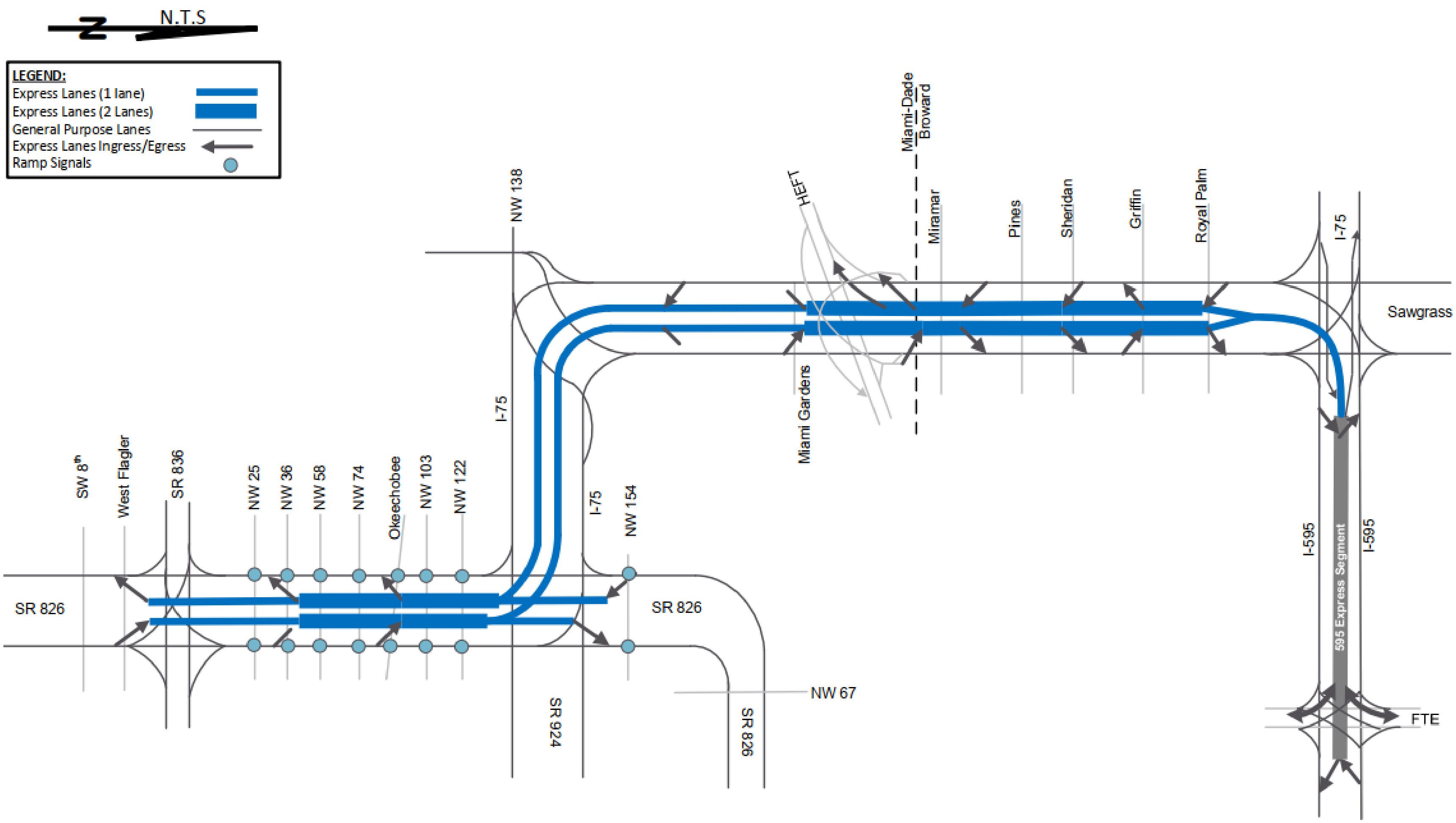

Figure 3-13 Existing Express Lanes System

3.1.14 Existing Utilities

An inventory of the Utility Agency Owners (UAOs) within the project limits was obtained through Sunshine 811 on December 15, 2025. Utilities include electric, gas, water, sewer, and communications. **Table 3-7** presents the UAOs that may be located within the project limits, their respective facilities, and contact information.

Table 3-7 Existing Utilities

Utility	Utility Type	Contact
Comcast Cable	CATV, Fiber	Ricardo Davidson (786) 586-8505
City Of Hialeah Gardens Water/Sewer	Sewer, Water	Kristopher Perez (305) 822-3017 X30
Florida City Gas City	Natural Gas	Michael Brad Termini (321) 213-8254
City Of Hialeah	Sewer, Water	Alex Medina (305) 556-3800 X2536
City Of Miramar	Re-Use Lines, Sewer, Water	Salvador Zuniga (954) 602-3323
Florida Gas Transmission	Gas	Joseph E. Sanchez (407) 838-7171
Florida Power & Light-- Broward	Electric	Edgar.Aguilar@Fpl.Com, Jamie.Purnell@Fpl.Com
Florida Power & Light-- Dade	Electric	Edgar.Aguilar@Fpl.Com, Jamie.Purnell@Fpl.Com
Florida Power & Light - South Fiber	Fiber	Wayne Kramer (561) 313-6891
Florida Power & Light - Subaqueous	Electric	Edgar Aguilar (386) 586-6403
Florida Power & Light-- Transmission	Electric	Eddie Freay (305) 938-1936
Hotwire Communications	CATV, Fiber, Telephone	Fernado Morales (954) 296-7765
MCI	Communication Lines, Fiber	Monica Hutto
Miami-Dade - Sewer	Sewer	Bethania Vergel (786) 268-5261
Miami Dade Expressway Authority - MDX	Electric, Fiber	Wady Cruz (786) 299-2549
Miami Dade Water	Water	Bethania Vergel (786) 268-5261
Crown Castle Ng	Fiber	Fiber Dig Team (800) 654-3110
A T & T/ Distribution	Telephone	Dino Farruggio G27896@Att.Com

3.2 Design Criteria and Standards

The design criteria are based on design parameters outlined in the current editions of the following publications. Applicable roadway design criteria for the project are presented in **Table 3-8 through 3-10**.

- A Policy on Geometric Design of Highways and Streets, American Association of State Highway Transportation Officials (AASHTO), 2018
- FDOT Design Manual, FDOT, January 2026
- Design Standards, FDOT, 2026-27
- FDOT Drainage Design Guide, FDOT, 2024
- Flexible Pavement Design Manual, FDOT, 2026
- Rigid Pavement Design Manual, FDOT, 2026
- Pavement Type Selection Manual, FDOT, 2019
- Highway Capacity Manual, Transportation Research Board, 2022
- Highway Safety Manual, Transportation Research Board, 2016
- Manual of Uniform Minimum Standards for Design, Construction and Maintenance of Streets and Highways (Florida Green Book), FDOT, 2023
- Manual of Uniform Traffic Control Devices (MUTCD) for Streets and Highways, FHWA, 11th Edition (2023)
- Project Development and Environment Manual, FDOT, 2024
- Project Traffic Forecasting Handbook, FDOT, 2024
- Roadside Design Guide, AASHTO, 2011
- Standard Specifications for Road and Bridge Construction, FDOT, 2026-27
- Structures Manual, FDOT, 2026
- Traffic Analysis Handbook, FDOT, 2021
- Interchange Access Request Users Guide, FDOT, 2025
- Utility Accommodation Manual, FDOT, 2017
- Managed Lanes Guidebook, FDOT, 2023
- Multimodal Access Management Guidebook, FDOT, 2023

3.2.1 Roadway Design Criteria

Table 3-8 Design Criteria for Freeways

Design Elements	Criteria	Source
Functional Classification	Urban Principal Arterial Interstate	FDOT Straight Line Diagram
Context Classification	N/A-LA Facility	FDM 200.4
Access Classification	Class 1 (Area Type 2)	FDM Table 201.4.1
Interchange Spacing	2 miles (Area Type 2)	FDM Table 201.3.1
Design Vehicle	WB-62FL	FDM 201.6
Design Speed/Posted Speed	70 mph / 70 mph	FDM Table 201.5.1
Lane Widths	12-ft	FDM 211.2
Outside / Right Shoulder Width	12-ft (10-ft paved)	FDM Table 211.4.1
Inside / Left Shoulder Width	12-ft (10-ft paved)	FDM Table 211.4.1
Auxiliary Lane Width	12-ft (10-ft paved)	FDM 211.2
Median Width	26-ft (with barrier)	FDM Table 211.3.1 FDM Table 211.3.1
Median Shoulder Width	12-ft (10-ft paved)	FDM Table 211.4.1
Border Width	94 10 when roadside barrier present	FDM 211.6
Bridge Width	Travel Lanes + 10-ft Shoulders	FDM 260.1.1 Figure 260.1.1
Structural Capacity	HL-93 Design Load	AASHTO LRFD 2018
Vertical Clearance		
Bridge over Roadway	16-ft – 6-inch	FDM Table 260.6.1
Roadway Over Railroad	23-ft – 6-inch	FDM Table 260.6.1
Overhead Sign Structure	17-ft – 6-inch	FDM 210.10.3
Roadway Over Canal	2-ft above design flood stage elevation. 6-ft above normal high water in tidal waters or regulated / controlled lakes and canals	FDM 260.8.1
Min. Base Clearance	3-ft	FDM 210.10.3
Grades		
Maximum	3% (70 mph)	FDM Table 211.9.1
Cross Slopes		
Travel Lanes	Inside lanes sloped towards the median @ 0.02 when more than 3 lanes Remaining lanes sloped towards the outside @ 0.02 for first two lanes and @ 0.03 thereafter	FDM 211 Fig 211.2.1
Outside / Right Shoulder Width	6%	FDM Table 211.4.2

Table 3-8 Design Criteria for Freeways

Design Elements	Criteria	Source
Inside / Left Shoulder Width	5%	
Bridge Deck	2% in each direction with no break in slope	FDM 210.2.4 FDM 260.4
Max algebraic difference between adjacent through lanes	4%	FDM Fig 211.2.1
Max algebraic difference at turning road terminals	DS < 35 mph: 6% DS 35 mph or more: 5%	FDM 210.2.4 FDM Table 211.2.2
Maximum Shoulder Cross Slope Break	6%	FDM 210.4.1 FDM Figure 210.4.2
Superelevation		
Maximum Superelevation Rate	emax = 10%	FDM 211.8
Superelevation Transition Rate	1:190 for 4 or more lanes	FDM Table 210.9.3
Superelevation Ratio	20:80 preferred, 50:50 minimum	FDM Table 210.9.3
Horizontal Alignment		
Min. Length of Horizontal Curves	15V min = 1050-ft 30V preferred = 2100-ft	FDM 211.7.2
Maximum deflection without curve	0° 45' 00"	FDM 211.7.1
Maximum curvature	3° 00'	FDM Table 210.9.1
Auxiliary lane length	Minimum 2500-ft in advance of the exit or after entry	AASHTO 2018 Section 10.9.5.10
Vertical Alignment		
Max Change in Grade w/o Curve	0.20%	FDM Table 210.10.2
Min. Length of Crest Curve	Crest (Open Highway): L=KA but not < 1000-ft Crest (Within Interchanges): L=KA but not < 1800-ft	FDM Table 211.9.3
Minimum Length of Sag Curve	L=KA but not <800-ft	FDM 211.9.3
Minimum Crest K-Value	506	FDM 211.9.2
Minimum Sag K-Value	206	FDM 211.9.2
Stopping Sight Distance	Interstate: 820-ft + adjustments	FDM Table 210.11.1
Recoverable Terrain	36-ft	FDM Table 215.2.1
Horizontal Clearance		

Table 3-8 Design Criteria for Freeways

Design Elements	Criteria	Source
Bridge Piers	Outside Clear Zone	FDM Table 215.2.2
Above ground fixed objects (e.g., utility poles, ITS poles, and other obstacles)	Outside Clear Zone	FDM Table 215.2.2
Light Poles	20-ft from travel lanes 14-ft from auxiliary lanes, or Clear Zone width, whichever is less.	FDM Table 215.2.2
Drop-off and Canal Hazards	60-ft from travel lanes (≥50 mph)	FDM 215.3.2
Median Width	26-ft with Barrier wall	FDM Table 211.3.1
Border Width	94-ft	FDM 211.6
Roadway Base Clearance	3.0-ft above SHGW Elev.	FDM 210.10.3
Roadside Slopes		
Front Slope	1:6 for fills <5-ft 1:6 to edge of CZ then 1:4 for fills 5-ft-10-ft 1:6 to edge of CZ then 1:3 for fills 10-ft-20-ft 1:2 (with guardrail) for fills >20-ft	FDM Table 215.2.3
Back Slope	1:4 or 1:3	
Transverse Slope	1:10 or Flatter	

3.2.2 Interchange Ramps & CD Roads Design Criteria

Table 3-9 Design Criteria for Interchange Ramps & CD Roads		
Design Elements	**Criteria**	**Source**
Design Vehicle	WB-62FL	FDM 201.6
Design Speed/Posted Speed		
Connector Ramps	50 mph	AASHTO 2018 Table 10-1
Travel Lane Widths		
One-Lane Ramps	15-ft	FDM 211.2.1
Two-Lane Ramps	24-ft (12-ft each)	
Shoulder Width		
Outside / Right Shoulder Width	6-ft (4-ft paved) – One-Lane Ramps 12-ft (10-ft paved) – Two-Lane Ramps	FDM Table 211.4.1
Inside / Left Shoulder Width	6-ft (2-ft paved) – One-Lane Ramps 8-ft (4-ft paved) – Two-Lane Ramps	
Bridge Width		
One-Lane Ramps	Travel Lanes + 6-ft Shoulders	FDM Figure 260.1.1
Multi-Lane Ramps	Travel Lanes + 10-ft Outside and 6-ft Inside Shoulders	
Structural Capacity	HL-93 Design Load	AASHTO LRFD 2018 (Section 5.2.3, Table 5-6)
Vertical Clearance		
Ramp over Roadway	16-ft –6-inch	FDM Table 260.6.1
Ramp Over Railroad	23-ft – 6-inch	FDM Table 260.6.1
Pedestrian Bridge over roadway	17-ft – 6-inch	FDM 210.10.3
Overhead Sign Structure	17-ft – 6-inch	FDM 210.10.3 TPPPH (2012) Section 2.103
Ramp Over Canal	2-ft min above Design Flood Stage and Bridge Low Member Elev. & 6-ft above normal high water in tidal waters or regulated /controlled lakes and canals	FDM 260.8.1
Grades	3% Max – LA Facility 6% Max – Ramps	FDM Table 211.9.1
Cross Slopes		
Travel Lanes	2% Min, varies for superelevated segments	FDM Figure 211.2.1
Outside / Right Shoulder	6%	FDM Table 211.2.3
Median / Left Shoulder	5%	
Maximum Shoulder Cross Slope Break	5%	FDM Table 211.2.2

Table 3-9 Design Criteria for Interchange Ramps & CD Roads		
Design Elements	**Criteria**	**Source**
Superelevation (e)		
Maximum Superelevation Rate	emax = 10%	FDM 211.8
Superelevation Transition Rate	1:200 – Connector Ramps	FDM Table 210.9.3
Superelevation Ratio	20:80 preferred 50:50 minimum	FDM 210.9.1 Standard Index 510
Horizontal Alignment		
Min. Length of Horizontal Curves	15V min	FDM 211.7.2
Maximum deflection without curve	2° 00' 00" (Connector Ramps)	FDM 211.7.1
Maximum curvature	17°45'00" (35 mph)	FDM Table 210.9.1
Exit Ramp Taper Angle	4°±	FDM 211.13 Standards Index 525
Ramp Entrance Taper Length	1:50	Standards Index 525
Lane Drop Taper	1:50 min., 1:70 Desirable	AASHTO 2018 Figure 10-54
Ramp Terminal Spacing		
Entrance - Entrance or Exit - Exit	1000-ft for freeways 800-ft for CD Road system	FDM Fig 211.12.1
Exit - Entrance	500-ft for freeways 400-ft for CD Road system	
Turning Roadways	800-ft for system interchange 600-ft for service interchange	
Entrance - Exit	2000-ft for system to service – freeways 1600-ft for service to service – freeways	
Vertical Alignment		
Max Change in Grade w/o Curve	0.8 % (40 mph)	FDM Table 210.10.2
Min. Length of Crest Curve	L=KA but not <120-ft	FDM Table 211.9.3
Minimum Length of Sag Curve	L=KA but not < 120-ft	FDM Table 211.9.3
Minimum Crest K-Value	70 (40 mph)	FDM Table 210.10.3
Minimum Sag K-Value	64 (40 mph)	FDM Table 210.10.3
Stopping Sight Distance	305-ft (40 mph)	FDM Table 211.10.2
Horizontal Clearance		
Bridge Piers	Outside Clear Zone	FDM Table 215.2.2

Table 3-9 Design Criteria for Interchange Ramps & CD Roads		
Design Elements	**Criteria**	**Source**
Above ground fixed objects (e.g., utility poles, ITS poles and other)	Outside Clear Zone	FDM Table 215.2.2
Light Poles	20-ft from travel lanes 14-ft from auxiliary lanes or Clear Zone Width, whichever is less.	FDM Table 215.2.2
Drop-off and Canal Hazards	50-ft from travel lanes (Flush shoulder) 40-ft from travel lanes (Curbed Shoulder)	FDM 215.3.2
Border Width	94-ft	FDM 211.6
Recoverable Terrain	10-ft - One-Lane Ramps (35 mph) 14-ft –Multi Lane Ramps (35 mph)	FDM Table 215.2.1
Roadway Base Clearance		
Ramp Proper	2.0-ft above SHGW Elev.	FDM 210.10.3
Low Point on-ramps at Crossroads	1.0-ft above SHGW Elev.	

3.2.3 Arterial Roadway Design Criteria

Table 3-10 Design Criteria for Arterials		
Design Element	**Criteria**	**Source**
General		
Functional Classification	Minor Arterial	FDM 210, FDOT Straight Line Diagram
Context Classification	C4 – Urban General	FDM 200.4
Design Vehicle	WB-62FL, Articulated Bus	FDM 201.6.2
Design Speed/Posted Speed	30-45 mph max	FDM Table 201.5.1
Roadway Elements		
Through Lane Width	11 Thru & Aux. (DS: 40-45 mph)	FDM Table 210.2.1
Turn Lane Width	11-ft Minimum	FDM Table 210.2.1
Bike Lane Width	4-ft Minimum	FDM Table 223.2.1
Sidewalk Width	Minimum 6-ft	FDM Table 222.2.1
Shoulder Width	4-ft paved (minimum)	FDM Table 210.4.1
Border Width	14-ft desires 8-ft when R/W cannot be acquired	FDM Table 210.7.1
Median Width	22-ft (recommended) May be reduced to 19.5 for 45 mph and 15.5 for 40 mph	FDM Table 210.3.1
Horizontal Clearance		
Above ground fixed Objects	DS = 25-35 mph: 1.5-ft DS = 40-45 mph: 4-ft DS > 45 mph: Outside Clear Zone	FDM 215, Table 215.2.2
Light Poles	DS = 25-35 mph: 1.5-ft DS = 40-45 mph: 4-ft DS > 45 mph: 20-ft from Travel Lane, 14-ft from Auxiliary Lane, or Clear Zone width	FDM Table 215.2.2
Drop-off and Canal Hazards	50-ft from travel lanes	FDM Figure 215.3.1
Horizontal Geometry		
Maximum Deflection in Alignment without Curve		FDM Table 210.8.1
Length of Horizontal Curves (ft)	40 mph: 600-ft, 45 mph: 675-ft	FDM Table 210.8.1
Horizontal Curve Radius	694-ft (DS: 45 mph)	FDM Table 210.8.2
Maximum Curvature of Horizontal Curves	20°00’00” (DS: 25 mph) 08°15’00” (DS: 50 mph)	FDM Table 210.9.2
Superelevation	e (max) = 0.05	FDM 210.9.2

Table 3-10 Design Criteria for Arterials		
Design Element	**Criteria**	**Source**
Superelevation Transition	80/20 to 50/50	FDM 210.9.2
Minimum Superelevation Transition Rate	1:100 (DS 25-35 mph) 1:125 (DS 40 mph) 1:150 (DS 45 mph)	FDM Table 210.9.3
	Vertical Geometry	
Grades (%)	8 (DS: 25-30 mph) 7 (DS: 35-40 mph) 6 (DS: 45-50 mph	FDM Table 210.10.1
Maximum Change in Grade Without a Vertical Curve	1.00% (DS: 25-30 mph) 0.90% (DS: 35 mph) 0.80 (DS: 40 mph) 0.70% (DS: 45 mph) 0.60% (DS: 50 mph)	FDM 210.10.1, Table 210.10.2
Minimum K value for Sag Vertical Curves	37 (DS: 30 mph) 49 (DS: 35 mph) 64 (DS: 40 mph) 79 (DS: 45 mph) 96 (DS: 50 mph)	FDM Table 210.10.3
Minimum K value for Crest Vertical Curves	31 (DS: 30 mph) 47 (DS: 35 mph) 70 (DS: 40 mph) 98 (DS: 45 mph) 136 (DS: 50mph)	FDM Table 210.10.3
Minimum Lengths of Sag Vertical Curves (ft)	90-ft (DS: 30 mph) 105-ft (DS: 35 mph) 120-ft (DS: 40 mph) 135-ft (DS: 45 mph) 200-ft (DS: 50 mph)	FDM Table 210.10.4
Minimum Lengths of Crest Vertical Curves (ft)	90-ft (DS: 30 mph) 105-ft (DS: 35 mph) 120-ft (DS: 40 mph) 135-ft (DS: 45 mph) 300-ft (DS: 50mph)	FDM Table 210.10.4
	Vertical Clearance	
Ramp Over Roadway	16.5-ft	FDM Table 260.6.1
Ramp Over Railroad	23.5-ft	FDM Table 260.6.1
Pedestrian Bridge Over Roadway	17.5-ft	FDM Table 260.6.1
Overhead Sign Structure	17.5-ft	FDM Table 260.6.1
Roadway Over Canal	2-ft above design flood stage elev. 6-ft above normal high water in tidal waters or regulated / controlled lakes and canals	FDM Table 260.8.1
Min. Base Clearance (ft)	2-ft – Ramp proper 1-ft – Low point at crossroad	FDM Table 260.10.3

Table 3-10 Design Criteria for Arterials		
Design Element	**Criteria**	**Source**
Stopping Sight Distance (Grades ≤ 2%)	200-ft (DS: 30 mph) 250-ft (DS: 35 mph) 305-ft (DS: 40 mph) 360-ft (DS: 45 mph) 425-ft (DS: 50 mph) Other grades require adjustments	FDM 210.10.3
Structures (General)		
Travel Lane Widths (ft)	Travel lane widths are to match the approach roadway lane widths. (See Roadway Criteria)	FDM 260.2
Bridge Width (ft)	<u>3+ lanes in one direction</u>: width of travel lanes plus 10-ft outside and median shoulders <u>1 lane ramps</u>: width of travel lane plus 6-ft left and right shoulders <u>2 lane ramps</u>: width of travel lane plus 6-ft left and 10-ft right shoulder	FDM Figure 260.1.1
Bridge Median (divided highways)	• median > 20-ft = separate structures • median < 10-ft = single structure • median 10-ft – 20-ft = single structure	FDM 260.5
Cross Slope (%)	2%	FDM 260.4

3.2.4 Drainage Design Criteria

Drainage design and construction criteria for the proposed improvements will adhere to the 2025 FDOT Drainage Manual (D.M.) and applicable permit agency standards and will comply with the recommended standard practices as set forth in **Table 3-11**.

Table 3-11 Design Criteria for Drainage

Design Element	Criteria	Source
Cross Drains	50-Year design frequency	D.M. Section 4.3.1
Design Tailwater		
All Conditions	Conditions vary with outfall	D.M. Section 3.4
Time of Concentration (TOC)	Minimum TOC of 10 Minutes Other TOC calculations to follow NRCS TR-55	D.M. Section 3.5.1
Pipe Slopes		
Minimum	Min. slope to produce v=2.5-ft./sec and v≤15-ft./sec when flowing full.	D.M. Section 3.6.1
Manning's "n" Coefficient		
Pipes	0.012 (smooth pipes) 0.024 (corrugated metal pipe)	D.M. Section 3.6.4
Asphalt (rough texture)	0.016 Asphalt Pavement	D.D.G. Table B-2
Grades		
Longitudinal Gutter Grade	minimum gutter grade is 0.3%	D.M. Section 3.8.1
Spread Standards		
Design Speed ≤ 45	Keep ½ travel lane clear	D.M. Section 3.9
45 < Design Speed <55	Keep 8-ft. of travel lane clear	
Design Speed >55	No encroachment into the lane	
Pipe Size and Length		
Trunk Line	18-in Minimum Diameter.	D.M. Section 3.10.1
Max Length Between Structure	18 in. Pipe=300-ft. 24 in. to 36 in.=400-ft. ≥42 in.=500-ft.	D.M. Section 3.10.1
Ground Water Clearance		
Dry-retention	Pond bottom minimum 1-ft. above SHGWT	B.M.P. Section VIII
Freeboard		
Storm Drain	Minimum 1-ft. Below Theoretical Gutter Elevation	D.D.G. Section 6.5
Ponds	Minimum 1-ft. above peak design stage	D.M. Section 5.4.4.2
Roadside Swale	Minimum of 0.5-ft. freeboard	D.M. Section 5.4.4.2
Stormwater Management System		
Water Quality	Water quality standards, as set forth in Chapter 62-302, Florida Administrative Code.	ERP II 4.1.1
Discharge Limitations	Historic Discharges, Post ≤ Pre	ERP II 3.2

3.3 Alternatives to be Considered

3.3.1 No-Build Alternative

The No-Build Alternative serves as the baseline condition for evaluating the potential benefits and impacts of proposed interchange improvements along the I-75 corridor between SR 860/Miami Gardens Drive and NW 138 Street. Under this alternative, no new access points, roadway modifications, or interchange enhancements would be constructed within the study area. The existing configuration of I-75—including its general-use lanes, express lanes, interchanges at SR 860 and NW 138 Street, and overpass crossings at NW 154 Street and NW 170 Street—would remain unchanged. The No-Build Alternative incorporates all committed transportation improvements and land use assumptions included in the Miami-Dade TPO adopted 2050 Long Range Transportation Plan (LRTP). This includes planned extensions of NW 154 Street and NW 170 Street to NW 97 Avenue, as well as the significant traffic demand generated by future developments such as American Dream Miami and Graham Properties.

3.3.2 Build Alternative 1: Full Collector–Distributor (CD) System

The FDOT District 6 completed the I-75 Planning Study Technical Memorandum (**Appendix C**) to conceptually evaluate potential new or modified interchange access to I-75 between SR 860/Miami Gardens Drive and NW 138 Street in response to Miami-Dade TPO Resolution #44-2021. The study concluded that the Full CD System alternative provided the greatest operational benefit by diverting a substantial portion of future traffic away from I-75, improving levels of service over a longer corridor segment, and avoiding the creation of new Interstate access points. The Full Collector–Distributor (CD) System alternative includes the construction of a continuous, one-way, two-lane CD roadway on both sides of I-75 between SR 860/Miami Gardens Drive and NW 138 Street. (See **Appendix C**)

3.3.3 Build Alternative 2: Mainline Widening

The mainline widening alternative would widen the existing I-75 mainline to increase general purpose lane capacity and address existing and projected congestion. The improvement would consist of adding at least one additional general-purpose lane in each direction, primarily to the outside while minimizing impacts on adjacent properties and environmental resources. The proposed alternative will also include new ramps to provide access to the proposed interchanges at NW 154th Street and NW 170th Street. Due to the proximity of these cross streets, partial interchanges as well as braided ramps may be required to minimize weaving and the associated operations concerns.

3.3.4 Additional Improvements for Consideration

The FDOT District 6 Planning Office completed the I-75 Corridor Assessment Memorandum (See **Appendix D**) to assess the I-75 corridor between SR 826 and south of Miramar Parkway by identifying which previously planned improvements have been constructed and documenting the remaining pending improvements to support future project development. Below are the list of pending improvements which should be evaluated for inclusion in this PD&E Study.

SR 826 (Palmetto Expressway) Corridor and System Interchange

- New and widened ramps at the I-75/SR 826 system-to-system interchange, including:
  - A new two-lane SR 826 northbound off-ramp to SR 924 eastbound/NW 154 Street.
  - Widening of the I-75 southbound to SR 826 northbound off-ramp to two lanes.
  - A new direct I-75 southbound ramp to SR 826 northbound, bypassing the SR 826 CD system.

I-75 Mainline and Express Lanes (SR 826 to County Line)

- Addition of a northbound auxiliary lane between NW 138 Street and Miami Gardens Drive.
- Addition of a second northbound express lane between NW 138 Street and south of Miami Gardens Drive.

NW 138 Street Interchange

- NW 138 Street ramp terminal improvements, including additional through and left-turn lanes.
- Previously planned braided ramps northbound and southbound in this area.

SR 860 / Miami Gardens Drive Interchange

- Construction of a northbound CD system serving Miami Gardens Drive and Turnpike, including loop-ramp reconfiguration.
- Miami Gardens Drive westward extension to NW 97 Avenue.
- Additional ramp terminal lane improvements at the eastbound and northbound approaches.

3.4 Engineering Analysis

3.4.1 Geometric Design

Geometric design for the proposed improvements along I-75 between SR 860/Miami Gardens Drive and NW 138 Street must conform to current FDOT standards for limited-access facilities while addressing site-specific constraints at NW 170 Street and NW 154 Street. I-75 is classified as an Access Class 1 facility, which requires fully controlled access and a minimum 2-mile interchange spacing in urban areas outside central business districts. Within the study limits, NW 170 Street lies less than one mile south of the SR 860/Miami Gardens Drive interchange, and NW 154 Street lies less than one mile north of the NW 138 Street interchange, making interchange spacing a critical geometric and policy constraint for any new or modified access.

3.4.2 Potential Drainage Impacts

Both the Full Collector–Distributor (CD) System and the Mainline Widening alternatives would create notable drainage impacts along the I-75 corridor due to their use of the existing swale areas that currently serve as the primary roadway drainage system. Because each alternative expands the paved footprint within the I-75 right-of-way, the ability of the existing swales to store, convey, and treat stormwater would be significantly reduced, requiring substantial modifications to how drainage is provided within the corridor.

Under the Full CD System, drainage impacts are extensive. The continuous CD roadways occupy nearly the entire swale area between SR 860/Miami Gardens Drive and NW 138 Street, eliminating the existing drainage infrastructure along much of the corridor. As a result, a new drainage strategy would be required to handle stormwater runoff generated by both the interstate mainline and the proposed CD roads. Two potential mitigation approaches were identified: shared-use drainage facilities, coordinated with adjacent developments and borrow pits west of I-75 (pending available capacity and agreements), or the installation of French drain systems throughout the project corridor. Additional analysis would be necessary to determine whether these systems could accommodate required storage, conveyance, and water quality treatment. The scale and length of the CD system make drainage a major design and cost consideration.

The Mainline Widening also impacts drainage but to a lesser extent, due to the potentially smaller roadway footprint. However, the proposed widening will impact the existing swale area, preventing continued use of the current drainage facilities. Similar to the CD System, potential solutions include shared-use drainage with nearby properties or installation of French drains. While the drainage modifications are substantial with the mainline widening Alternative, their overall magnitude is smaller than those associated with the CD System because the footprint of improvements is more limited.

In summary, both alternatives would require replacement or reconfiguration of existing drainage systems due to encroachment into swale areas. Each alternative will require detailed hydrologic and hydraulic analysis during future PD&E phases to determine feasible drainage solutions and confirm compliance with stormwater management criteria.

3.4.3 Temporary Traffic Control

Construction of either the Full Collector–Distributor (CD) System or the Mainline Widening alternative will require a comprehensive Temporary Traffic Control (TTC) strategy to maintain safe and efficient travel along I-75 and the surrounding roadway network. Because both alternatives involve significant modifications to interstate ramps, local street connections, and bridge structures, the MOT approach must incorporate phased construction, staged traffic shifts, and targeted lane closures to ensure continuous mobility for interstate and local traffic.

The TTC requirements for both alternatives will be extensive. Construction activities will likely require long-term shoulder closures, temporary lane shifts within the mainline, and nighttime or off-peak lane closures to accommodate major drainage work, noise wall removal and reconstruction, and tie-ins of new ramps to the interstate. Bridge replacements at NW 154 Street and NW 170 Street will require advanced planning to maintain east–west connectivity; short-term closures, detours, or phased bridge construction are expected. Temporary adjustments to ingress and egress points may be needed while existing ramps are reconstructed or relocated, requiring clear signage and motorist communication to maintain driver expectancy and reduce confusion. The limited spacing between cross streets may constrain available staging areas, requiring careful sequencing to minimize operational impacts on both the interstate and local streets.

Coordination with local agencies, emergency responders, and nearby developments would be essential to minimize disruption. For both alternatives, TTC planning will need to prioritize:

- Minimizing disruptions to interstate traffic through nighttime and off-peak closures where feasible.
- Providing clear signing, message boards, and public information to facilitate changes in ramp access and temporary travel patterns.
- Ensuring emergency vehicle access and coordination with local agencies.
- Protecting workers and motorists through appropriate barrier systems, buffer spaces, and reduced speed zones within construction areas.

Overall, the TTC approach will be a critical component of project development for either alternative. Preliminary TTC plans should be developed during PD&E Phase, building on these high-level considerations and incorporating specific construction sequencing, traffic modeling, and stakeholder coordination.

3.4.4 Transportation Systems Management and Operations Considerations

Implementation of Transportation Systems Management & Operations (TSM&O) strategies for either build alternative will require a coordinated set of infrastructure, operational, and institutional components to ensure safe and efficient corridor performance. Because the proposed improvements alter access, traffic distribution, and driver behavior along I-75, NW 170 Street, and NW 154 Street, TSM&O elements must be incorporated early in project development and carried through design, construction, and post-construction operations.

1. Integration With FDOT District 6 Traffic Management Center (TMC)

TSM&O deployment must ensure seamless integration with existing District 6 systems, including:

- Real-time CCTV feeds
- Traffic detectors, Bluetooth/Wi-Fi sensors, or radar units
- Managed lane monitoring
- Device health monitoring and reporting

All new field devices must be compatible with SunGuide® software and meet FDOT ITS standards.

2. Expansion of Intelligent Transportation Systems (ITS) Infrastructure

To support the operational changes introduced by either alternative, the project will require:

- Additional CCTV cameras for incident detection near new/modified ramps
- Vehicle detection stations on CD roads and new ramps
- Fiber-optic communications to tie devices into the existing backbone
- ITS power supply upgrades, including service cabinets and conduit

Any new roadways must include TSM&O infrastructure to ensure full operational visibility.

3. Enhanced Motorist Information and Wayfinding

Both alternatives introduce changes in driver decision-making, requiring:

- Dynamic Message Signs (DMS) at strategic locations upstream of exit points
- Static guide sign upgrades, consistent with MUTCD and FDOT signing standards
- Advance notification signage for modified ingress/egress points
- Lane assignment and directional signing tailored to new movements

The Full CD System especially requires enhanced signing because drivers must exit up to 2.7 miles before their destination.

4. Ramp and Interchange Safety Countermeasures

New ramp geometries and spacing constraints require:

- Ramp queue detection systems
- Speed feedback signs approaching the ramp terminals
- High-visibility pavement markings and lighting
- Wrong-way driving detection, if applicable to modified ramp terminals

5. Traffic Signal Coordination and Optimization

Projected changes in volume on NW 170 Street, NW 154 Street, NW 87 Avenue, and SR 860/Miami Gardens Drive require:

- Retiming and re-coordination of upstream/downstream signals
- Evaluation for adaptive signal control technology (ASCT)
- Detection upgrades at key intersections to handle increased variability
- Queue management strategies to avoid spillback onto I-75 ramps

6. Incident Management and Emergency Access

To maintain corridor reliability:

- Incident response routes must be preserved during and after construction
- Space for emergency pull-offs or response access should be evaluated
- Coordination with state and local law enforcement and fire/rescue agencies
- Updated incident management protocols reflecting new ramp configurations

TSM&O implementation for this project requires a combination of technology upgrades, enhanced motorist information systems, safety countermeasures, signal optimization, real-time monitoring, and robust construction-phase operations. These requirements ensure that new traffic patterns created by the Full CD System are managed safely and efficiently, both during construction and in long-term operations.

3.4.5 Structures Considerations

Both the Full Collector–Distributor (CD) System and Mainline Widening alternatives would result in significant structural impacts due to required modifications at the NW 154 Street and NW 170 Street crossings over I-75. In both alternatives, the existing bridges at these two locations would need to be fully replaced to accommodate the proposed roadway configurations, updated traffic patterns, and the vertical and horizontal clearances required for the new connections. These replacements represent major structural components that will influence construction staging, temporary traffic control, drainage design, and right-of-way needs.

The proposed build alternatives would require greater horizontal clearance at both overpasses, resulting in full reconstruction of the NW 154 Street and NW 170 Street bridge structures. Additionally, the improvements will require modifications to ramp geometries and roadway widening beneath these bridges, further necessitating comprehensive structural replacement and approach work. These replacements are also needed to achieve proper vertical clearance. Noise walls integrated with existing bridge approaches would also need to be reconstructed as part of the structural package. These structural needs will influence construction duration, cost, and staging considerations in future project phases.

3.4.6 Preliminary Traffic Analysis

3.4.6.1 Planning Study Traffic Analysis Results

A sketch-planning traffic analysis was performed to evaluate future (2045) traffic conditions along the I-75 corridor and adjacent arterial roadways between SR 860/Miami Gardens Drive and NW 138 Street. The analysis relied on the Southeast Regional Planning Model (SERPM 8) using the regionally adopted 2045 Cost Feasible transportation network. The study evaluated three scenarios: No Build, Full Collector–Distributor (CD) System, and Loop Interchange. To support the analysis, model adjustments were made to reflect planned east–west connectivity on NW 154 Street and NW 170 Street, as well as development-driven improvements associated with American Dream Miami and Graham Properties.

Under the No Build scenario, 2045 traffic volumes indicated that I-75 would operate over capacity, with daily volumes reaching approximately 217,000 vehicles between SR 860 and NW 138 Street. Congestion was also projected on parallel arterials, reflecting the substantial travel demand anticipated from surrounding growth. This scenario served as the baseline for evaluating diversion patterns, operational performance, and the relative benefits of each interchange concept.

The Full CD System, showed the highest diversion of traffic from I-75, with approximately 58,000 vehicles per day shifting from the mainline onto the new CD roadways. This diversion improved I-75 levels of service from LOS E to LOS C over a multi-mile segment. Traffic impacts on local roadways varied: NW 170 Street west of I-75 was projected to experience a 20 percent volume increase, while NW 170 Street east of I-75 was projected to see a 33 percent decrease. NW 154 Street east of the interstate was expected to carry approximately 55 percent more traffic due to improved access, while its west segment was projected to experience reduced volumes. Overall, the Full CD System provided the broadest mainline operational improvement but produced localized increases on certain arterials.

A roadway capacity analysis was performed using FDOT's 2020 Q/LOS Handbook and SERPM link characteristics. The No Build scenario indicated widespread LOS E/F conditions along both interstate and arterial facilities. The Full CD System improved I-75 operations significantly while generating localized congestion in areas where roadway segments remained two lanes. Ramp capacity assessments concluded that both alternatives would generally operate at LOS C or D, though the Full CD System required two locations with two-lane ramps to accommodate projected demand.

Overall, the traffic analysis concluded that additional capacity improvements are needed to accommodate the future traffic demands. The planning study outcomes inform the need for more detailed operational modeling and targeted refinement of both alternatives in subsequent PD&E phases.

3.4.6.2 Pre-PD&E Traffic Evaluation

The FDOT District 6 Planning Office is performing a Pre-PD&E traffic evaluation of the project corridor to support the I-75 PD&E Study (See **Appendix E** for TWO Scope of Services). The study area includes approximately 3.1 miles of I-75 mainline, four system and service interchanges, and 13 adjacent arterial intersections, allowing for evaluation of both freeway and local roadway operations. The type and location of the traffic counts are as follows:

<u>Roadway Segment Counts (48-Hour Machine Counts)</u>

Roadway segment counts, including vehicle classification and speed data, will be collected at multiple locations along the arterial network adjacent to I-75, including:

A. **SR 860 / Miami Gardens Drive**
   - West of I-75 southbound off-ramp
   - West of I-75 northbound off-ramp
   - East of I-75 northbound off-ramp
   - East of NW 87 Avenue

B. **NW 170 Street**
   - West and east of NW 97 Avenue
   - West of NW 89 Avenue
   - West and east of NW 87 Avenue

C. **NW 154 Street**
   - East of NW 97 Avenue
   - West and east of NW 87 Avenue

D. NW 138 Street

- West of NW 97 Avenue / W 36 Avenue
- West and east of Hialeah Gardens Boulevard / I-75 southbound off-ramp

E. NW 87 Avenue

- North of SR 860/Miami Gardens Drive
- South of SR 860/Miami Gardens Drive
- North of NW 170 Street
- South of NW 170 Street
- North of NW 154 Street
- South of NW 154 Street

F. NW 89 Avenue

- North of NW 170 Street
- North of NW 154 Street
- South of NW 154 Street

G. NW 94 Court

- North of NW 170 Street

H. W 34 Lane

- North of NW 154 Street
- South of NW 154 Street

I. Hialeah Gardens Boulevard / I-75 SB off ramp

- North of NW 138 Street
- South of NW 138 Street

J. NW 97 Avenue

- North of NW 170 Street
- South of NW 170 Street
- North of NW 154 Street
- South of NW 154 Street
- North of NW 138 Street
- South of NW 138 Street

Intersection Turning Movement Counts (AM & PM Peak Periods)

Eight-hour turning movement counts (6–10 AM and 3–7 PM) will be collected at 13 signalized and unsignalized intersections, including:

A. SR 860 / Miami Gardens Drive

- I-75 southbound off-ramp terminal
- I-75 northbound off-ramp terminal
- NW 87 Avenue

B. **NW 170 Street**
   - NW 97 Avenue
   - NW 94 Court
   - NW 89 Avenue
   - NW 87 Avenue

C. **NW 154 Street**
   - NW 97 Avenue
   - W 34 Lane
   - NW 89 Avenue (roundabout)
   - NW 87 Avenue

D. **NW 138 Street**
   - Hialeah Gardens Boulevard / I-75 southbound off-ramp
   - NW 97 Avenue / W 36 Avenue

Ramp Volumes

Ramp traffic volumes at I-75 interchanges will be obtained from previously collected FDOT 24-hour ramp counts, supplemented as needed for calibration and validation of the traffic models.

Travel Time Study Locations

Travel time data will be collected along the following facilities and segments:

A. **I-75 Mainline (General Purpose Lanes)**
   - Northbound from SR 826 (Palmetto Expressway) to HEFT
   - Southbound from HEFT to SR 826

B. **SR 860 / Miami Gardens Drive**
   - From west of the I-75 southbound off-ramp terminal intersection to east of NW 87 Avenue

C. **NW 170 Street**
   - From NW 97 Avenue to NW 87 Avenue

D. **NW 138 Street**
   - From west of NW 97 Avenue / W 36 Avenue to Hialeah Gardens Boulevard / I-75 southbound off-ramp

E. **NW 87 Avenue**
   - From SR 860 / Miami Gardens Drive to south of NW 170 Street
   - From south of NW 170 Street to north of I-75

F. **NW 97 Avenue**
   - From NW 170 Street to NW 154 Street
   - From NW 154 Street to NW 138 Street

Queue Study Locations

Queue length observations during the AM and PM peak periods will be conducted at the following intersections:

A. **SR 860 / Miami Gardens Drive**
   - I-75 southbound off-ramp terminal intersection
   - I-75 northbound off-ramp terminal intersection
   - Intersection with NW 87 Avenue

B. **NW 170 Street**
   - At NW 97 Avenue
   - At NW 94 Court
   - At NW 89 Avenue
   - At NW 87 Avenue

C. **NW 154 Street**
   - At NW 97 Avenue
   - At W 34 Lane
   - At NW 89 Avenue (roundabout)
   - At NW 87 Avenue

D. **NW 138 Street**
   - At Hialeah Gardens Boulevard (including the I-75 southbound off-ramp)
   - At NW 97 Avenue / W 36 Avenue

Traffic Volume Development

Traffic volumes for the I-75 PD&E study will be developed for the existing year, as well as Opening Year and Design Year conditions, using traffic data collected within the study area. Existing year AM and PM peak-hour turning movement volumes at 13 intersections and four interchanges will be balanced and smoothed to ensure consistency across the corridor, with allowances made for intermediate driveways and access points. Future year traffic volumes will be prepared in accordance with FDOT's Project Traffic Forecasting Handbook and will include the application of growth rates derived from historical traffic trends, SERPM 9 regional travel demand model outputs, and socioeconomic data. A SERPM sub-area validation will be performed to confirm consistency between regional forecasts and corridor-level conditions, and future traffic projections will be reviewed against previous I-75 studies and planning documents. The resulting balanced volumes will provide the basis for evaluating future traffic operations and project alternatives in the PD&E study.

Traffic Operations Analysis (VISSIM Microsimulation)

Traffic operations for the I-75 PD&E study will be evaluated using microsimulation modeling (VISSIM) for the AM and PM peak periods. The VISSIM models will be developed to represent the I-75 mainline, including the system-to-system interchanges at SR 826 and the Turnpike, the service interchanges at SR 860/Miami Gardens Drive and NW 138 Street, and the adjacent arterial roadway network encompassing 13 intersections. Each peak-period simulation will be conducted over a three-hour duration, including a warm-up period, to capture congestion build-up and dissipation. The models will be calibrated to existing traffic volumes, travel times, and observed queue lengths in accordance with FDOT's Traffic Analysis Handbook, and results will be reported as an average of multiple simulation runs. Performance measures will include corridor travel times and speeds, intersection delay and queue lengths, and network-wide delay and throughput, providing the basis for evaluating operational performance and comparing project alternatives in the PD&E study.

Documentation

The traffic analysis results for the I-75 PD&E study will be documented in two primary technical memoranda: a Design Traffic Memorandum and an Operational Traffic Analysis Memorandum. The Design Traffic Memorandum will describe the traffic data collection efforts, volume development methodologies, and AM and PM peak-hour traffic volumes for the existing year, Opening Year, and Design Year conditions under the No-Build Conditions. The Operational Traffic Analysis Memorandum will document the traffic operations analysis methodology and results, including the microsimulation modeling approach, calibration process, and key performance measures. Draft and final versions of both memoranda will be submitted to FDOT for review and approval and will serve as the technical basis for evaluating alternatives in the PD&E study.

3.4.7 Intersection Control Evaluation (ICE) Process

The new interchanges proposed at NW 154 Street and NW 170 Street would be screened using FDOT's Intersection Control Evaluation (ICE) process, which provides a data-driven framework for evaluating and selecting the most appropriate intersection or interchange form. Through the ICE process, a range of intersection and interchange control alternatives would be evaluated based on traffic operations, safety performance, multimodal accommodation, geometric feasibility, right-of-way impacts, and consistency with FDOT design standards. The traffic forecasts and operational analyses would be used to compare alternatives and identify the most suitable control strategies for each location. The results of the ICE process would be documented to support selection of a preferred interchange concept and would inform subsequent Systems Interchange Justification Report (SIJR) development.

3.4.8 Systems Interchange Justification Report

The I-75 PD&E study will build directly upon the traffic data collection, volume development, and operational analyses being conducted to prepare a Systems Interchange Justification Report (SIJR). The field data, balanced existing and future traffic volumes, and calibrated VISSIM microsimulation models developed during the Pre-PD&E traffic evaluation will provide a validated baseline of corridor and interchange operations. This will allow the PD&E study to advance efficiently by leveraging an established understanding of existing congestion patterns, travel time reliability, queue formation, and interchange performance along the I-75 corridor.

During the PD&E phase, the previously developed traffic models and forecasts will be refined and expanded as needed to evaluate a broader range of improvements under the build alternatives and design concepts. The PD&E study will use the SIJR traffic analysis as a foundation to assess operational, safety, and mobility impacts at a corridor level, support environmental evaluations, and compare build and no-build alternatives. By building on Pre-PD&E traffic analysis, the PD&E study will ensure consistency in assumptions, methodologies, and performance measures while providing the additional detail required to support decision-making, stakeholder coordination, and advancement toward project development.

The Systems Interchange Justification Report (SIJR) must be prepared in accordance with both the FDOT Interchange Access Request (IAR) Handbook and the Federal Highway Administration (FHWA) Interstate Access Policy, which together establish the procedural and technical framework for evaluating changes to Interstate system access.

3.4.9 Tolling Considerations

The proposed improvements under the build alternatives will modify access patterns with the proposed new interchanges at NW 154th Street and NW 170th Street. However, the existing tolling operations on I-75 express lanes would remain unchanged and the express lanes would continue to operate under their current dynamic pricing and managed lane policies. The proposed improvements are expected to improve mainline and express lane performance without affecting toll rate setting or toll enforcement practices. While the proposed improvements do not introduce new tolling or managed lane operations, they represent a substantial change in corridor operations, access patterns, and traffic management responsibilities, which necessitates documenting how the transportation system would function under the proposed configuration. As such, an updated Concept of Operations (ConOps) and Project Systems Engineering Management Plan (PSEMP) would be require for the corridor.

The updated ConOps would be needed to define how the new ramps, CD roads, I-75 mainline, express lanes, interchanges, and adjacent arterial network would operate as an integrated system. This would include roles and responsibilities for operations and incident management, traffic control strategies, traveler information dissemination, and coordination with FDOT District Six SunGuide TMC, Road Rangers, and emergency responders. The ConOps would also document how existing ITS infrastructure would be modified, expanded, or repurposed to support new interchange and CD Road operations and ensure consistency with regional TSM&O objectives.

The updated PSEMP would be required to comply with FHWA and FDOT systems engineering requirements if ITS elements are added, modified, or integrated as part of the proposed improvements. The PSEMP would define the systems engineering process, stakeholder coordination, requirements development, verification and validation activities, and lifecycle management for ITS components associated with the improvements.

3.4.10 Potential Right of Way Impacts

The planning-level assessment identified several areas where additional right-of-way (ROW) would be required to construct the Full Collector–Distributor (CD) System alternative. At the NW 154 Street overpass, approximately 1,300 linear feet of additional ROW would be required across all four quadrants. At NW 170 Street, approximately 1,100 linear feet of new ROW is needed across three quadrants—southeast, northeast, and northwest. A smaller segment, approximately 200 linear feet, would also be required near the I-75 southbound on-ramp adjacent to the SR 860/Miami Gardens Drive interchange. These ROW needs stem from the addition of two continuous parallel CD lanes, modifications to ramp geometry, and the need to reconstruct the NW 154 Street and NW 170 Street bridges.

Similarly, the Mainline Widening alternative will also include new interchanges at NW 154th Street and NW 170th Street which may require ROW impacts due to the construction of new ramps, ramp terminals, interchange footprints, and associated bridge structures. This may potentially affect adjacent properties near NW 154 Street and NW 170 Street. However, since this alternative has a narrower footprint, the ROW impacts may be less than the CD Road System alternative. The affected areas contain existing noise walls, which would need replacement within the impacted segments.

In summary, the proposed improvements will introduce ROW impacts where noise walls and bridge approaches are currently located, and both require replacement of the NW 154th Street and NW 170th Street bridges, contributing to localized ROW adjustments.

3.4.11 Preliminary Construction Costs

The PD&E Study will develop preliminary construction cost estimates using the FDOT Long Range Estimates (LRE) System for the build alternatives.

4.0 ENVIRONMENTAL ANALYSIS

A desktop review of existing environmental resources was conducted using a 500-foot buffer area from the centerline of the roadway project limits. The environmental analysis performed for this Scoping Report identifies existing environmental features of potential concern within the project buffer area. The Preliminary Environmental Discussion (PED) from the project's ETDM Programming Screen also was referenced to confirm existing environmental features within the project area.

Resources used to identify natural, social, cultural, and physical environmental issues included:

- GIS review of natural, social, cultural, and physical environmental issues using the FDOT ETDM Environmental Screening Tool (EST) (FDOT 2023b)
- Review of aerials using GIS, ETDM EST maps, and Google Earth Pro
- National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) (NOAA 2023a)
- NOAA's Essential Fish Habitat (EFH) Mapper (NOAA 2023b)
- NOAA Map and GIS Data
- Miami-Dade County Regulatory and Economic Resources Environmental Services Online Records System (Miami-Dade County 2023)
- Miami-Dade County's Open Data Hub
- Florida Geographic Data Library (FGDL) (FGDL 2023)
- U.S. Fish and Wildlife Service's (USFWS) National Wetland Inventory (NWI) Mapper (USFWS 2023)
- U.S. Environmental Protection Agency (EPA) Geospatial Download Service (EPA 2024)
- Florida Fish and Wildlife Conservation Commission (FWC) GIS and Mapping Data Downloads (FWC 2023)
- Miami-Dade County Community Dashboard
- U.S. Census Bureau 2017-2021 American Community Survey (ACS) (U.S. Census 2022)
- U.S. Department of Transportation's Equitable Transportation Community Explorer (USDOT 2023)
- Florida Department of Environmental Protection (FDEP) Contamination Locator (FDEP 2023)

4.1 Social and Economic

4.1.1 Study Area

The socioeconomic analysis area includes the communities immediately adjacent to the project corridor, as well as those located within a 1,320-foot buffer from the project limits. This study area encompasses portions of the cities of Miami Lakes and Hialeah, portions of unincorporated Miami-Dade County, and a small section of the southernmost part of the City of Miramar in Broward County, which borders the project limits at its northern terminus.

4.1.2 Socioeconomic Characteristics

Demographic data from the 2019–2023 American Community Survey and 2020 U.S. Census were used for the demographic analysis. The 1,320-foot project buffer includes a population of approximately 46,369 people within 15,387 households. It should be noted that while the project corridor is completely within Miami-Dade County, the 500-foot and 1,320-foot project buffers include portions of Broward County. As such, demographic information is provided for the project area, Miami-Dade County and Broward County. See **Table 4-1**.

Table 4-1 Demographic Data

Demographic Category	1,320-Foot Project Buffer	Miami-Dade County	Broward County
Race, Ethnicity and Age			
White (Race)	35.36%	36.90%	42.64%
Black or African-American (Race)	5.86%	15.45%	28.25%
Hispanic (Ethnic Group)	83.64%	68.77%	31.91%
Other (Race)*	58.77%	47.65%	29.11%
Minority Populations	93.89%	87.12%	68.08%
Under Age 18	21.99%	20.14%	20.89%
Age 65 and Over	13.02%	16.84%	17.60%
Income and Housing			
Median Family Income	$105,855	$76,403	$88,689
Population Below Poverty Level	7.30%	14.93%	12.23%
Households Below Poverty Level	8.16%	16.08%	12.91%
Households With Public Assistance Income	3.09%	3.86%	2.13%
Occupied Housing Units With No Vehicle	4.00%	9.71%	6.83%
Education and Language			
Less Than 9th Grade	4.52%	8.10%	4.25%
9th–12th Grade, No Diploma	5.52%	8.85%	5.47%
High School Graduate or Higher	89.96%	83.06%	90.28%
Bachelor's Degree or Higher	39.40%	33.21%	35.80%
Speaks English Less Than "Very Well"	36.77%	34.65%	16.43%

* *Other includes Asian, American Indian or Alaska Native, Native Hawaiian & Other Pacific Islander, Some Other Race, and Two or More Races.*

Compared to Miami-Dade County, the 1,320-foot project buffer contains a slightly lower White population percentage (1.54% lower); a higher minority population percentage (6.77% higher); a lower Black or African American population percentage (9.59% lower); a higher Hispanic population percentage (14.87% higher); a higher percentage of individuals under age 18 (1.85% higher); and a lower percentage of individuals age 65 and over (3.82% lower).

In relation to Broward County, the 1,320-foot project buffer contains a lower White population percentage (7.28% lower); a significantly higher minority population percentage (25.81% higher); a lower Black or African American population percentage (22.39% lower); a significantly higher Hispanic population percentage (51.73% higher); a higher percentage of individuals under age 18 (1.10% higher); and a lower percentage of individuals age 65 and over (4.58% lower).

Regarding educational attainment, the 1,320-foot project buffer contains a higher percentage of individuals who graduated high school or higher compared to Miami-Dade County (6.90% higher). The buffer area also contains a lower percentage of individuals with less than a 9th grade education (3.58% lower), a lower percentage of individuals with an educational attainment of 9th to 12th grade with no diploma (3.33% lower), and a higher percentage of individuals holding a bachelor's degree or higher (6.19% higher) than Miami-Dade County.

Compared to Broward County, the 1,320-foot project buffer contains a slightly lower percentage of individuals who graduated high school or higher (0.32% lower). The buffer area includes a slightly higher share of individuals with less than a 9th grade education (0.27% higher), a slightly higher percentage of those with an educational attainment of 9th to 12th grade with no diploma (0.05% higher), and a higher percentage of those with a bachelor's degree or higher (3.60% higher) than Broward County.

Spanish translations of project information will be necessary during public involvement as 13,903 persons (34.79%) within the U.S. Census Block Groups intersected by the 1,320-foot project buffer "speak English less than very well." This proportion is slightly higher than that of Miami-Dade County (34.65%, or 0.14% higher) and significantly higher than that of Broward County (16.43%, or 18.36% higher). Providing Spanish translations of outreach materials and engagement opportunities will help ensure inclusive participation.

Public outreach in coordination with the Miami-Dade TPO, Miami-Dade County, and municipalities in the project area will be required to ensure that both the sociocultural and transportation needs of the affected surrounding communities are addressed through the project. Public involvement for this project must comply with Title VI of the Civil Rights Act.

The proposed SR 93/I-75 improvements are intended to strengthen the overall social fabric of the surrounding communities by maintaining a vital regional connection to jobs and essential services, improving safety conditions, and increasing capacity.

While no neighborhood division or social isolation is expected as a result of the project, moderate impacts on the social environment may occur because access to nearby residences, businesses, and recreational areas could be temporarily affected during construction.

There are several community features within the study area including 3 Developments of Regional Impact (DRIs), 14 homeowner and condominium associations, 69 health care facilities, including two hospitals: Promise Hospital of Miami and Palmetto General Hospital, 5 group care facilities, 5 public schools, and 2 religious centers—Creative Outreach Ministries and Iglesia Cristiano Del Alma.

Recreational resources consist of 4 parks and recreation facilities, 1 Florida Natural Areas Inventory (FNAI) public land unit, the East Coast Buffer/North Lake Belt Storage Area, 1 Office of Greenways and Trails (OGT) hiking trail priority, the Snake Creek Trail Corridor, which is simultaneously an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network.

Finally, the study area includes cultural resources, which contribute to the community context of the 1,320-foot buffer zone. The PD&E Study will review community features and document any changes and potential impacts. This information will be included in the Sociocultural Effects Evaluation

There are nearby businesses including supermarkets, restaurants, and small to medium scale businesses within the study buffer. Overall, in the long term, the proposed project is expected to enhance the economic conditions of the area by addressing the existing deficient capacity and operational conditions of the corridor, thereby supporting existing and future travel demand and improving network connectivity by maintaining and enhancing an important regional connection.

During the Project Development phase, the general public and business community in coordination with Miami-Dade and Broward Counties and the municipalities associated with the project limits will be contacted and engaged to solicit input on potential economic enhancements/impacts as a result of the project and potential solutions. A Sociocultural Effects Evaluation will be conducted during the PD&E Study.

A Sociocultural Effects Evaluation will be completed during the PD&E Study.

4.1.3 Land Use Changes

The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities.

During the Project Development phase, continuous engagement will be required to solicit input on potential project effects to the affected communities and work to identify potential solutions. The PD&E will also coordinate with Miami-Dade County to ensure that the project is consistent with the local government comprehensive plan(s) and that required project funding is identified in the STIP, TIP, and FDOT Work Program.

4.1.4 Mobility

SR 93/I-75 supports vital regional and local commerce as part of Florida's Strategic Intermodal System (SIS) highway network, providing key connections between major employment and population centers within Miami-Dade County. The project corridor links directly with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway and offers subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami. This corridor is essential for accessing employment hubs, residential communities, and industrial districts throughout the region and for accommodating significant volumes of commuter, visitor, and freight traffic.

Within the project limits, SR 93/I-75 is classified as a Principal Arterial – Interstate and includes four to five general-purpose lanes and one to two special-use lanes in each direction. The corridor is also part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Miami-Dade County, serving a critical role in maintaining traffic flow during emergency evacuation events.

The 1,320-foot buffer includes two bus transit routes—Miami-Dade Transit Route 54 (Hialeah–Miami Lakes–Biscayne via 54th Street) and the City of Hialeah Flamingo Route—along with one BTS airport facility (Palmetto General Hospital) and four Federal Aviation Administration (FAA) obstructions. Additionally, the buffer contains one Office of Greenways and Trails (OGT) hiking trail priority, the Snake Creek Trail, which is also identified as an OGT multi-use trail opportunity and a segment of the Shared-Use Nonmotorized (SUN) Trail Network. The trail intersects the project corridor at the Broward County Line.

Overall, the proposed improvements are essential for enhancing regional mobility and for maintaining the operational integrity and regional functionality of the SR 93/I-75 corridor.

4.1.5 Aesthetic Effects

SR 93/I-75 is a critical connection between Miami-Dade County, northern Florida, and the greater Florida region. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses.

Community features within the 500-foot project buffer include 14 homeowner and condominium associations, four parks and recreational facilities, one Florida Natural Areas Inventory (also a Florida Managed Area), one Office of Greenways and Trails (OGT) hiking trail priority (also an OGT multi-use trail opportunity part of the Shared-Use Nonmotorized (SUN) Trail Networks) and cultural resources.

According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities. No designated Florida Scenic Highways are in the project vicinity.

During the Project Development phase, FDOT District Six will engage the surrounding communities in coordination with Miami-Dade and Broward Counties and the municipalities associated with the project limits to solicit input on potential project effects as well as opinions and preferences regarding general design concepts related to aesthetics. Context sensitive solutions will be considered to ensure the project matches local aesthetics and accounts for the community's input on design preferences.

Aesthetic effects are to be considered during the PD&E Study based on their effect on community cohesion, community values, and travel experience. Aesthetic effects resulting from this project will be documented as part of the Sociocultural Effects Evaluation and coordinated with the local municipalities during the PD&E Study.

4.1.6 Relocation Potential

The project area is predominantly characterized by residential land uses, with smaller concentrations of recreational, industrial, water, and public/semi-public uses. Residential development generally surrounds the corridor, except in the southern and northwestern portions of the project area. Residential land use categories within the project area is shown in **Table 4-2**.

Table 4-2 Demographic Data

Land Use Category	Acres	Percent of Total	Density Description
Fixed single-family units	71.06	9.66%	Six or more dwelling units per acre
Low-rise multiple-dwelling units	21.04	2.86%	Two stories or less
High-density residential (under construction)	20.73	2.82%	Six or more dwelling units per acre
Medium-density residential (under construction)	13.15	1.79%	Two to five dwelling units per acre
Fixed single-family units	2.28	0.31%	Two to five dwelling units per acre

The existing right-of-way (ROW) along the mainline corridor ranges from approximately 403 feet to 470 feet and widens significantly near existing interchanges. Additional right-of-way may be required to accommodate potential improvements. Relocations are not anticipated; however, modifications to access for adjacent residences and businesses may be necessary. Should any parcel encroachments occur, FDOT will coordinate directly with the affected property owners.

During the Project Development phase, FDOT District Six will coordinate with property owners, Miami-Dade and Broward Counties, and the municipalities within the project limits to obtain feedback regarding potential project effects and to identify opportunities to minimize impacts to nearby properties. A more detailed assessment of potential relocation needs will also be completed during this phase as project design and right-of-way requirements become more defined.

Additionally, both a Sociocultural Effects Evaluation and Conceptual Stage Relocation Plan will be developed in accordance with Part 2, Chapter 4 of the FDOT PD&E Manual (FDOT 2024).

4.2 Cultural Resources

4.2.1 Section 4(f) of the US Department of Transportation Act of 1966

The 1,320-foot project buffer contains several resources that may be subject to Section 4(f) consideration. See **Table 4-3**.

Table 4-3 Section 4(f) Resources

Category	Resource Name / Description	Additional Notes
Parks & Recreational Facilities	Garden of the Arts Park	None
	Miami Lakes Mini Park (P-85)	None
	Miami Lakes Mini Park (P-87), Florinda Estates Park	None
	Miami Lakes Mini Park (P-88), Sevilla Estates Park	None
Public Conservation Lands (FNAI)	East Coast Buffer / North Lake Belt Storage Area	Also designated as a Florida Managed Area
Trails & Greenways (OGT)	Snake Creek Trail	OGT hiking trail priority; OGT multi-use trail opportunity; part of SUN Trail Network
Cultural Resources	Previously recorded archaeological & historic sites	Several evaluated as not NRHP-eligible
	Potential unrecorded historic structures (50+ years old)	Identified through property appraiser data; may require NRHP evaluation

There are currently no historic resources within the project limits that have been evaluated by the State Historic Preservation Officer (SHPO) as eligible for listing in the National Register of

Historic Places (NRHP). Several recorded resource groups and archaeological or historic sites have been evaluated and determined not eligible for the NRHP.

However, property appraiser data indicates the potential presence of unrecorded historic resources, specifically structures over 50 years old, within the project area. Any such resources located within the project's Area of Potential Effect (APE) will need to be identified and formally evaluated for NRHP eligibility during the Project Development phase.

Although the entire project corridor appears to have been surveyed for cultural resources in the past, the age of some surveys suggests that an updated, comprehensive cultural resource assessment may be warranted to ensure compliance with Section 106 and Section 4(f) requirements.

Minimal Section 4(f) Potential impacts is anticipated due to potential temporary impacts on access to and enjoyment of the noted recreational features during project construction.

The project will be developed to avoid and/or minimize impacts to these resources to the greatest extent practicable and will be coordinated with the appropriate Official(s) with Jurisdiction (OWJ), if warranted. During the PD&E Study, a Cultural Resources Assessment Survey will be conducted to determine impacts to cultural resources.

4.2.2 Historic and Archaeological Sites

Historic resources within the 500-foot buffer of the SR 93/I-75 corridor include two archaeological or historic sites (Floyd Site and Hidden Site] and four resource groups [Snake Creek Canal No C-9, Graham Dairy Canal, Golden Glades Canal, and SR 826 Canal). All of these resources have been evaluated by the State Historic Preservation Officer (SHPO) as ineligible for the National Register of Historic Places (NRHP).

While the entire project corridor appears to have been surveyed for cultural resources, given the dates of some of the surveys performed, an updated comprehensive survey may need to be conducted. Property appraiser data suggests the potential for unrecorded historic resources (structures built more than 50 years ago) within the project area which will need to be identified and evaluated for NRHP eligibility if they are within the area of potential effect.

Given the low probability for potential impacts to historic resources within the vicinity of the project as a result of the proposed project improvements, minimal impacts to Historic and Archaeological Sites are anticipated.

During PD&E Study, a Cultural Resources Assessment Survey will be conducted to determine the presence of historic and archaeological resources in the project area; identified resources will be evaluated/re-evaluated for NRHP eligibility. Should a cultural resource be determined eligible for listing in the NRHP, a Section 106 Determination of Effects/Case Study will be prepared and submitted to FDOT OEM for their consultation and coordination with SHPO.

4.3 Natural Resources

4.3.1 Protected Species and Habitat

According to the National Marine Fisheries Service (NMFS) there are no threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file.

The South Florida Water Management District (SFWMD) indicated that the project will potentially affect wetlands and other surface habitats, and that direct and secondary impacts will need to be identified as part of the Environmental Resource Permitting (ERP) process

4.3.2 Wetlands and Other Surface Waters

The National Wetlands Inventory (NWI) Database reports 64.85 acres (8.79%) of palustrine (freshwater emergent wetland and freshwater pond), 14.06 acres (1.91%) of riverine, and 2.06 acres (0.28%) of lacustrine (lake) wetlands within the 500-foot project buffer. Since the project area is mostly urban, many of the noted wetlands are predominantly associated with the ponds and canals/creeks that intersect or abut the corridor.

The 500-foot project buffer is entirely within the South Florida Water Management District (SFWMD) North/South Everglades and Northern Everglades and Estuaries Protection Program (NEEPP) Boundaries [within the Southern Everglades], one SFWMD Comprehensive Everglades Restoration Plan (CERP) project boundary (North Lake Belt Storage Area/East Coast Buffer), and within five mitigation bank service area (Everglades Phase 1 & 2, Hole in the Donut, Loxahatchee, and Pembroke Pines).

Based on the proximity of wetlands along the corridor, moderate impacts to wetlands and surface waters are anticipated. During the PD&E Study, a Natural Resources Evaluation will be conducted. All necessary measures should be taken to avoid and/or minimize impacts to wetlands during project design. Should avoidance and/or minimization not be practicable, a Mitigation Plan should be prepared.

In addition, all applicable permits will be obtained or modified in accordance with federal, state, and local laws and regulations. Further, the proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SFWMD environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. The design will also make every effort to maximize the treatment of stormwater runoff from the proposed project to prevent water quality impacts to nearby wetlands.

4.3.3 Coastal and Marine Resources

Review of the NOAA NMFS EFH mapper (NOAA 2022b) indicates no EFH within the 500-foot project buffer, including no EFH for any federally managed fish species and their prey.

Involvement of coastal and marine resources is anticipated to be minimal. The project is located within a coastal county pursuant to the Coastal Zone Management Act (CZMA); therefore, additional interagency coordination associated with the CZMA noticing requirements is expected.

Further, a Coastal Zone Consistency Determination is required, and the project is subject to a consistency review as required by 15 Code of Federal Regulations (CFR) 930. The Natural Resources Evaluation will include assessment of potential impacts to sensitive coastal and marine resources from the proposed improvements.

4.3.4 Floodplains

According to the Digital Flood Insurance Rate Map (DFIRM) 100 Year Flood Zones data, 631.22 acres [85.69%] of the 500-foot project buffer occur within the 100-year floodplain [Flood Zones AE (64.64%), AH (11.41%) and A (9.64%)]. Floodplain compensation associated with proposed fill impacts will be addressed through necessary agency coordination. Based on the extent of the 100-year floodplain within the project vicinity and potential issues associated with providing floodplain compensation, moderate involvement regarding floodplains is anticipated.

A Location Hydraulic Report and potentially a Bridge Hydraulic Report will be prepared during the PD&E Study to determine floodplain effects from the proposed improvements.

4.3.5 Water Resources

Stormwater runoff from the project corridor on SR 93/I-75 is currently collected via a series of drains (located on the inside and outside shoulders) and vegetated swales (located on the outside shoulders) and treated prior to offsite conveyance.

The 500-foot project buffer occurs within one principal aquifer of the State of Florida [Biscayne Aquifer], also a Sole Source Aquifer (SSA).

Other resources include five waters not attaining standards (See **Table 4-4**), one Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) stormwater facility and activity, three FDEP NPDES stormwater permits, and 18 United States Environmental Protection Agency (USEPA) NPDES facilities.

Table 4-4 Water Bodies Not Attaining Standards

Waterbody Name	WBID	Impairment	Regulatory Notes
Snake Creek Canal – West	3284	Dissolved Oxygen	Not attaining standards
Snake Creek Canal – East	3283	Dissolved Oxygen	Not attaining standards
C-6 / Miami Canal – West	3286A	Dissolved Oxygen	Not attaining standards
C-8 / Biscayne Canal	3285	Dissolved Oxygen	Not attaining standards; TMDL waterbody
C-7 / Little River	3287	Bacteria (Escherichia coli)	Not attaining standards; TMDL waterbody

The 500-foot project buffer is entirely within the South Florida Water Management District (SFWMD) North/South Everglades and Northern Everglades and Estuaries Protection Program (NEEPP) Boundaries [within the Southern Everglades].

A Stormwater Pollution Prevention Program will be implemented (as required by National Pollutant Discharge Elimination System [NPDES] permits) to control the effects of stormwater runoff during construction. A Water Quality Impact Evaluation and Sole Source Aquifer Checklist will be prepared during the PD&E Study to document impacts to water quality and treatment options.

4.4 Physical Resources

4.4.1 Highway Traffic Noise

The project area is located within a highly urbanized setting and is predominantly surrounded by residential development, with smaller segments containing recreational, industrial, water, and public/semi-public land uses. Residential uses generally encircle the project corridor, with the exception of the southern and northwestern portions of the project area where other land uses are more prevalent.

Residential land uses within the project area consist of several housing types and density categories, including fixed single-family units, multifamily developments, and residential areas currently under construction.

Several community resources and sensitive receptors occur within the 1,320-foot project buffer, including residential neighborhoods, educational institutions, care facilities, recreational spaces, and cultural or natural resources as shown in **Table 4-5**.

Table 4-5 Noise Sensitive Features within 1,320-ft Project Buffer

Noise-Sensitive Feature Category	Number	Description
Homeowner & Condominium Associations	14	Residential communities potentially sensitive to traffic noise and vibration.
Group Care Facilities	6	Includes assisted living or similar residential care facilities.
Public/Charter Schools	5	American Advanced Technicians Institute; Barbara Goleman Senior High; Mater Gardens Academy; Youth Co-Op Charter School; Youth Co-Op Preparatory High School
Private Schools	7	Various privately operated educational institutions.
Health Care Facilities	66	Clinics, specialty health offices, and other outpatient facilities.
Hospital	1	Promise Hospital Miami Lakes
Religious Centers	2	Creative Outreach Ministries; Iglesia Cristiano Del Alma
Parks & Recreational Areas	4	Garden of the Arts Park; Mini Parks P-85, P-87 (Florinda Estates Park), and P-88 (Sevilla Estates Park)
FNAI Public Land / Florida Managed Area	1	East Coast Buffer / North Lake Belt Storage Area
OGT Hiking Trail Priority Area	1	Identified Office of Greenways and Trails hiking corridor
Cultural Resources	Not enumerated	Documented historic or archaeological resources within the buffer.

Increased noise levels during construction and presumable noise increases from higher traffic volumes as a result of improved operational conditions along the project corridor could have impacts on nearby residences, businesses, and community features. Although the number of noise sensitive sites in the project area is high, the existing noise levels from the current urbanized nature of the area as a major transportation facility are also high.

A Noise Study Report will be prepared during the PD&E Study to further evaluate and document potential noise effects. The noise evaluation will include the existing noise barriers to determine if modifications are needed and if new noise abatement structures are reasonable and feasible.

4.4.2 Air Quality

The project is not located within a United States Environmental Protection Agency (USEPA)–designated Air Quality Maintenance Area or Non-Attainment Area for any of the six criteria pollutants—ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and particulate matter—identified under the National Ambient Air Quality Standards (NAAQS). Therefore, Clean Air Act (CAA) conformity requirements do not apply to this project.

Within the 500-foot project buffer, two USEPA-regulated air emissions facilities are present: Jaiba Cabinets Corporation and Super Shine Body Shop. These facilities represent existing sources of regulated air emissions in the surrounding area.

Although the project is not expected to result in permanent air quality impacts, temporary and localized effects may occur during construction activities. These may include fugitive dust and exhaust emissions generated from construction equipment and vehicle activity. Such impacts are anticipated to be short-term and limited to the immediate construction zones.

Consistent with the criteria outlined in the FDOT Project Development and Environment (PD&E) Manual, an Air Quality Technical Memorandum will be prepared as part of the PD&E Study to document the project's air quality considerations and compliance with applicable state and federal requirements.

4.4.3 Contamination

Potential sources of contamination reported within the 500-foot project buffer include five Storage Tank Contamination Monitoring (STCM) sites, one Florida Department of Environmental Protection (FDEP) Environmental Restoration Integrated Cleanup (ERIC) site, two State Underground Petroleum Environment Response (SUPER) Act Program risk sources, four Miami-Dade County Division of Environmental Resources Management (DERM) contaminated sites [Youth Co-Op Inc, Robert & Joseph Greenspan, Brickman Bros. Inc, and Austin Tupler Trucking Inc.], 11 hazardous waste facilities, and 16 United States Environmental Protection Agency (USEPA) Resource Conservation and Recovery Act (RCRA) regulated facilities.

Considering the proximity of these sources to the project corridor and the potential for unreported sources of subsurface contamination, impacts to the proposed project from existing contamination may exist. A Level 1 Contamination Screening Evaluation Report will be prepared during the PD&E Study to document potential sources of contamination and their risk to the project construction. If drainage or other subsurface features that require excavation and dewatering are included as part of this project, additional evaluation for contamination impacts may be required during the design phase.

During this project's ETDM screening, the Miami-Dade County's Division of Environmental Resources Management (DERM) noted that all construction plans involving work within contaminated portions of the project corridor must be reviewed and approved by the Environmental Monitoring and Restoration Division (EMRD) of (DERM). This requirement applies to any activities that may encounter or disturb environmentally contaminated soils, groundwater, or other media.

DERM also recommended that EMRD be notified within 24 hours of the discovery of any suspected or confirmed contamination encountered during construction. Following such discovery, no work may proceed within the affected area until EMRD has reviewed the conditions and issued approval for continued activities.

Additionally, DERM advised that the following plans—each addressing site-specific environmental conditions—must be submitted to, and approved or accepted by, EMRD prior to the commencement of construction activities:

- Soil Management Plan (SMP)
- Dust Control / Air Monitoring Plan
- Health and Safety Plan (HASP)

These plans are intended to ensure that contamination is properly managed, workers and the public are protected, and environmental releases are prevented during construction activities.

4.5 Permits

During the PD&E Study, potential permits that will be required during the design phase will be identified and documented for the Preferred Alternative. Roadway projects that occur wholly within State Highway System ROW are exempt from local and county environmental permitting requirements pursuant to Section 335.02, Florida Statutes. However, work proposed outside the FDOT ROW will be subject to local permitting requirements.

Table 4-6 provides a summary of agency permits/approvals anticipated to be required during the design and/or construction phases of the project.

Table 4-6 Anticipated Permits

Permit Type	Recommending / Reviewing Agency	Regulatory Authority / Citation
Sole Source Aquifer Review	USEPA (Federal)	Section 1424(e), Safe Drinking Water Act (42 U.S.C. § 300h-3(e))
Section 404 Permit (Dredge and Fill in Waters of the U.S.)	U.S. Army Corps of Engineers (USACE)	Clean Water Act § 404 (33 U.S.C. § 1344); 33 CFR Parts 320–332
National Pollutant Discharge Elimination System (NPDES) Permit	Florida Department of Environmental Protection (FDEP)	Clean Water Act § 402 (33 U.S.C. § 1342); Chapter 62-621, F.A.C.

Table 4-6 Anticipated Permits

Permit Type	Recommending / Reviewing Agency	Regulatory Authority / Citation
Section 408 Permission	USACE	Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. § 408); 33 CFR Part 208
Environmental Resource Permit (ERP)	South Florida Water Management District (SFWMD) / Water Management District (WMD)	Part IV, Chapter 373, F.S.; Chapter 62-330, F.A.C.

4.6 Cumulative Effects

According to 40 CFR §§ 1508.7 and 1508.8, cumulative impact is defined as the impact on the environment that results from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable future actions, regardless of the agency (federal or non-federal) or person undertaking such other actions. Cumulative effects are not considered a separate category of environmental impact; rather, they represent the summation of direct and indirect impacts to environmental resources that have occurred over time, are occurring presently, or are expected to occur in the foreseeable future.

Based on guidance provided in the FDOT Cumulative Effects Evaluation (CEE) Handbook (2012), a cumulative effects evaluation may be necessary when a project has the potential to cause substantial direct or indirect impacts on environmental resources, or when those resources have a protected status or are considered to be in poor or declining health. If the proposed action indicates the potential for significant cumulative effects, a higher level of documentation may be warranted during the Project Development and Environment (PD&E) Study (FDOT 2012).

During the PD&E Study, the level of analysis for cumulative effects will be reviewed based on the scope of the proposed improvements and the anticipated direct and indirect impacts to environmental resources. This includes consideration of the project’s Final Programming Screen Summary Report, which identifies potential environmental constraints, project commitments, and potential resource impacts that could influence the need for—or depth of—a cumulative effects evaluation.

4.7 Potential Class of Action

As noted previously, the ETDM Programming Screen does not state a COA determination but notes federal involvement through FHWA funding. For the purposes of this report and the associated PD&E Scope of Services (**Appendix A**), the environmental document is assumed to be a Type 2 Categorical Exclusion (federal National Environmental Policy Act document) based on the alternatives defined in this Scoping Report. The COA will need to be confirmed during the PD&E Study. Any major changes to the scope of the proposed improvements will require reconsideration of the COA. Additionally, a Project Commitments Record will be developed as part of the Study.

5.0 PD&E STUDY SUBMITTALS

The following submittals have been identified for the PD&E Study. FDOT will review the following list and determine which submittals are required for the project and indicate if and how many hard copies of the reports are required.

5.1 PD&E Provision for Work

- Quality Control Plan
- Project Schedule
- Project Management Plan

5.2 Public Involvement

- Public Involvement Plan
- Public Hearing Transcript
- Comments and Coordination Report

5.3 Engineering

- Alternatives Analysis Memorandum
- Draft Preliminary Engineering Report
- Final Preliminary Engineering Report (Signed and Sealed)
- Traffic Analysis Methodology Technical Memorandum
- Systems Interchange Justification Report (SIMR)
- Project Traffic Forecasting Memorandum
- Project Traffic Analysis Report
- Intersection Control Evaluation Report
- Location Hydraulics Report
- Conceptual Drainage Report
- Conceptual Design Plans
- Crash Data Analysis Report
- Project-level Concept of Operations
- Preliminary Systems Engineering Management Plan
- Geotechnical Report
- Typical Section Package
- Bridge Analysis Report
- Bridge Hydraulic Report (if applicable)

- Value Engineering Information Report
- Risk Analysis Report
- Design Variations and Exceptions Package (if applicable)
- Utility Request Package
- Utilities Assessment Package

5.4 Environmental

- Type 2 Categorical Exclusion (COA to be confirmed during PD&E Study)
- Sociocultural Effects Evaluation
- Conceptual Stage Relocation Plan (if applicable)
- Cultural Resource Assessment Survey
- Section 4(f) Determination of Applicability (if applicable)
- Section 4(f) “de minimis” Documentation (if applicable)
- Section 4(f) Evaluation (if applicable)
- Section 106 Determination of Effects/Case Study (if applicable)
- Natural Resources Evaluation Report
- Water Quality Impact Evaluation
- Sole Source Aquifer Checklist
- Agency coordination letter(s)
- Conceptual Mitigation Plan (if applicable, included in Environmental Document)
- Noise Study Report
- Air Quality Technical Memorandum
- Level 1 Contamination Screening Evaluation Report

5.5 General

- Project Commitments Record
- Planning Consistency Form

6.0 ENVIRONMENTAL DOCUMENT

The CONSULTANT will assist the department in preparing a Type 2 Categorical Exclusion in accordance with Part 1, Chapter 5 of the PD&E Manual.

LIST OF APPENDICES

Appendix A - Scope of Services

EXHIBIT A

SCOPE OF SERVICES

FOR

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDIES

SR 93/I-75 from SR 826/Palmetto Expwy to Broward County Line

FDOT District 6

Miami-Dade County

This Scope of Services is an attachment which is incorporated into the agreement between the State of Florida Department of Transportation (hereinafter referred to as the DEPARTMENT or FDOT) and ____ (hereinafter referred to as the CONSULTANT) relative to the transportation facility described as follows:

Financial Project ID:	***453149-1-22-01***
Work Program Item No.:	***TBD***
Federal Aid Project No.:	***TBD***
ETDM No.:	***14593***
County Section No.:	***87075000***
Project Description:	***PD&E Services for SR 93/I-75 from SR 826/Palmetto Expwy to Broward County Line***
Bridge No.:	***870650, 870649, 870646, 870647, 871101, 870644, 871100, 870645, 870467, 871097, 870643, 870648, 870600, 871001, 870604, 870605, 870599, 870596, 870594, 870595, 870602, 870597, 870598, 871104, 871111, 871109***
Rail Road Crossing No.:	***N/A***
Project Type:	***Highway***
Lead Agency	***FDOT, Office of Environmental Management***
Federal Funding:	***FHWA Funding***
Anticipated Class of Action:	***Type 2 Categorical Exclusion***

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1.0 SCOPE OF SERVICES PURPOSE

The Scope of Services describes the responsibilities of the CONSULTANT and the Florida Department of Transportation (FDOT or DEPARTMENT) when conducting Project Development and Environment (PD&E) Studies necessary to comply with DEPARTMENT procedures and underlying laws and regulations and to obtain approval of the Environmental Document.

All activities encompassed by this Scope of Services include:

- Major work groups include:
  - 2.0— Project Development & Environmental (PD&E) Studies
  - 3.3— Controlled Access Highway design
- Minor work groups include:
  - 3.1— Minor Highway Design
  - 3.2— Major Highway Design
  - 3.3— Controlled Access Highway Design
  - 4.1.1— Miscellaneous Structures and Minor Bridge Design
  - 4.1.2– Minor Bridge Design
  - 4.2.1 – Major Bridge Design - Concrete
  - 4.2.2 - Major Bridge Design – Steel
  - 4.2.3 - Major Bridge Design – Segmental
  - 6.1— Traffic Engineering Studies
  - 6.2 – Traffic Signal Timing
  - 6.3.1— Intelligent Transportation Systems Analysis & Design
  - 7.1 - Signing, Pavement Marking & Channelization
  - 7.2 – Lighting
  - 7.3 – Signalization
  - 8.1 – Control Surveying
  - 8.2 – Design, Right of Way & Construction Surveying
  - 9.1 – Soil Exploration
  - 15.0 Landscape Architect

The project development process and all tasks identified in this Scope of Services must follow the guidance provided in the DEPARTMENT's current version of the **PD&E Manual, Procedure No. 650-000-001,** and **FDOT Design Manual (FDM)**. As discussed in **Part 1, Chapter 1** of the **PD&E Manual**, the **PD&E Manual** satisfies state and federal processes and incorporates the requirements of the National Environmental Policy Act (NEPA); federal law, regulations, and Executive Orders included in the Federal Highway Administration (FHWA) Federal-Aid Policy Guide; and applicable state laws and regulations including Section 339.155 of the Florida Statutes and Rule Chapter 14 of the Florida Administrative Code. As such, project documents prepared by the CONSULTANT must comply with all applicable state and federal laws, regulations, and Executive Orders.

The Scope of Services defines the project tasks to be performed consistent with the PD&E Manual and other pertinent manuals as noted in Section 2. The Scope of Services also outlines work activities that will be the CONSULTANT’s and/or the DEPARTMENT’s responsibility of the.

The CONSULTANT must demonstrate good project management practices while working on this project, including effective communication with the DEPARTMENT and others as necessary, effective management of time and resources, and quality of documentation. Throughout the PD&E Study, the CONSULTANT shall set up and maintain a contract file in accordance with DEPARTMENT procedures. The CONSULTANT and any SUB-CONSULTANTS are expected to know the laws and rules governing their profession and provide professional services in accordance with current and applicable regulations, codes, ordinances, and standards.

The DEPARTMENT will provide contract administration and management, as well as technical reviews of all work associated with the development of this project and performed under this Scope of Services. The DEPARTMENT's technical reviews will focus on high-level conformance and are not meant to substitute CONSULTANT quality reviews of deliverables. The CONSULTANT is fully responsible for all work performed and work products developed under this Scope of Services. The DEPARTMENT may provide task-specific information as outlined in this Scope of Services.

2.0 PROJECT DESCRIPTION AND OBJECTIVES

This study entails providing additional capacity, traffic operational improvements, and interchange modifications on SR 93/I-75 within Miami-Dade County. The project limits extend from SR 826/Palmetto Expressway to the Broward County Line for approximately 5.90 miles. As the longest freeway in the state of Florida, SR 93/I-75 travels from the southern project terminus at the SR 826/Palmetto Expressway and SR 924/Gratigny Parkway interchange to the Florida/Georgia border. SR 93/I-75 runs east-west across the Everglades, providing access to Fort Myers and north to the greater Florida region. SR 93/I-75 merges with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway, two heavily traveled transportation corridors in Miami-Dade County. These roadways provide subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami.

Within the project limits, SR 93/I-75 is classified as Principal Arterial – Interstate. Within the project area, all express lanes are separated from the general-purpose lanes with concrete barriers, guardrails, or grass medians. Beginning at SR 826/Palmetto Expressway, in the westbound direction, SR 93/I-75 consists of four general purpose lanes and one express lane until it curves to the north where it expands to five general purpose lanes and one express lane. It reduces to four general purpose lanes traveling north to the intersection at SR 860, where it expands to two express lanes and four general purpose lanes northbound to the project's terminus at the Broward County Line. Southbound from the Broward County Line, SR 93/I-75 consists of four general purpose lanes and two express lanes. South of SR 860, SR 93/I-75 reduces to one express lane and four general purpose lanes. Traveling eastbound to the Palmetto Expressway, SR 93/I-75 consists of four general purpose lanes and one express lane until just east of the southern project terminus, where the road reduces to three general purpose lanes and one express lane.

The access management classification for this corridor is Class 01 – Limited Access in an existing urbanized area with ingress and egress only via interchanges. The existing speed limit along SR 93/I-75 is posted at 70 miles per hour (mph). Existing right-of-way ranges from 470 feet to approximately 1,720 feet or more in width near existing interchanges. The typical section varies throughout the project segment. Right-of-way could be required to accommodate the improvements. Specific right-of-way requirements will be determined during the Project Development and Environment (PD&E) Study.

SR 93/I-75 is part of the emergency evacuation network established by the state and Miami-Dade County and is a designated Strategic Intermodal System (SIS) highway corridor, providing access to SR 826/Palmetto Expressway and Florida's Turnpike. As a major connection to the greater state of Florida, SR 93/I-75 provides traffic distribution for destinations to the north, south, east, and west portions of Miami-Dade County. The project area traverses the City of Hialeah, Town of Miami Lakes, City of Miramar and the unincorporated Miami-Dade County.

Overall, the project will offer enhanced capacity for motorists and transit users along SR 93/I-75 within Miami-Dade County, from SR 826/Palmetto Expressway to the Broward County Line.

2.1 PROJECT OBJECTIVES

The purpose of this project is to improve connectivity for the adjacent communities and to alleviate existing congestion, accommodate projected future travel demand, and improve overall operations along the SR 93/I-75 corridor within Miami-Dade County. Additional project goals include maintaining critical regional connectivity and enhancing safety for all users.

The CONSULTANT will analyze and assess the project's impact on the social, economic, cultural, natural, and physical environment, and develop the location and design concept of the project in accordance with FDOT policy, procedures, and requirements.

The CONSULTANT shall review and become familiar with project documents and materials that have been prepared prior to the PD&E phase. The CONSULTANT will review the Efficient Transportation Decision Making Process (ETDM) Programming Screen Summary Report, including comments received from the Environmental Technical Advisory Team (ETAT), Lead Agency, and/or any responses from the District pertaining to this project. The CONSULTANT shall also review concepts and reports (e.g., typical sections, alignments, planning reports) developed from previous planning studies. The CONSULTANT shall use resource agencies' comments to assess the level of effort for work activities required to adequately address potential resources of concern to this project.

2.2 PROJECT REQUIREMENTS AND PROVISIONS FOR WORK

The CONSULTANT will conduct the appropriate level of engineering and environmental analyses for this project, as outlined in the PD&E Manual, the FDM, and directed by the project objectives. The level of analysis depends on complexity of the project, level of controversy, potential for significant impacts, and degree and quality of information/data available. If the Class of Action (COA) for the project was not determined after the ETDM screening, prior to the creation of the Scope of Services, the Lead Agency will determine the COA upon completion of the environmental analyses.

The CONSULTANT, upon direction from DEPARTMENT, will assist with updating data, technical studies, or environmental documents to ensure compliance with NEPA, other federal laws, regulations, and Executive Orders.

The CONSULTANT will maximize the use of existing information available from Federal, State, regional, local agencies, private sources, and its own files. Examples include: the Programming Screen Summary Report, Concept Reports, previously completed planning products, listed species reports, Florida Department of Environmental Protection's (FDEP) OCULUS Electronic Document Management System, and other sources as appropriate.

The DEPARTMENT will allow the CONSULTANT to use the DEPARTMENT's computer facilities upon proper authorization as described in DEPARTMENT Form No. 325-060-08b.

2.2.1 Governing Regulations

Services performed by the CONSULTANT must comply with the **PD&E Manual** and all applicable DEPARTMENT Policies, Procedures, Manuals and Guidelines. Specifically, the CONSULTANT must comply with DEPARMENT's **PD&E Manual**, **FDM**, **Structures Manual**, and **Computer Aided Design and Drafting (CAAD) Manual**. The DEPARTMENT's manuals and guidelines incorporate, by requirement or reference, all applicable federal and state laws, regulations, and Executive Orders. The CONSULTANT will use the latest editions of the manuals, procedures, and guidelines to perform work for this project.

2.2.2 Liaison Office

The DEPARTMENT and the CONSULTANT will designate their respective Liaison Offices for this project.

2.2.3 Personnel

The DEPARTMENT will designate a Project Manager to represent the DEPARTMENT for this project. The DEPARTMENT Project Manager shall be responsible for coordination with the CONSULTANT pertaining to all contractual matters, invoicing, and reporting. The DEPARTMENT Project Manager shall also be responsible for approval of any additional staffing to be provided, including additional consultant staff (approval must be coordinated with the Procurement Office), and shall give approval of all products and services. The CONSULTANT will assign a Project Manager who will communicate regularly with the DEPARTMENT Project Manager regarding development of this project. Final direction on all matters of this project remains with the DEPARTMENT Project Manager.

The CONSULTANT must maintain staffing levels and personnel qualifications necessary to complete the required activities for this Scope of Services. Personnel identified in the contract must perform the CONSULTANT's work to DEPARTMENT standards and procedures. Any changes in the identified personnel will be subject to review and approval by the DEPARTMENT. To the extent possible, the CONSULTANT must minimize the DEPARTMENT's need to apply its own resources to the activities of the Scope of Services, unless otherwise identified.

The CONSULTANT shall assign only competent technical and professional personnel qualified by the necessary experience and education to perform assigned work. The CONSULTANT is responsible for ensuring that staff assigned to work under this Agreement has the training established by the DEPARTMENT as a prerequisite for CONSULTANT staff to perform work. If the required training is such that the trainee can apply it to work on other contracts, (regardless of whether or not the trainee would work on other agreements), the cost of the trainee's time and expenses associated with the training is not directly billable to the DEPARTMENT on this contract and shall only be recoverable through overhead for the CONSULTANT firm.

The CONSULTANT must request approval from the DEPARTMENT's Project Manager and Procurement for any modifications or additions to the list of available staff prior to the initiation of any work by that individual. If applicable, new job classifications may be added to the contract via a contract amendment. The CONSULTANT shall submit a copy of the resume and payroll register before new staff can be added.

The CONSULTANT must have a Licensed Professional Engineer in the State of Florida to sign and seal all engineering reports, documents, technical special provisions, and plans, as required by DEPARTMENT standards.

The CONSULTANT and its employees, agents, representatives, or SUB-CONSULTANTS are not employees of the DEPARTMENT and are not entitled to the benefits of State of Florida (State) employees. Except to the extent expressly authorized herein, the CONSULTANT and its employees, agents, representatives, or SUB-CONSULTANTS are not agents of the DEPARTMENT or the State for any purpose or authority, such as to bind or represent the interests thereof, and shall not represent that it is an agent, or that it is acting on the behalf of the DEPARTMENT or the State. The DEPARTMENT shall not be bound by any unauthorized acts or conduct of CONSULTANT.

2.2.4 Sub-Consultants

The DEPARTMENT Project Manager, Procurement Office, and the CONSULTANT Project Manager must approve, in writing in advance, any services assigned to any SUB-CONSULTANTS in accordance with this Scope of Services. All SUB-CONSULTANTS must be technically qualified by the DEPARTMENT to perform all work assigned to them. Use of additional SUB-CONSULTANTS with specialized areas of expertise may be required to complete specific assignments. Any SUB-CONSULTANTS, including their work assignments and rates of compensation, shall be agreed to by the DEPARTMENT Project Manager, Procurement Office, and the CONSULTANT Project Manager, and documented in the contract file, prior to any work being performed.

2.2.5 Lead Agency, Cooperating Agencies, and Participating Agencies

The CONSULTANT Project Manager will support the DEPARTMENT Project Manager's coordination efforts with Lead Agency(ies), Cooperating Agency(ies), and Participating Agency(ies).

The Lead Agency for this project is FDOT Office of Environmental Management

2.2.6 Meetings and Presentations

Led by the DEPARTMENT Project Manager, the CONSULTANT will attend the Notice to Proceed Meeting, where DEPARTMENT representatives will outline relevant contract and project information provided by the DEPARTMENT Project Manager.

The CONSULTANT shall attend phase review, progress review, and other miscellaneous review meetings necessary to undertake the activities of this Scope of Services. This includes meetings with DEPARTMENT staff, as well as other consultants, technical meetings, or other miscellaneous meetings. This does not include meetings identified by subject area in Sections 3, 4, and 5 of this Scope of Services.

It is anticipated that ***120*** progress and miscellaneous review meetings will be needed.

The CONSULTANT will attend meetings or make presentations at the request of the DEPARTMENT with at least five (5) business days' notice. The CONSULTANT will prepare meeting notes for all meetings identified in this Exhibit and submit within five (5) working days to the DEPARTMENT Project Manager for review.

2.2.7 Communication

The DEPARTMENT Project Manager will be the representative of the DEPARTMENT for the project. The CONSULTANT must regularly communicate with the DEPARTMENT Project Manager to discuss and resolve issues or solicit opinions regarding this project. The CONSULTANT must include the DEPARTMENT when seeking and receiving advice from various State, regional, local agencies, and citizen groups. The final direction on all matters for this project remains with the DEPARTMENT Project Manager.

All written correspondence between the CONSULTANT and any party pertaining specifically to this project must be reviewed and approved by the DEPARTMENT. The CONSULTANT must respond to information requests relevant to the PD&E Study from third parties at the direction, and with the approval, of the DEPARTMENT. The CONSULTANT will assist the DEPARTMENT in preparing letters from DEPARTMENT personnel to other agencies, public officials, and others as needed or requested.

2.2.8 Quality Control

The DEPARTMENT requires that all project documents, technical studies, calculations, maps, reports, conceptual plans, design, and Environmental Document are correct, complete, appropriate for the intended purposes, and conform to requirements of this Scope of Services. The CONSULTANT is responsible for the quality of all (including the SUB-CONSULTANTS) deliverables. The CONSULTANT will independently and continually review deliverables for accuracy and completeness. The CONSULTANT must develop and follow an internal Quality Control (QC) process. The QC process intends to ensure that quality is achieved through checking, reviewing, and verifying work activities and deliverables by qualified individuals who were not directly responsible for performing the initial work.

Within twenty (20) business days from the Notice to Proceed, the CONSULTANT must submit its QC Plan to the DEPARTMENT Project Manager for approval. The QC Plan will identify the deliverables, the personnel performing the reviews, and the method of documentation. The CONSULTANT Project Manager and the CONSULTANT QC Manager will sign the QC Plan.

The CONSULTANT must include documentation of reviews and written resolution of comments with each submittal or deliverable to show adherence of the QC process. At a minimum, provide a quality review checklist which includes letters, exhibits, technical studies, reports, design calculations, Environmental Document, or any documents used or referenced in the QC Plan. The CONSULTANT must maintain documentation which shows adherence of the QC Plan process was followed. The DEPARTMENT Project Manager may request document reviews and written resolution of comments from the CONSULTANT at any time during the PD&E Study.

2.2.9 Schedule

Within ten (10) business days after the Notice to Proceed, and prior to the CONSULTANT beginning work, the CONSULTANT shall submit a detailed project activity or event schedule to the DEPARTMENT. The schedule must indicate all required submittals, critical path activities, and key project milestones or activity codes. When applicable, the CONSULTANT Project Manager will receive a Statewide Acceleration and Transformation (SWAT) preliminary project schedule from the DEPARTMENT Project Manager during the Notice to Proceed meeting. The project schedule shall contain, at a minimum, the following information for each schedule activity: FDOT activity ID with correct Project Schedule Management (PSM) codes, activity description, original duration, remaining duration, start date, finish date, activity percent complete and total float. Only allow two (2) open-ended activities (the first and the last). The project schedule must include a column displaying each activity's Predecessor and Successor. The schedule must be based on the DEPARTMENT's expected production date and must be approved by the DEPARTMENT. The PSM Codes and Schedule Templates are found on the OEM website (https://www.fdot.gov/environment/psmcodes.shtm). The anticipated date for final approval of the Environmental Document is ***September 2029.*** The schedule must be based upon consideration of the project's environmental issues (social, cultural, natural and physical resources) and regulatory requirements, and in coordination with the DEPARTMENT's District Environmental Management Office.

An anticipated payout and fiscal progress curve must accompany the schedule. For the purpose of scheduling, the CONSULTANT shall allow for a review period of at least ***20 days*** for each draft technical report or memorandum submitted for District review.

In developing the schedule for this project, the CONSULTANT, in coordination with the DEPARTMENT, must include adequate time to meet regulatory, Lead Agency, and Cooperating Agency reviews, as well as formal consultation timeframes.

Periodically throughout the life of the contract, the CONSULTANT must review the project schedule, payout, and fiscal progress curves to monitor the progress of the project. The CONSULTANT shall submit monthly progress reports with the approved schedule and schedule status report, which includes critical-path review and progress and payout curves, to the DEPARTMENT Project Manager. The DEPARTMENT Project Manager must approve any adjustments or changes to the approved schedule.

2.2.10 Submittals

The CONSULTANT will compile and transmit draft documents identified in this Scope of Services to the DEPARTMENT for review. For each submittal, the CONSULTANT will include a Transmittal

Cover Letter that includes, at a minimum, the file name and format of each electronic file, and the number of hardcopies (if any) as directed by the DEPARTMENT Project Manager.

The DEPARTMENT will review draft submittals and provide the CONSULTANT with review comments. The CONSULTANT will address comments, prepare a matrix of comments and responses as applicable, and submit revised documents. The CONSULTANT will assist the DEPARTMENT in resolving the comments received from the Lead Agency, Cooperating Agencies, resource agencies and the public, including preparation of individual responses.

PD&E Provisions for Work:

Quality Control Plan (QC Plan)
Project Schedule
Project Management Plan

Public Involvement:

Public Involvement Plan (PIP)
Public Hearing Transcript
Comments and Coordination Report

PD&E Engineering:

Alternatives Analysis Memorandum
Draft Preliminary Engineering Report
Final Preliminary Engineering Report (Signed and Sealed)
Traffic Analysis Methodology Technical Memorandum
Systems Interchange Justification Report (SIJR)
Project Traffic Forecasting Memorandum
Project Traffic Analysis Report
Intersection Control Evaluation Report
Location Hydraulics Report
Conceptual Drainage Report
Conceptual Design Plans
Crash Data Analysis Report
Project-level Concept of Operations
Preliminary Systems Engineering Management Plan
Geotechnical Report
Typical Section Package
Bridge Analysis Report
Bridge Hydraulic Report (if applicable)
Value Engineering Information Report
Risk Analysis Report
Design Variations and Exceptions Package (if applicable)
Utility Request Package
Utilities Assessment Package

Environment:
Type 2 Categorical Exclusion (COA to be confirmed during PD&E Study)
Sociocultural Effects Evaluation
Conceptual Stage Relocation Plan (if applicable)
Cultural Resource Assessment Survey
Section 4(f) Determination of Applicability (if applicable)
Section 4(f) "de minimis" Documentation (if applicable)
Section 4(f) Evaluation (if applicable)
Section 106 Determination of Effects/Case Study (if applicable)
Natural Resources Evaluation Report
Water Quality Impact Evaluation
Sole Source Aquifer Checklist
Agency coordination letter(s)
Conceptual Mitigation Plan (if applicable, included in Environmental Document)
Noise Study Report
Air Quality Technical Memorandum
Level 1 Contamination Screening Evaluation Report

General:
Project Commitments Record (PCR)
Planning Consistency Form

The CONSULTANT will submit to the DEPARTMENT final reports and other deliverables identified in this section, in the requested format.

Upon completion of the project, the CONSULTANT will transfer to the DEPARTMENT all project electronic files, data, maps, sketches, worksheets, and other materials used or generated during the PD&E Study in an organized manner, in an agreed upon portable storage drive.

Additionally, the CONSULTANT will upload all final submittals and appropriate supporting project files to the StateWide Environmental Project Tracker (SWEPT), upon completion of technical studies and Environmental Document and as directed by the DEPARTMENT.

The Project Commitment Records will be delivered as a PDF to the DEPARTMENT for uploading into Project Suite Enterprise Edition (PSEE) at the completion of the study.

2.2.11 Computer Automation

The CONSULTANT shall develop concept plans and alternatives' designs utilizing CADD systems. The DEPARTMENT makes software available to ensure quality and conformance with the DEPARTMENT'S policies and procedures regarding CADD. It is the responsibility of the CONSULTANT to meet the CADD production requirements in the **FDOT CADD Manual.** The CONSULTANT must submit final documents and files as described in the **CADD Manual**. Additional related information is found in the **FDM**. Concept plans and alternative designs shall also be displayed using Google Earth-ready KMZ files. The concept plans must have both existing and proposed engineering and environmental features.

Upon DEPARTMENT approval, the CONSULTANT may also use computer tools and software to conduct some of the engineering and environmental analyses. Prior to using these tools, the

CONSULTANT must agree to provide original electronic files in a format and standard consistent with the DEPARTMENT's policies and procedures.

Prior to submitting electronic files to the DEPARTMENT, all electronic files must be scanned for viruses. Failure to scan electronic files for viruses may result in a lower CONSULTANT work performance evaluation.

2.2.12 Conflict of Interest

The CONSULTANT or any affiliate is not eligible to pursue advertised work in the CONSULTANT's area of oversight for any project for which the CONSULTANT developed the Scope of Services. SUB-CONSULTANTS are also ineligible to pursue projects where they participated in the development of the Scope of Services or have an oversight responsibility. The term "affiliate" is defined in **FDOT Procedure No. 375-030-006, Conflict of Interest Procedure for Department Contracts**.

The CONSULTANT and its SUB-CONSULTANTS will not enter into another contract during the term of the contract for this project which would create or involve a conflict of interest with the services herein. The CONSULTANT and its SUB-CONSULTANTS must comply with **FDOT Procedure No. 375-030-006, Conflict of Interest Procedure for Department Contracts**.

2.3 COORDINATION WITH OTHER CONSULTANTS AND ENTITIES

The CONSULTANT will coordinate work activities with any ongoing and/or planned DEPARTMENT projects that may affect this project. The DEPARTMENT and CONSULTANT shall coordinate with local governmental entities to ensure project concepts are compatible with local improvements and right of way activities. The CONSULTANT will inform the DEPARTMENT Project Manager of all coordination activities with other agencies or entities prior to holding such activities. The DEPARTMENT Project Manager shall be included in all such coordination activities.

The CONSULTANT shall coordinate with the following pertinent projects and studies:

- 438864-2 SR 860/Miami Gardens Dr/NW 186 St from E of I-75/SR 93 To NW 79th Pl
- 441831-1 SR 826 Frontage Roads from NW 103 Street to NW 122 Street
- 447165-1 SR 826/Palmetto Expressway from South of NW 36 St to N of NW 154 St.
- 446947-1 Wrong Way Driving Initiative at Various Ramp Locations
- 456046-1 SR 93/I-75 From MP 1.96 To MP 4.52
- 443882-1 TPK EXT (SR 821) Managed Lane Implementation (MP 4-20)
- 92404-001 SR 924 Extension West to the Homestead Extension of the Florida Turnpike
- 92408-001 SR 924 Partial Interchange at NW 67th Avenue

2.4 CONTRACT MANAGEMENT

The CONSULTANT is responsible for maintaining project files, including copies of submittals and underlying data, calculations, information and supporting project documentation. The CONSULTANT is responsible for preparing monthly progress reports and schedule updates. Progress reports will be delivered to the DEPARTMENT in a format prescribed by the DEPARTMENT Project Manager with the corresponding invoice.

The CONSULTANT will regularly communicate the status of the project with the DEPARTMENT while managing SUB-CONSULTANT efforts and executing SUB-CONSULTANT agreements.

2.5 ADDITIONAL SERVICES

The CONSULTANT will be requested to provide the following additional services for this project.

2.5.1 Alternative Corridor Evaluation – N/A

2.5.2 Advance Notification – N/A

2.5.3 Scoping – N/A

2.5.4 Notice of Intent – N/A

2.5.5 Miscellaneous Services – N/A

2.6 SERVICES TO BE PERFORMED BY THE DEPARTMENT

The DEPARTMENT will provide the following services and materials:

- Lead and participate in coordination efforts with the Public Transit Office, Office of Environmental Management, FTA, environmental resource and regulatory agencies, the public, and other stakeholders, as appropriate.
- Provide project data currently on file and available from study partners, such as:
- Travel market analysis or ridership forecasting;
    - Planned new development or redevelopment including Developments of Regional Impact (DRIs) data, Community Reinvestment Act (CRA) plans, streetscape, landscape, road diet, or context sensitive design efforts;
    - Planning studies amd environmental evaluations;
    - ETDM Programming Summary Report;
    - Recently completed roadway studies for the study area including PD&E studies, access management, intersection plans, design files, and capacity improvements;
    - Multimodal or small area studies including freight, interchange, intersection, transit, pedestrian, bicycle, land use and signal priority;
    - Transportation Management Plan;
    - Traffic analyses for the study area/corridors;
    - Previously conducted transit vision plans, transit feasibility studies, comprehensive operations analyses, transit development plans, etc.;
    - All information in the possession of the DEPARTMENT pertaining to prior and on-going studies that may affect the project such as existing construction and as-built plans, bridge inspection reports and load ratings, prior environmental studies, existing permit information, existing drainage and geotechnical reports and any agreements with third parties related to the project corridor;
    - All available information in the possession of the DEPARTMENT pertaining to utility companies whose facilities may be affected by the proposed construction;
    - All future information that is in possession or may become available to the DEPARTMENT pertaining to subdivision plans, so that the CONSULTANT may take advantage of additional areas used as part of the existing right of way;
    - Advance Notification and all environmental and engineering documents including the Permit Coordination Packages;
    - Coordination with the State Historic Preservation Officer (SHPO);

- Existing FDOT right of way maps and information on existing surplus right of way under ownership by the DEPARTMENT or participating local agency (counties and cities partnering with FDOT for the PD&E Study);
- Existing Horizontal Network Control;
- FDOT crash data;
- Available traffic and planning data;
- Proposed right of way cost data;
- Construction cost database, as applicable;
- Project Electronic File Root Directory Structure for delivery of project design files to the DEPARTMENT;
- All applicable DEPARTMENT agreements with Utility Agency Owners;
- Letters of authorization designating the CONSULTANT as an agent of the DEPARTMENT to enter lands, waters, and premises of another in the performance of duties in accordance with Section 337.274, F.S.;
- Reviews of technical reports and Environmental Documents

2.7 OPTIONAL SERVICES

The DEPARTMENT has the option to request the CONSULTANT to provide professional services not explicitly outlined in this Exhibit. These services may include, but not limited to: re-evaluation of previous PD&E Studies, environmental analysis not specifically listed in this Scope of Services, final design services, expert witness services for right of way acquisition, additional design analysis, and design plan preparation for utilities review. Additionally, by request, the CONSULTANT may provide services for Request for Proposal (RFP) development for Design-Build Procurement and/or support the DEPARTMENT in the acquisition of a Design-Build contract. The fee for such services shall be negotiated in accordance with the terms detailed in **Exhibit B** (Method of Compensation) for a fair, competitive and reasonable cost, considering the scope and complexity of the project. For optional services, a supplemental agreement shall be executed in accordance with Section 2 of the Standard Professional Services Agreement Terms.

3.0 PUBLIC INVOLVEMENT

The intent of public involvement is to engage the public, including property owners, tenants, business owners and operators, public officials and agencies, facility users, interested parties, and special interest groups, during the development of transportation projects. FDOT requires a hybrid format for meetings to provide multiple opportunities for the public to receive information and provide input. A hybrid meeting uses both an in-person and virtual component. Small group and one-on-one meetings can be held in-person or virtually, as seen fit by the appropriate parties. The CONSULTANT will coordinate and perform the appropriate level of public involvement for this project as outlined in **Part 1, Chapter 11**, and **Part 2, Chapter 4** of the **PD&E Manual**, the **FDOT Public Involvement Handbook**, and **FDOT's** Public Involvement Website.

The CONSULTANT will provide the DEPARTMENT drafts of all public involvement materials (e.g., newsletters, property owner letters, advertisements, handouts, exhibits) associated with the following tasks for review and approval at least ***10*** business days prior to printing and/or distribution. The CONSULTANT will document the entire public involvement and agency coordination process in a Comments and Coordination Report or Public Involvement Activities Report and summarize the effort in the Environmental Document. Supporting documentation will be maintained in the Project file in SWEPT.

3.1 PUBLIC INVOLVEMENT PLAN ELEMENTS

3.1.1 Public Involvement Plan

The purpose of a PIP is to identify potentially affected people in a community, define outreach methods, and schedule activities to obtain their input. The **CONSULTANT** is responsible for creating the PIP using existing work developed by the DEPARTMENT, as a starting reference, and the level of effort for the Class of Action, if available. The PIP must include a public involvement schedule, identify potentially affected stakeholders and communities in the vicinity of the project, and establish appropriate outreach methods. This includes consideration of the demographics of the study area and any reasonable accommodations required, including, but not limited to disabled, transit-dependent, limited English proficient (LEP), elderly, low income, or minority populations. The CONSULTANT will review and attach the Sociocultural Data Report (SDR) to the PIP. **Part 1**, **Chapter 11** of the **PD&E Manual** provides a sample template for the PIP. At a minimum, the PIP must include the following:

- Project background
- Project goals (for the public involvement process)
- Identification of elected officials and agencies (including city, county, state, and federal representatives, whose jurisdictional/political boundary intersects the project area and Native American Tribes).
- Identification of affected communities, property owners/tenants, business owners, community leaders, stakeholders, and other interested parties (see **Part 1, Chapter 11** of the **PD&E Manual** for examples of other interested parties).
- A contact/mailing list (including names, addresses, telephone numbers, and email information for local elected officials, key community leaders, adjacent landowners, business owners, chamber of commerce leaders, neighborhood association presidents, religious leaders, senior citizen center coordinators, day care center administrators, school principals, utility providers, etc.). The CONSULTANT will initially develop the list from the Environmental Screening Tool (EST), and/or Property Appraisers' Offices. The CONSULTANT will continually update the contact/mailing list to add new names and/or addresses upon request, when elected or other officials change, or names of people or organizations are discovered during the project.

- Proposed public outreach activities (Outreach activities should offer everyone in a community the opportunity to participate in the PD&E effort, and therefore, must include reasonable accommodation of transit-dependent persons, persons with disabilities, and persons with limited English proficiency, etc.).
- Anticipated schedule of public outreach activities
- Methodology for collecting, analyzing, and responding to public comments. All comments and concerns should be analyzed in relationship to the project, its goals, and the overall impact to the community.

The DEPARTMENT requires the CONSULTANT to create and submit a PIP that demonstrates how the creation and maintenance of the Plan will be carried out. The PIP template may be found in **Part 1, Chapter 11** of the **PD&E Manual**:

The **CONSULTANT** will periodically review the PIP to evaluate the effectiveness of the public involvement activities in accordance with **Part 1, Chapter 11** of the **PD&E Manual** and **FDOT's Public Involvement Handbook**. The evaluation should indicate whether there is a need to use new outreach strategies to improve public involvement.

No further public involvement activities may begin prior to the submission and approval of the PIP. Upon approval of the PIP, the CONSULTANT shall update the PIP as necessary or upon notification by the DEPARTMENT of a deficiency in the PIP. The DEPARTMENT must approve any changes to the PIP.

3.1.2 Project Website and Social Media

As part of the project's PIP the **CONSULTANT** will develop public involvement materials using the DEPARTMENT's approved template and submit the information to be uploaded into the DEPARTMENT's project website (this is not the same as the DEPARTMENT's Public Notice Website). The project website will be created by the **CONSULTANT** and maintained by the DEPARTMENT. The website must meet FDOT requirements (refer to **FDOT's Consultant Managed Website** page). The DEPARTMENT will handle Social Media postings.

The CONSULTANT will provide content updates for FDOT's project website or Social Media, as necessary. Content updates are usually completed on a set schedule, at project milestones, or to advise the public of new project information. The DEPARTMENT is responsible for the approval of any content updates and maintenance of the project website and Social Media.

3.1.3 Public Involvement Data Collection

The CONSULTANT will assist the DEPARTMENT with collecting data specific to the public involvement process and preparing responses to any public inquiries received throughout the project. The CONSULTANT will maintain and regularly update the public involvement project file (electronic and hardcopy formats) to document all project public involvement activities.

The **CONSULTANT** is responsible for identifying and maintaining the project mailing list that may include: officials and interested parties (any person or institution expressing an interest in the project), affected parties, and potential permit and review agencies.

The CONSULTANT will coordinate with the DEPARTMENT to generate or obtain mailing information of property owners using the appropriate County Property Appraiser's Office(s), for the most up-to-date property information.

The CONSULTANT will investigate potential meeting locations to advise the DEPARTMENT of their suitability meeting ADA requirements, room layout, parking, etc.). Refer to **Part 1, Chapter 11** of the **PD&E Manual** for the Sample Public Meeting Facility Checklist. The DEPARTMENT will ultimately approve the meeting location. The **CONSULTANT** will pay all costs for meeting location rental and insurance (if required). The CONSULTANT will be responsible for all logistics associated with setting up the meeting.

3.1.4 Public Involvement Comment Tracking

The CONSULTANT will compile comments received from the Public Meetings, Project Websites, or any other public outreach activities. The comments and responses will be maintained throughout the PD&E Study.

3.2 SCHEDULED PUBLIC MEETINGS

The CONSULTANT will actively support the DEPARTMENT in conducting public meetings, which may be conducted during weekends or after normal working hours. The CONSULTANT will support the DEPARTMENT in preparation, scheduling, attendance, note taking, providing follow-up services, including debrief meetings with the DEPARTMENT and documenting each meeting. These activities shall be done in accordance with **Part 1, Chapter 11** of the **PD&E Manual** and the **FDOT Public Involvement Handbook,** documented in the updated PIP, Public Involvement Activities Report, or the Comments and Coordination Report and summarized in the Environmental Document.

3.2.1 Types of Public Meetings

The types and number of meetings to be held will depend on the project's COA, the complexity and size of the project, and the level of public interest or potential for controversy. The level of effort and requirements for each of these meetings are defined in the staff hour estimates. Specify if each meeting should be virtual, hybrid, or in-person. The following is a list of anticipated meetings for this project:

- 1 Project Kick-off Meeting (Hybrid)
- 10 total presentations to Miami-Dade TPO Board and advisory committees, before the Alternatives Public Information Meeting and the Public Hearing. Advisory committees include Miami-Dade TPO Board, Citizens Transportation Advisory Committee (CTAC), Bicycle and Pedestrian Advisory Committee (BPAC), Freight Transportation Advisory Committee (FTAC) and Transportation Aesthetics Review Committee (TARC).
- 10 total presentations with municipalities before the Alternatives Public Information Meeting and the Public Hearing, including the City of Hialeah, Town of Miami Lakes, City of Miramar, and Miami-Dade BCC
- 3 Project Advisory Team Meetings (kick-off meeting, review meeting of alternatives before the Alternatives Public Meeting, project summary meeting before Public Hearing
- 1 Alternatives Public Meeting (Hybrid)
- 1 Public Hearing (Hybrid)
- 1 Tolling Workshop meeting, 8-hour duration (recommended by James Beverly)
- 12 Other Public, Agency and Elected Officials Meetings (miscellaneous meetings)

3.2.2 Meeting Requirements

For any public **meeting, the CONSULTANT will prepare and/or be responsible for the follo**wing:

- Agenda
- Presentation scripts and/or pre-recorded presentations
- Handouts

- Presentation graphics (provide electronic copies for virtual meetings and presentation boards for in-person)
- ***Set up Virtual Meeting platform***
- Meeting equipment set-up and tear-down
- Display advertisements ***will*** be submitted to the DEPARTMENT for review and approval two (2) weeks prior to the newspaper's deadline for meeting the publication date. (The ***CONSULTANT*** will pay any associated publishing costs.)
- Letters or email notices for elected and appointed officials, property owners, and other interested parties will be submitted to the DEPARTMENT for review and approval two (2) weeks prior to the date for distribution. (The ***CONSULTANT*** will pay the cost of First-Class U.S. Mail.)
- News releases or project fact sheets. The DEPARTMENT must review news releases and fact sheets two (2) weeks before the meeting or distribution.
- Provide District PIO notification materials for uploading to FDOT's Public Notice Website five (5) days prior to the notification date for the website.
- Meeting summaries shall be provided to the DEPARTMENT no later than five (5) business days after the meeting.
- Prepare response letters to public comments for DEPARTMENT signature.

The CONSULTANT will develop the meeting format for approval by the DEPARTMENT. Any materials prepared by the CONSULTANT for such meetings as listed above are also subject to review and approval by the DEPARTMENT. The CONSULTANT shall provide the DEPARTMENT with a draft of any proposed materials two (2) weeks prior to the meeting.

The CONSULTANT will assist the DEPARTMENT when facilitating the public information meeting/workshop to present project details and obtain comments related to the project and/or project alternatives.

The CONSULTANT will participate in both briefing and debriefing meetings with DEPARTMENT staff related to the Public Meeting/Workshop.

The CONSULTANT will attend the meetings with a suitable number of personnel with appropriate technical expertise (based on project issues), as authorized by the DEPARTMENT Project Manager, to assist the DEPARTMENT in such meetings.

The CONSULTANT will provide personnel to facilitate the virtual portion of the meetings.

The DEPARTMENT may request the CONSULTANT to identify the effect of the project to individual properties on aerial maps or concept plans in response to requests from property owners. The DEPARTMENT may also request the CONSULTANT to meet with individual property owners.

3.3 PUBLIC HEARING

In accordance with the **FDOT Public Involvement Handbook**, all Public Hearings must be a Hybrid format. In addition to the general public meeting requirements above, for the Public Hearing, the CONSULTANT will provide the approved Environmental Document for public availability at the location(s) identified in public notification materials at least 21 calendar days prior to the public hearing date. Locations where the Environmental Document is displayed should be in proximity to the project, easily accessible, and with public transportation availability, if possible. All locations must be Americans with Disabilities Act of 1990 (ADA) compliant and provide reasonable accommodation and access to physically handicapped and disabled persons. The DEPARTMENT will approve the locations.

The CONSULTANT will prepare the public hearing notifications on the DEPARTMENT's letterhead for DEPARTMENT review and signature 15 days prior to mailing, or as directed by the DEPARTMENT. The CONSULTANT will prepare an initial draft notification for review and approval by the DEPARTMENT, prior to submitting all notifications for review.

Notifications to elected officials will be signed/emailed by the District Secretary or designee. All other notifications to agencies or public officials may be signed/emailed by the DEPARTMENT Project Manager. The notification letters/emails must have the DEPARTMENT's return address. After the DEPARTMENT signs the notifications, the CONSULTANT may send them by First-Class U.S. Mail or email. The DEPARTMENT Project Manager will also send the notification letters by email. The CONSULTANT will remit notifications to the Lead Agency, local governments, and regulatory agencies at least 25, but no more than 30 calendar days prior to the public hearing date.

The CONSULTANT will prepare the public hearing notifications to property owners on the DEPARTMENT's letterhead for DEPARTMENT review and signature, 15 days prior to mailing or as directed by the DEPARTMENT. After the DEPARTMENT Project Manager signs the letters, the CONSULTANT will send via First-Class U.S. Mail. The CONSULTANT will obtain a list of names and addresses of property owners from the Environmental Screening Tool (EST) and/or Property Appraisers' Offices. The letters must have the DEPARTMENT's return address. The CONSULTANT will send notification letters to property owners at least 14 to 21 calendar days prior to the public hearing.

The CONSULTANT will prepare draft newspaper public hearing notice(s) for DEPARTMENT review and approval at least 15 days prior to the newspaper due date for publication. The CONSULTANT will ensure the approved public hearing notice is published a minimum of two (2) times. The first notice should appear 15 to 30 days prior to the hearing; and the second notice should appear 7 to 12 days prior to the hearing. The CONSULTANT will be responsible for the newspaper notification cost. See **Part 1, Chapter 11** and **Part 2, Chapter 4** of the **PD&E Manual**, the **FDOT Public Involvement Handbook**, and FDOT's Public Involvement Website for additional information.

The CONSULTANT will provide the following:

- Public Hearing Notice and publication in the Florida Administrative Register (FAR)
- Notification on the Department's Public Notice webpages through the FDOT PM or District Public Information Officer (PIO) five (5) days prior to date of publication.
- Identification of the website(s) and/or locations where the technical reports and Environmental Documents will be available for public review and comment.
- Presentation with script
- Proposed display boards and exhibits, as specified by the DEPARTMENT:
    - Meeting location signs
    - Brochures or handouts
    - NEPA Assignment compliance signs
    - Laws and Regulations signs (see **Part 1, Chapter 11** of the **PD&E Manual**)
    - Title VI compliance signs
- Hard copies of technical reports and the version of the Environmental Document approved for public availability.
- Security (off-duty law enforcement), if needed.
- Newspaper advertisements; any press releases and/or advertisements will indicate that the meeting is a DEPARTMENT activity; the CONSULTANT will pay the cost of publishing.

- Expenses for services of a court reporter to be present and obtaining transcripts of comments made during the Public Hearing.
- Response to public comments.

The CONSULTANT will participate in briefing and debriefing meetings with the DEPARTMENT related to the Public Hearing. The CONSULTANT will prepare response letters for DEPARTMENT signature for all public comments. The DEPARTMENT Project Manager would review and approve any such response letters.

3.4 COMMENTS AND COORDINATION REPORT / PUBLIC INVOLVEMENT ACTIVITIES REPORT

The CONSULTANT will prepare either a Comments and Coordination Report or Public Involvement Activities Report incorporating the PIP, description of the public notification process, summary of all public outreach activities, justification for meeting locations, transcript, errata, and signed certification, as well as documentation for all public involvement activities conducted throughout the project in accordance with Part 1, Chapter 11 of the PD&E Manual and the FDOT Public Involvement Handbook. The CONSULTANT will analyze comments received and prepare comment responses for DEPARTMENT approval. The CONSULTANT will summarize the public involvement process and document the public comments received and the DEPARTMENT's responses in the Environmental Document. Supporting documentation will be maintained in the project file within SWEPT.

Any coordination regarding other projects should be documented in the Comments and Coordination Report.

3.5 NOTIFICATION OF APPROVED ENVIRONMENTAL DOCUMENT

The CONSULTANT shall prepare display advertisement for the notification of the Approved Environmental Document. The CONSULTANT will pay for the cost of publishing. The DEPARTMENT must review and approve the notice prior to publication.

3.6 ADDITIONAL PUBLIC INVOLVEMENT REQUIREMENTS

The DEPARTMENT will identify and list any special or additional public involvement requirements.

- General Public Correspondence
- Preparation and distribution of Newsletters/fact sheets
- Frequently Asked Questions (FAQs)
- Videos, Renderings, Fly-Throughs, 3-Dimensional (3D) Visualization

4.0 ENGINEERING ANALYSES AND CONSIDERATIONS

CONSULTANT activities to conduct and prepare engineering analyses and reports shall occur under the direction of the DEPARTMENT Project Manager. The CONSULTANT shall perform engineering activities essential to developing and evaluating project alternatives as outlined in **Part 2, Chapter 3** of the **PD&E Manual** and as specified in this section. The CONSULTANT will gather and review existing data from the DEPARTMENT, such as transportation planning data developed for long range plans or any previously completed technical studies within the project area. The CONSULTANT will collect additional data necessary to supplement existing data.

The CONSULTANT will verify, and if necessary, amend the purpose and need statement for the project based on information obtained from the Programming Screen Summary Report, existing data, safety analysis, evaluation of existing conditions, evaluation of traffic projections, and input received through the public involvement process.

The CONSULTANT shall develop and analyze conceptual design alternatives to address the project's Purpose and Need. Early in the alternatives development process the CONSULTANT must consider the DEPARTMENT's **Complete Streets, Policy No. 000-625-017**. Consideration and integration of complete streets during the PD&E Study promotes the efficient development of a multimodal transportation system. The complete streets context classification is determined based on the **FDOT Context Classification Guide** and in coordination with the DEPARTMENT.

Prior to evaluating build alternatives, engineering analysis must demonstrate that maximization of the existing system through various Transportation Systems Management and Operations (TSM&O) strategies will not meet the purpose and need for the project. The CONSULTANT will document the TSM&O Alternative in the alternatives section of the PER and Environmental Document. If the TSM&O Alternative does not meet the purpose and need for the project, the PER and Environmental Document must briefly explain why.

Based on engineering analysis, the public involvement process, and environmental analysis, the DEPARTMENT will identify a proposed design concept (the preferred alternative) to advance to the design phase.

4.1 REVIEW OF PREVIOUS STUDIES

The CONSULTANT shall review and summarize previously completed (or concurrent) planning studies and other studies that are related to this project and appropriately incorporate their results in the analysis of the project as described in the **PD&E Manual**. The following studies were conducted for this project:

- I-75 Project Development and Environment (PD&E) Study by FDOT D4 and D6 (FPID# 420669-1-22-01).
- SR 826 Express Lanes Project – North-South Final Report Traffic Operations Analysis Report (FPID No. 418423-3-22-01)
- SR 924 West Extension PD&E Study (Segment 7 - GMX# 92404.011)
- I-75 between NW 170th Street and Miramar Parkway (FPID No. 421707-2, 421707-3 & 421707-8)
- I-75 between SR 924 and NW 170th Street (FPID No. 432687-1)
- I-75 Planning Study Technical Memorandum from SR 826/Palmetto Expressway to Miami-Dade/Broward County line
- I-75 Corridor Assessment Memorandum
- American Dream Miami (ADM) and the Graham Properties (GP) projects

4.2 EXISTING CONDITIONS ANALYSIS

The CONSULTANT will conduct field observations to review existing field conditions, verify desktop data, and obtain additional data required to understand the project area, assess project needs, identify physical and environmental constraints, develop and analyze project alternatives, and assess constructability issues.

The CONSULTANT will collect data describing existing conditions and characteristics of the project including roadway geometrics, as-built plans, pavement reports, existing right of way, tax maps, maintenance maps, typical section elements, signalization and other operational features, access features, and other data applicable to modes and sub-modes of transportation. Transportation methods may include pedestrians, bicyclists, public transit users (including transit vehicles and riders), paratransit users (carpools, vanpools, taxis, shuttles, jitneys, school buses, and coach buses), and freight users (including loading/unloading and parking, emergency response vehicles, service vehicles, and freight handler vehicles).

The CONSULTANT will analyze existing conditions to identify and verify current transportation deficiencies as they relate to the needs and objectives of this project.

The CONSULTANT will furnish necessary exhibits for use in this project, such as a Project Location Map, Corridor Maps, and Concept Plans.

4.3 SURVEY

4.3.1 Survey Design

The DEPARTMENT will provide a control survey level right of way file together with any existing topographic file available in the district. Said topographic file reference only and shall not be used for design purposes. The CONSULTANT will review survey data for completeness and coordinate with the DEPARTMENT Project Manager if additional design survey is needed.

The CONSULTANT will conduct design photogrammetric services for this project. All surveying and mapping activities will be done in accordance with the Surveying and Mapping Procedure 550-030-101 and the Surveying and Mapping Handbook.

The CONSULTANT will coordinate and order aerial photography from the DEPARTMENT or other sources as required. The CONSULTANT will also review the photography for project use to ensure compatibility and coverage.

4.3.2 Photogrammetry (Not Applicable)

4.4 GEOTECHNICAL INVESTIGATION

The DEPARTMENT will provide geotechnical information for this project to the CONSULTANT. The CONSULTANT will review geotechnical information for completeness and coordinate with the DEPARTMENT Project Manager if additional geotechnical investigation is needed.

The CONSULTANT will conduct geotechnical services associated with design activities related to this project. Before beginning work and after the Notice to Proceed is issued, the CONSULTANT shall submit an investigation plan for approval and meet with the DEPARTMENT's Geotechnical Engineer or representative to review the project scope and DEPARTMENT requirements.

The CONSULTANT shall coordinate with the DEPARTMENT's geotechnical staff regarding project requirements, review of existing geotechnical data, and need for additional data. The CONSULTANT will review the US Department of Agriculture (USDA) soil data, US Geological Survey (USGS), and Natural

Resource Conservation Service (NRCS) maps, US Coast and Geodetic Survey (USCGS) maps, and summarize the findings.

The CONSULTANT will perform a review of previously completed geotechnical surveys and compile available boring data from previous projects within the project limits. The CONSULTANT will perform field reconnaissance of the project area to determine conditions that may affect development of project alternatives. The CONSULTANT will prepare a Geotechnical Technical Memorandum summarizing the geotechnical investigation that will be used to facilitate the data for final design.

The CONSULTANT will conduct geotechnical services associated with design activities related to this project. Before beginning work and after the Notice to Proceed is issued, the CONSULTANT shall submit an investigation plan for approval and meet with the DEPARTMENT's Geotechnical Engineer or representative to review the project scope and DEPARTMENT requirements.

4.5 TRAFFIC ANALYSIS

The FDOT District 6 Planning Office is performing a Pre-PD&E traffic evaluation of the project corridor to support the I-75 PD&E Study which will serve as the basis for the additional traffic analysis for this PD&E Study. The CONSULTANT will review the results of the Pre-PD&E Traffic Evaluation and determine whether additional data may be needed. A field inspection should be conducted to confirm existing characteristics. The CONSULTANT will review the following Traffic Reports from the Pre-PD&E Traffic Evaluation:

- Design Traffic Memorandum
- Operational Traffic Analysis Memorandum

4.5.1 Traffic Analysis Methodology

The CONSULTANT will perform traffic analysis in accordance with guidance from the **PD&E Manual**, **Traffic Analysis Handbook**, and **Project Traffic Forecasting Handbook**. The CONSULTANT will utilize the traffic forecast and operational analysis for the existing conditions and no-build alternative developed as part of the Pre-PD&E Traffic Evaluation.

The CONSULTANT will prepare an analysis methodology for the build alternatives which must be agreed upon by the DEPARTMENT prior to beginning any analysis. The methodology must state the type of documentation, and method and assumptions that will be used to analyze the future traffic conditions. It must also establish the performance Measures of Effectiveness (MOE) for conducting a comparative evaluation of alternatives.

Capacity analysis will be based on the latest Highway Capacity Manual procedures. Use of VISSIM micro-simulation software is anticipated for this Project. The calibrated and validated VISSIM model from the Pre-PD&E Traffic Evaluation will be used for this project. Traffic analysis methodology will include a methodology to evaluate safety performance of the project alternatives.

The CONSULTANT must submit all traffic analysis files for assumptions, inputs, outputs, network data, calculations, and results to the DEPARTMENT.

4.5.2 Traffic Counts

The DEPARTMENT will provide the following existing traffic counts data obtained as part of the Pre-PD&E Traffic Evaluation.

Roadway Segment Counts (48-Hour Machine Counts)

Roadway segment counts, including vehicle classification and speed data, collected at multiple locations along the arterial network adjacent to I-75, including:

A. SR 860 / Miami Gardens Drive
- West of I-75 southbound off-ramp
- West of I-75 northbound off-ramp
- East of I-75 northbound off-ramp
- East of NW 87 Avenue

B. NW 170 Street
- West and east of NW 97 Avenue
- West of NW 89 Avenue
- West and east of NW 87 Avenue

C. NW 154 Street
- East of NW 97 Avenue
- West and east of NW 87 Avenue

D. NW 138 Street
- West of NW 97 Avenue / W 36 Avenue
- West and east of Hialeah Gardens Boulevard / I-75 southbound off-ramp

E. NW 87 Avenue
- North of SR 860/Miami Gardens Drive
- South of SR 860/Miami Gardens Drive
- North of NW 170 Street
- South of NW 170 Street
- North of NW 154 Street
- South of NW 154 Street

F. NW 89 Avenue
- North of NW 170 Street
- North of NW 154 Street
- South of NW 154 Street

G. NW 94 Court
- North of NW 170 Street

H. W 34 Lane
- North of NW 154 Street
- South of NW 154 Street

I. Hialeah Gardens Boulevard / I-75 SB off ramp
- North of NW 138 Street
- South of NW 138 Street

J. NW 97 Avenue
- North of NW 170 Street

- South of NW 170 Street
- North of NW 154 Street
- South of NW 154 Street
- North of NW 138 Street
- South of NW 138 Street

<u>Intersection Turning Movement Counts (AM & PM Peak Periods)</u>

Eight-hour turning movement counts (6–10 AM and 3–7 PM) collected at 13 signalized and unsignalized intersections, including:

A. **SR 860 / Miami Gardens Drive**
   - I-75 southbound off-ramp terminal
   - I-75 northbound off-ramp terminal
   - NW 87 Avenue

B. **NW 170 Street**
   - NW 97 Avenue
   - NW 94 Court
   - NW 89 Avenue
   - NW 87 Avenue

C. **NW 154 Street**
   - NW 97 Avenue
   - W 34 Lane
   - NW 89 Avenue (roundabout)
   - NW 87 Avenue

D. **NW 138 Street**
   - Hialeah Gardens Boulevard / I-75 southbound off-ramp
   - NW 97 Avenue / W 36 Avenue

<u>Ramp Volumes</u>

Ramp traffic volumes at I-75 interchanges obtained from previously collected FDOT 24-hour ramp counts, supplemented as needed for calibration and validation of the traffic models.

<u>Travel Time Study Locations</u>

Travel time data collected along the following facilities and segments:

A. **I-75 Mainline (General Purpose Lanes)**
   - Northbound from SR 826 (Palmetto Expressway) to HEFT
   - Southbound from HEFT to SR 826

B. **SR 860 / Miami Gardens Drive**
   - From west of the I-75 southbound off-ramp terminal intersection to east of NW 87 Avenue

C. **NW 170 Street**
   - From NW 97 Avenue to NW 87 Avenue

D. **NW 138 Street**
   - From west of NW 97 Avenue / W 36 Avenue to Hialeah Gardens Boulevard / I-75 southbound off-ramp

E. NW 87 Avenue
- From SR 860 / Miami Gardens Drive to south of NW 170 Street
- From south of NW 170 Street to north of I-75

F. NW 97 Avenue
- From NW 170 Street to NW 154 Street
- From NW 154 Street to NW 138 Street

Intersection Queue Study Locations

Queue length observations during the AM and PM peak periods conducted at the following intersections:

A. SR 860 / Miami Gardens Drive
- I-75 southbound off-ramp terminal intersection
- I-75 northbound off-ramp terminal intersection
- Intersection with NW 87 Avenue

B. NW 170 Street
- At NW 97 Avenue
- At NW 94 Court
- At NW 89 Avenue
- At NW 87 Avenue

C. NW 154 Street
- At NW 97 Avenue
- At W 34 Lane
- At NW 89 Avenue (roundabout)
- At NW 87 Avenue

D. NW 138 Street
- At Hialeah Gardens Boulevard (including the I-75 southbound off-ramp)
- At NW 97 Avenue / W 36 Avenue

4.5.3 Pedestrian, Bicycle and Other Multimodal Data

The DEPARTMENT will provide multimodal data for this project, obtained as part of the traffic data collection during the Pre-PD&E Traffic Evaluation including Pedestrian and Bicycle counts data.

The CONSULTANT will collect the following additional existing traffic data as needed.

- Travel patterns or origin-destination (OD) survey
- Transit data
- Freight movements

4.5.4 Calibration and Validation Data for Microsimulation

The CONSULTANT will utilize the callibrated VISSIM model developed as part of the Pre-PD&E Traffic Evaluation as the basis for the traffic evaluation. The VISSIM models have been developed to represent the I-75 mainline, including the system-to-system interchanges at SR 826 and the Turnpike, the service interchanges at SR 860/Miami Gardens Drive and NW 138 Street, and the adjacent arterial roadway network encompassing 13 intersections.

4.5.5 Existing Traffic Operational Analysis

The CONSULTANT will utilize the existing (base year) traffic operational analysis that will be performed as part of the Pre-PD&E Traffic Evaluation. Traffic operations for the I-75 PD&E study is being evaluated using microsimulation modeling (VISSIM) for the AM and PM peak periods. The VISSIM models will be developed to represent the I-75 mainline, including the system-to-system interchanges at SR 826 and the Turnpike, the service interchanges at SR 860/Miami Gardens Drive and NW 138 Street, and the adjacent arterial roadway network encompassing 13 intersections.

4.5.6 Future Demand Forecasting

No-Build Volumes: The CONSULTANT will utilize the opening year and design year design hourly volumes for the No-Build Alternative developed in accordance with the **Project Traffic Forecasting, Procedure No. 525-030-120** as part of the Pre-PD&E Traffic Evaluation. The need for interim year analysis will be determined in the traffic analysis methodology.

Build Alternatives Volumes: The CONSULTANT will develop opening year and design year design hourly volumes only for viable or feasible Build Alternatives. The need for interim year analysis will be determined in the traffic analysis methodology.

4.5.7 No-Build Analysis

The CONSULTANT will utilize the No-Build analysis performed as part of the Pre-PD&E Traffic Evaluation for the No-Build Alternative for the analysis years to confirm the identified deficiencies related to the purpose and need for the project. The CONSULTANT will evaluate the operational effectiveness of the No-Build Alternative using agreed upon performance measures of effectiveness (MOEs). The analysis should include multimodal evaluation for pedestrian, bicycle, freight, and transit modes, as appropriate.

4.5.8 Development and Screening of Build Alternatives

The CONSULTANT will identify, develop, assess, and screen two (2) build alternatives preliminary project alternatives that would meet the purpose and need for this project in accordance with **Part 2, Chapter 3** of the **PD&E Manual**. Development of alternatives will consider previously completed planning products.

4.5.9 Intersection Control Evaluation

The CONSULTANT will develop a Stage 1 Intersection Control Evaluation (ICE) in accordance with the **Manual on Intersection Control Evaluation** and the **FDM**. The ICE evaluation must include evaluation of operation and geometrics with respect to safety, freight, design year traffic, access management, physical and right of way constraints, design vehicle, posted speed limit, and transit operations.

The ICE may be documented in the PTAR and will be summarized in the PER and Environmental Document consistent with **Part 2, Chapter 3** of the **PD&E Manual**.

4.5.10 Operational Evaluation of Build Alternatives

The CONSULTANT will analyze the operational performance of viable or feasible alternative(s) for opening and design years and any interim years as appropriate. The analysis must include multimodal evaluation for pedestrian, bicycle, freight, and transit modes as appropriate. The analysis will also include evaluation of access management in relation to traffic safety and operational efficiency within the study area. The analysis may include other measures where appropriate to the goals and objectives of the project. The CONSULTANT will evaluate the operational effectiveness of Build Alternatives using agreed upon performance MOEs.

4.5.11 Project Traffic Analysis Report

As described in **Part 2, Chapters 2** and **3** of the **PD&E Manual**, the CONSULTANT will prepare the PTAR to document development of design traffic volumes and results of the traffic analysis for No-Build and Build Alternatives, which includes the transit, bicycle, and pedestrian analysis. The results must be shown on diagrams for each alternative and discussed in the report. The PTAR will also summarize the comparison of the operational and safety performance of all alternatives evaluated in detail and how they perform against each other.

4.5.12 Interchange Access Request

The CONSULTANT will prepare an interchange access request for new and modified interchanges at the following interchanges in accordance with the **Interchange Access Request User's Guide**.

- I-75 at NW 154th Street/Miami Lakes Drive (New interchange)
- I-75 at NW 170th Street (New interchange)
- I-75 at SR 860/Miami Gardens Drive (Existing interchange)
- I-75 at NW 138th Street and Hialeah Gardens Boulevard (Existing interchange)

The CONSULTANT will include the results of the System Interchange Justification Report (SIJR) to the engineering analysis according to Part 1, Chapter 4 and Part 2, Chapters 2 and 3 of the PD&E Manual.

4.5.13 Traffic Data for Noise Study

The CONSULTANT will provide traffic data required for the noise study in accordance with the **Traffic Noise Modeling and Analysis Practitioners Handbook**, and will include the following data for each road segment (i.e., intersection to intersection), ramps, cross streets, and frontage roads, for the existing year, opening year, and the design year for Build and No-Build alternatives:

- LOS C directional hourly volumes
- Number of Lanes
- Demand peak hourly volumes (peak and off-peak directions)
- Existing and proposed posted speed
- Target Speed
- Percentage of heavy trucks (HT) in the design hour
- Percentage of medium trucks (MT) in the design hour
- Percentage of buses in the design hour
- Percentage of motorcycles (MC) in the design hour

4.5.14 Traffic Data for Air Quality Analysis

The CONSULTANT will collect traffic data required for the air quality analysis which will include the following:

- Intersection type and approach speed
- Intersections – peak hour volumes for each approach
- Interchanges – peak hour volumes for each ramp regardless of percent turning volumes

4.5.15 Signalization Analysis (Optional)

In coordination with the DEPARTMENT's Traffic Operations Office, the CONSULTANT shall perform signalization analysis and/or signal warrant studies at the intersections in accordance with all applicable manuals, procedures, guidelines, and current design memorandums. The CONSULTANT will propose preliminary signal timing plan and signal operation plan for each intersection that requires signalization on the recommended alternative. The CONSULTANT shall coordinate with the local stakeholders before proposing any new system in their jurisdiction and define their roles and responsibilities in the Concept of Operations (ConOps).

4.6 SIGNAGE

An existing sign inventory will be completed by the CONSULTANT. The sign inventory may include regulatory, warning, guide, motorist information and Intelligent Transportation System (ITS) signs. As part of the documentation effort, each of these signs may be photographed, inventoried, numbered, classified and located on aerial photography. Sign structure numbers will also be collected where available. The CONSULTANT will evaluate existing signing and signage requirements for the project.

The CONSULTANT will prepare a conceptual signing masterplan for the preferred alternative. The conceptual signing masterplan is intended to identify conceptual locations and design for major sign structures or critical signing needs.

4.7 TOLLING CONCEPTS

The CONSULTANT shall work with Enterprise's Toll Systems, Tolls Design, Planning and Finance Offices to evaluate the overall tolling scheme for both mainline, ramp, and managed lanes with a tolling component as applicable along the corridor. Tolling schemes must consider project level, corridor level and regional network needs. Tasks include research, data collection, and sketch level toll site evaluations for all concept alternatives. The concept alternatives shall meet the General Tolling Requirements (GTR).

The CONSULTANT shall meet with both Toll Systems and Tolls Design Offices to discuss the tolling design concept alternatives and develop/evaluate each concept alternative with a "sketch level" toll site. A "sketch level" toll site demonstrates the appropriate toll site infrastructure layout onto the concept alternative, confirms the basic geometry, and identifies preliminary site constraints per GTR criteria.

The CONSULTANT shall prepare a preliminary Toll Siting Technical Memorandum (TSTM) to evaluate toll site locations for the preferred alternative and recommend the location for each proposed toll site. The work must include all effort required to prepare and submit the preliminary TSTM using the most current TSTM template recommending the toll site locations based on coordination with all disciplines. The work must also include evaluating any impacts to existing toll sites. The preliminary TSTM shall document the applicable GTR criteria required to locate each toll site for all interim and ultimate roadway configurations. The evaluation shall include analysis of multiple potential toll site locations for each proposed toll site, identify any deficiencies, and areas that were eliminated from consideration. The preliminary TSTM must provide the EOR's recommendation for each toll site location with supporting documentation including any criteria deviations or other technical considerations as applicable. The preliminary TSTM must also document analysis of the proposed communication and power routes. The preliminary TSTM must evaluate the recommended concept alternative and toll site locations as identified below:

- Number (TBD) new toll sites(s) at (mainlines)
- Number (TBD) new toll site(s) at (ramps)
- Number (TBD) new express lane toll site(s)
- Evaluate impacts to number (3) existing toll site(s) at (I-75).

The CONSULTANT shall perform the following activities to support the development of tolling alternatives/concepts:

- Review sketch level and/or planning level traffic and revenue studies performed for the corridor.
- Work with Toll Systems and Toll Design Offices to evaluate the tolling concepts along the corridor for general toll lanes and/or managed lanes with a tolling component.
- Coordinate with concept development team to evaluate the concept alternatives suitable for siting toll facilities in conformance to the GTR and ConOps for tolling along the corridor.
- Perform high-level analysis of the cost and other impacts associated with each alternative, including input from key stakeholders, as compared to the No-Build Alternative. Costs shall include both Phase 52 and Phase 53. Phase 53 costs will be provided upon request.
- Review the physical and operational impacts the proposed roadway concept alternatives will have on each existing and proposed toll site and vice versa. At a minimum and where appliable, these impacts should include the following: right-of-way impacts, utility impacts, environmental and permitting impacts, existing toll site operations, and GTR criteria deviations.
- Prepare recommended alternatives for each toll site location along the corridor which addresses tolling equity throughout the corridor.
- Review and evaluate the toll system corridor master signing concept plan for compliance with the existing and proposed tolling and/or managed lanes operations, active traffic management, incident management purposes, and if the corridor is part of a District's or local agency's detour routes.

The CONSULTANT shall work with both Toll Systems and Tolls Design Offices to support development of any modifications to existing or proposed managed lanes with a tolling component for both interim and ultimate configurations. Coordinate and develop the project level and corridor level Managed Lanes Diagrams (MLDs) for the interim and ultimate configurations.

The CONSULTANT shall develop a corridor-level Express Lane (EL) diagram using the Statewide Express Lanes Software (SELS) segmentation. This EL diagram must include:

- SELS segmentation to define the express lane sections;
- EL segments supporting the district's traffic model, including origins and destinations;
- Associated EL signage with 3-line Dynamic Message Signs (DMSs);
- Proposed toll site locations with gantry types.
- The limits of this EL diagram shall encompass I-75 from SR 826 to north of SR 821 to capture any potential changes to the existing express lanes' ingress and egress points, or signage.

4.8 SAFETY

The CONSULTANT, in consultation with the DEPARTMENT, will develop the methodology for conducting the safety analysis in accordance with **Part 2, Chapter 2** of the **PD&E Manual** and the **Safety Analysis Guidebook for PD&E Studies**.

4.8.1 Existing Conditions Analysis

The CONSULTANT will perform a safety analysis in accordance with the **Safety Analysis Guidebook for PD&E Studies** and **Safety Crash Data Guidance**. The CONSULTANT will obtain the most recent five (5) years of available data from the DEPARTMENT's crash database and other local sources for this project for the existing conditions analysis. The crash data will include the number and type of crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss. In addition to crash data, field observations, stakeholder input, and other information on existing operations may be necessary.

The CONSULTANT will review the DEPARTMENT's Safety Dashboard to identify safety needs to be considered in the PD&E Study.

4.8.2 Future Conditions Analysis

A future conditions analysis is performed to assess the potential safety benefits of the proposed alternatives in comparison to the No-Build Alternative. The CONSULTANT will analyze the safety performance of the alternatives based on future traffic volumes, proposed geometrics, modal needs, traffic control conditions, and users of the facility, as appropriate. Future conditions analysis must consider the proposed design context, traffic operational performance and users of the facility. The CONSULTANT will use crash modification factors (CMFs) or the **Highway Safety Manual (HSM)** predictive method as agreed upon in the Traffic Analysis Methodology. Depending on the methodology, additional data may be needed including roadway characteristics and volumes.

The future conditions analysis should also review and assess ongoing or committed projects near the project area that may impact the transportation network.

4.8.3 Documentation of Safety Analysis

The CONSULTANT will document the results of the safety analysis in the PTAR and summarize the findings in the PER and Environmental Document if safety is part of the purpose and need. The discussion of the safety analysis in the PTAR, or **Interchange Access Request** will describe existing safety problems and identify the recommended corrective actions to be applied to the proposed alternatives. The CONSULTANT shall describe the future conditions analysis and discuss how the proposed alternatives improve upon any existing or potential safety problems. This will include a comparison of the safety performance of the future No-Build and Build conditions. If more than one Build alternative is being considered and there is a difference in the safety performance of the alternatives, a comparative analysis of the alternatives should be provided.

4.9 UTILITIES AND RAILROAD

The CONSULTANT will obtain information regarding utilities and railroad in accordance with **Part 2, Chapter 21** of the **PD&E Manual**.

4.9.1 Utilities

Prior to starting utility coordination, the CONSULTANT and the DEPARTMENT Project Manager shall meet with the District Utility Office (DUO) for guidance to ensure that all necessary utility coordination will be accomplished in accordance with DEPARTMENT procedures.

It is anticipated that the following 18 Utility Agency Owners (UAOs) are within or adjacent to the project, but it is the responsibility of the CONSULTANT to determine the final list of UAOs within the project area:

1. Comcast Cable
2. City Of Hialeah Gardens Water/Sewer
3. Florida City Gas City
4. City Of Hialeah
5. City Of Miramar
6. Florida Gas Transmission
7. Florida Power & Light-- Broward
8. Florida Power & Light-- Dade

9. Florida Power & Light - South Fiber
10. Florida Power & Light - Subaqueous
11. Florida Power & Light- Transmission
12. Hotwire Communications
13. MCI
14. Miami-Dade - Sewer
15. Miami Dade Expressway Authority -MDX
16. Miami Dade Water
17. Crown Castle Ng
18. A T & T/ Distribution

The CONSULTANT will prepare a PD&E Request Package containing items specified in **Part 2, Chapter 21** of the **PD&E Manual**. Upon approval by the DUO, the CONSULTANT will distribute the PD&E Request Package to the identified utility providers and request existing and planned utility information for major above ground and subsurface facilities within the project limits.

The CONSULTANT, DEPARTMENT Project Manager and DUO will meet with each UAO as necessary, separately or together, to understand utility conflicts and project potential impacts on utilities. The CONSULTANT will evaluate and consider potential utility conflicts as they may affect the chosen corridor and/or alignment. While evaluating potential impacts and recommending mitigation strategies, the CONSULTANT should refrain from making any compensability determinations in any of the documentation/assessments that they create.

The CONSULTANT will prepare a Utility Assessment Package in accordance with **Part 2, Chapter 21** of the **PD&E Manual** that summarizes the results of the coordination with utility providers.

4.9.2 Railroads (N/A)

This resource is not present or will not be impacted by the project.

4.10 ROADWAY ANALYSIS

Development of Build Alternatives must consider the DEPARTMENT's **Complete Streets, Policy No. 000-625-017,** early in the alternatives development process in accordance with **Part 2, Chapter 3** of the **PD&E Manual**. The Complete Streets Policy requires a context-sensitive approach to project development by accommodating all transportation users and their relationship to safety, economy, mobility, and the environment. The complete streets context classification for the project is based on the DEPARTMENT's **Context Classification Guide** in coordination with the DEPARTMENT.

4.10.1 Design Controls and Criteria

The CONSULTANT will prepare design controls and criteria for developing project alternatives and designing initial geometrics and other roadway elements according to the DEPARTMENT standards.

4.10.2 Typical Section Analysis

The CONSULTANT will develop conceptual typical sections for the project alternatives which address transportation needs and context. Development of typical sections must consider the needs of all project users and the approaches contained in the DEPARTMENT's **Context Classification Guide** and **Complete Streets, Policy No. 000-625-017**. A total of eight (8) typical sections are included for analysis.

4.10.3 Geometric Design

The CONSULTANT will perform geometric design using the established project design controls and criteria. The CONSULTANT will also use project traffic data and results of traffic analysis to design appropriate roadway elements. The CONSULTANT will establish both preliminary vertical profile and horizontal alignments of the mainline. The design of project alternatives must consider environmental constraints, physical constraints, Context Sensitive Solutions, Complete Streets and any additional information, as required. See **Part 2, Chapter 3** of the **PD&E Manual** for more engineering and design considerations.

Two build alternatives will be evaluated for the I-75 mainline. For each alternative evaluated in detail, the CONSULTANT shall prepare sketches of plan, profile, and typical sections as appropriate to show existing features, proposed geometry, and location of any environmental and geometric design constraints.

4.10.4 Intersections and Interchange Evaluation

The CONSULTANT will evaluate intersection alternatives based on FDOT's Manual on Intersection Control Evaluation (ICE) and required ICE processes will be followed during the PD&E study.

The CONSULTANT will propose appropriate intersection control based on the results of project traffic analysis to establish an overall intersection footprint at the following intersections:

- I-75 at NW 154th Street/Miami Lakes Drive (New interchange)
- I-75 at NW 170th Street (New interchange)
- I-75 at SR 860/Miami Gardens Drive (Existing interchange)
- I-75 at NW 138th Street and Hialeah Gardens Boulevard (Existing interchange)

The CONSULTANT will develop two intersection and interchange concepts/layouts based on the results of traffic operational analysis. The layouts will include turn lanes, ramp, auxiliary lanes, storage lengths, ramp terminals, ramp junctions, and other geometric details.

4.10.5 Access Management

The CONSULTANT will review the DEPARTMENT'S standards of the access management classification, found in **Part 2, Chapter 201** of the **FDM** and evaluate its application to the project. The CONSULTANT will recommend the proper access classification and standard to be applied to the project.

The CONSULTANT will show appropriate access management features on the concept plans. Changes in access management should be consistent with the DEPARTMENT's **Median Opening and Access Management, Procedure No. 625-010-021**, and documented in the appropriate sections of the PER and the Environmental Document.

The proposed access management plan will be presented as part of the public involvement process, in accordance with **Part 2, Chapter 3** of the **PD&E Manual**. If a meeting is required, it may be combined with the PD&E Study Public Hearing.

4.10.6 Multimodal Accommodations

The CONSULTANT will review, evaluate, and document the location and condition of existing pedestrian, bicycle, and public transit accommodations and freight services in the study area. This activity includes reviewing existing plans, reports, and studies that outline strategies or define projects associated with alternative modes of travel.

The CONSULTANT will consider freight, pedestrian, bicycle, and transit in the development and evaluation of Project alternatives commensurate with the context with a goal of improving overall mobility, access, connectivity, safety and efficiency. Multimodal accommodation may include analysis of on-street parking and loading zone modifications and/or removal, park and ride needs, as necessary. The CONSULTANT will consider and evaluate the existing and anticipated future use of the Project by bicyclists and pedestrians, the potential impacts of the Project alternatives on bicycle and pedestrian travel, and propose measures to avoid or reduce adverse impacts to bicyclists and pedestrians that would use the Project.

The CONSULTANT will also consider supportive Transportation Demand Management and parking management strategies consistent with the transportation context and the needs of all users of the project. The CONSULTANT will assist the DEPARTMENT with coordination with local agencies, transit operators and Metropolitan Planning Organizations (MPOs) as appropriate.

4.10.7 Lighting

The CONSULTANT will evaluate the need for additional lighting along the in accordance with applicable manuals, guidelines, standards, and current design memorandums. The CONSULTANT will include the estimated cost for lighting in the construction cost estimate for the preferred alternative.

4.11 IDENTIFY CONSTRUCTION SEGMENTS

The CONSULTANT will identify project segments and/or construction segments along with a definition of implementation phasing. This will include reviewing Work Program Funding, staging, and sequencing plans that were created by others. If required, the CONSULTANT will identify shorter (i.e., minimum operable segment) intermediate-cost alternatives in the segment determination.

4.12 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS

The CONSULTANT will study or investigate a broader range of systems as it relates to the PD&E study. Up to three workshops will be conducted, as well as up to eight one-on-one interviews with project stakeholders, to identify TSM&O needs and strategies. The CONSULTANT will use a Systems Engineering approach for determining the TSM&O systems and required systems engineering documents for the Project.

The CONSULTANT will develop a Preliminary Systems Engineering Management Plan (PSEMP) and a high-level Project ConOps according to **Part 2, Chapter 3** of the **PD&E Manual**. The ConOps must be reviewed by the District TSM&O engineer.

The CONSULTANT will evaluate the need for improvements, preservations, or modifications to the existing TSM&O system in relation to the alternatives being considered. This includes reviewing the existing as-built information provided by the DEPARTMENT, identifying impacts to the existing TSM&O infrastructure due to the other project work, identifying opportunities to preserve or enhance TSM&O infrastructure, and developing a high-level cost estimate for the changes necessary to the infrastructure in order to meet project TSM&O needs and goals. These items will be documented in the ConOps.

The CONSULTANT will identify the delivery method for both equipment and technology and prepare implementation schedule that includes engineering, design, construction, and Project activation (testing and start-up).

The CONSULTANT will coordinate with both the District TSM&O Engineer and the County Traffic Engineer concerning existing and proposed Intelligent Transportation Systems (ITS) and Advanced Traffic Management System (ATMS) infrastructure. The CONSULTANT will consider the presence of the ITS infrastructure when analyzing the traffic for the corridor, as well as any proposed improvements that may impact on the underground fiber optic cable infrastructure and associated roadside devices. Recommended ITS devices and communications infrastructure improvements will be presented on base mapping at a conceptual level.

4.13 STRUCTURES

4.13.1 Existing Structures

The CONSULTANT will collect the existing structures data as identified in **Part 2, Chapter 3** of the **PD&E Manual**. The existing bridges include the following:

#	Structure No.	Facility Carried	Bridge Over
1	871001	NW 87th Ave SB	I-75 Express Lanes
2	871096	Ramp To I-75	SR 826 & I-75
3	871097	SB SR 826 Off-ramp	NW 138th St.
4	871100	EB SR 924 On-ramp	SR 826 Express Lanes
5	871101	EB SR 924	SR 826 Express Lanes
6	871109	NB SR 93 / I-75	SR 821 (FL Turnpike)
7	871110	SR 821 Ramp to I-75 SB	I-75 Express Lanes
8	871111	I-75 SB Ramp	SR 821
9	871104	I-75 Express Lanes	SR 821 FL Turnpike
10	870594	NW 186 St (SR 860) WB	I-75
11	870595	NW 186 St (SR 860) EB	I-75
12	870596	NW 170 St	I-75
13	870597	I-75 SB	SR-821
14	870598	I-75 NB	SR-821
15	870600	NW 87th Ave NB	I-75 Express Lanes
16	870602	SR 821 RAMP TO I-75 NB	SR-821/I-75
17	870604	RAMP TO NW 138TH	I-75 Express Lanes
18	870605	NW 92ND Ave. Ramp	I-75 Express Lanes
19	870467	SR-826	I-75 RAMP & NW 138 ST
20	870643	RAMP TO I-75 NB	SR-826 & I-75
21	870644	SR 924 WB TO SR 826 SB	SR-826
22	870645	SR 826 SB TO I-75 SB	I-75 W-N CONN & NW 138 ST
23	870648	I-75 SB TO SR 826 SB	NW 138TH ST
24	870646	I-75 SB	SR-826
25	870647	I-75 NB	SR-826
26	870649	SR 924 EB	I-75 Ramp to SR 826 NB
27	870650	SR 924 WB	I-75 Ramp to NB SR 826
28	870915	I-75 Ramp (SB) 39.2	I-75 SB/Turnpike HEFT SB
29	870916	I-75 Exp NB 39.2	I-75 SB/Turnpike HEFT SB

#	Structure No.	Facility Carried	Bridge Over
30	871176	I-75 NB	Ramp (NW 186 St)
31	860679	I-75 SB Ramp H-12	Snake Creek (C-9) Canal
32	860327	I-75 (SR-93) SB	Snake Creek (C-9) Canal
33	860678	I-75 Express Lanes	Snake Creek (C-9) Canal
34	860328	I-75 (SR-93) NB	Snake Creek (C-9) Canal
35	860320	Bass Creek Road	I-75 (SR-93)
36	870599	I-75	NW 154th Street

4.13.2 Structure Typical Sections

The CONSULTANT will develop typical sections options for the bridges. These will include the DEPARTMENT's standard typical sections, and any typical sections that may result in minimizing right of way and environmental impacts. Coordination with the District's Structures Design Engineer is required.

4.13.3 Structure Design Alternatives

The CONSULTANT will evaluate conceptual structures vertical and horizontal alignments. High-level complex bridges, including Category 2 structures, are anticipated within the project limits as part of the PD&E Study. The design will include location, total length and width, span, special aesthetic consideration, type of structure and cost. The CONSULTANT shall summarize all findings and recommendations in a Bridge Analysis Report. A table summarizing the types of improvements (including existing and proposed structures) will be included in the Bridge Analysis Report. The CONSULTANT shall develop all appropriate structural typical section alternatives for the project. Additionally, the CONSULTANT should investigate with the manufacturer of the Mechanically Stabilized Earth (MSE) walls, as applicable, the effects of any MSE wall extension, including tying into any existing wall, and the potential for noise walls on any proposed MSE extensions.

The CONSULTANT will document structural design calculations and design assumptions used in the analysis in the Bridge Analysis Report. See **FDM, Part 2, Chapter 260, Procedure No. 625-000-002**, for the contents of the bridge analysis.

4.14 DRAINAGE

The CONSULTANT will perform a drainage analysis in accordance with **Part 2, Chapters 11** and **13** of the **PD&E Manual** and the DEPARTMENT's **Drainage Manual, Procedure No. 625-040-002**. The CONSULTANT shall incorporate or consider any other related technical report findings into the Drainage Reports.

4.14.1 Floodplain and Drainage Data Collection

The CONSULTANT will gather floodplain data from FEMA Flood Insurance Rate Maps, and other relevant sources including local government, local agencies, and regulatory agencies. The CONSULTANT will gather data for drainage analysis including LiDAR, existing survey data, USGS Quadrangle Maps, and field observations.

4.14.2 Drainage Analysis

The CONSULTANT will perform drainage analysis by delineating the basin boundaries by using LiDAR information, existing survey data, and field observations. The CONSULTANT will analyze and determine high water elevations in each basin and use the information to establish the preliminary roadway profile. Drainage analysis will also include checking the capacity and structural adequacy of existing cross drains, preliminary design of potential cross drain and outfall structures and identifying the recommended conceptual drainage design for the project.

4.14.3 Floodplain Compensation Analysis

For each roadway alternative, the CONSULTANT will determine base floodplain elevations and estimate encroachments and appropriate compensation provisions, including incorporating floodplain compensation site requirements into the Pond Siting Report (PSR).

4.14.4 Stormwater Management Analysis

The CONSULTANT will calculate the stormwater quality and attenuation requirements and estimate the stormwater management facility needs for each roadway alternative.

The CONSULTANT will schedule an Environmental Look-Around (ELA) meeting (See Part 2, Chapter 11 of the PD&E Manual) with DEPARTMENT staff, regulatory agencies, local governments, and other stakeholders to discuss regional stormwater needs and design and permitting approaches that benefit the watershed as a whole. During the meeting, the CONSULTANT will document the meeting notes in the project file.

If the ELA reveals no regional pond sites within the Study Area, the CONSULTANT will identify practical pond sites in each basin for each project alternative, estimate construction cost, compare the sites, and identify (in coordination with the DEPARTMENT) a preferred pond site for each basin. Additionally, the CONSULTANT will identify inflow or outfall easement requirements for each pond site. If additional pond sites are revealed, they will be used as a potential option.

The CONSULTANT will prepare a Pond Siting Report or Conceptual Drainage Design report in accordance with the Drainage Manual and the FDOT Drainage Design Guide.

4.14.5 Drainage Design (N/A)

4.14.6 Location Hydraulics Report

This task includes development of the Location Hydraulics Report in accordance with **Part 2, Chapter 13** of the **PD&E Manual**.

4.14.7 Bridge Hydraulics Report (Optional)

The CONSULTANT will evaluate bridge hydraulics to determine the hydraulic length of the bridge or the length necessary to meet the hydraulic requirement and document in the Bridge Hydraulics report. The CONSULTANT will coordinate with the District's Structures Design Engineer and District Drainage Engineer.

4.15 LANDSCAPING ANALYSIS

The CONSULTANT will research and collect data necessary to identify potential landscaping opportunities and constraints for the preferred alternative based on existing site conditions. A Landscape Conceptual Design Plan and a Conceptual Tree Disposition Plan for the preferred alternative will NOT be prepared during the PD&E Phase of this project.

4.16 PROJECT COST ESTIMATES

The CONSULTANT shall estimate the Total Project costs including the costs of design, right of way acquisition, residential and business relocation, construction, construction engineering inspection (CEI), environmental mitigation and utility relocation. Design and CEI costs may be estimated as a fixed percentage of construction cost. Wetland mitigation costs can be based per acreage costs for the appropriate year in the most recent version of **Chapter 11** of the **FDOT's Work Program Instruction**.

4.16.1 Construction Cost Estimates

The CONSULTANT will develop construction cost estimates using the DEPARTMENT's Long Range Estimate (LRE) program. The CONSULTANT will be responsible for reviewing and updating the cost estimate when scope changes occur, at project milestones, and during the DEPARTMENT's annual Work Program update cycle.

4.16.2 Right of Way Cost Estimates

Based on typical section analysis and DEPARTMENT design standards, the CONSULTANT will establish construction limits and determine the minimum (proposed) right of way requirements throughout the limits of the project. Establishment of construction limits will consider the location of drainage features, the transportation management plan, utility relocations, stormwater pond requirements, and identified environmental issues, among other factors.

The CONSULTANT will compare the existing right of way with the proposed right of way requirements to estimate the amount of right of way that the DEPARTMENT must acquire.

The DEPARTMENT will estimate the cost for right of way acquisition, and cost estimates for relocations and business damages, if any. The CONSULTANT will submit concept plans for the Build Alternatives that include the parcel identification number, existing right of way lines, proposed right of way lines, and acreage of property required. Additionally, the CONSULTANT will provide a spreadsheet with the following parcel information: owner, address, acreage of parent parcel and required amount of property for the project, and parcel number.

The DEPARTMENT's Right of Way Office staff and CONSULTANT will conduct an interactive field trip to review conditions in the corridor as they pertain to actual conditions that might impact the cost of right of way acquisition for the project.

The DEPARTMENT's Right of Way Office will estimate the cost for right of way acquisition, as well as cost estimates for relocations and business damages, if any

4.16.3 Other Cost Estimates

The CONSULTANT shall incorporate and reference other costs as appropriate from supporting documents such as Utility Impact Assessment Report, Preliminary Engineering Report (PER), and Environmental Reviews.

Other Costs may include utilities, mitigation, contamination, aesthetics, and percentage costs such as Design estimates as appropriate.

4.17 ALTERNATIVES EVALUATION

The CONSULTANT shall document the preliminary alternatives in accordance with the **PD&E Manual** for the following types of alternatives:

1. No-Action Alternative, or No-Build Alternative
2. Build Alternative 1: Full Collector–Distributor (CD) System
3. Build Alternative 2: Mainline Widening

In order to conduct a preliminary evaluation of alternatives, the CONSULTANT shall develop each alternative sufficiently to evaluate its reasonableness and ability to meet the project's purpose and need in accordance with **Part 2, Chapter 3** of the **PD&E Manual**. Those alternatives that do not meet the project's purpose and need, or are not reasonable or feasible, shall have the basis for their elimination documented in the Preliminary Engineering Report (PER) and Environmental Document. The No-Build and reasonable alternatives will then be advanced for further design and comparative analysis as described below.

By considering project goals and objectives, purpose and need, and ETDM Programming Screen results, the CONSULTANT, in consultation with the DEPARTMENT, will identify and document alternatives to be eliminated from further detailed study. Only viable or feasible alternatives should be carried forward for detailed study. The CONSULTANT must include in the PER a discussion of alternatives, including associated TSM&O strategies, which were considered for the project but eliminated from detailed study (during the Planning or PD&E phase). The discussion should describe each alternative considered; the methodology for eliminating alternatives, data used in the evaluation, agency and public input into the evaluation process; and at what point in the process (Planning or PD&E phase) the alternatives were eliminated.

The CONSULTANT will evaluate the No-Build and viable alternatives, their development, including accommodation of pedestrian and bicycle facilities, access management measures**,** incorporation of safety and operational measures into the alternatives' design, and stormwater management facilities. The CONSULTANT will document the evaluation in the PER and the Environmental Document.

4.17.1 Comparative Alternatives Evaluation

The CONSULTANT will establish evaluation criteria at the beginning of the project, which must be agreed upon with the DEPARTMENT before use in the comparative evaluation of alternatives. After developing the viable alternatives, analyzing alternatives, and estimating costs, the CONSULTANT will prepare an evaluation matrix which compares the environmental impacts, performance, and costs of the alternatives evaluated, in detail, in the PD&E study. The evaluation matrix will include the performance of the No-Build Alternative as the baseline for comparison.

4.17.2 Selection of Preferred Alternative

The DEPARTMENT will select a preferred alternative based on review and analysis of engineering, environmental, and public involvement issues related to this project.

4.17.3 Value Engineering

The DEPARTMENT will conduct a Value Engineering (VE) study for the project according to **Value Engineering Program, Procedure No. 625-030-002**, and **Part 2, Chapter 3** of the **PD&E Manual**. The CONSULTANT will prepare relevant project information and submit to the VE team. The information will be logically organized to facilitate the VE team's understanding of the project development.

The CONSULTANT will submit and present to the VE team the following, minimum information, if available:

- Project traffic report
- Environmental studies reports
- Environmental document
- Engineering analysis documentation
- Copies of all alternative concept plans/drawings
- Drainage analysis documentation
- Bridge hydraulics report and location hydraulics report
- Typical section package
- Other miscellaneous reports prepared for this project

At the request of the DEPARTMENT, the CONSULTANT will meet with the VE team to explain the development of project alternatives and rationale of selecting the preferred alternative.

At the request of the DEPARTMENT, the CONSULTANT will prepare a PowerPoint presentation or documentation with relevant project information for the VE team. The CONSULTANT will be available to the VE team for clarification of the information used during the VE study. The CONSULTANT will respond to questions or proposals developed as part of the VE and recommend inclusion or denial of the VE proposals into the project.

The CONSULTANT will include VE study recommendations concerning modified or additional concepts, into the comparative evaluation of the alternatives.

4.18 CONCEPT PLANS

The CONSULTANT will prepare concept plans for all viable project alternatives, in appropriate scales, overlaid on the base map.

4.18.1 Base Map

The CONSULTANT will produce a base map of the project area using DEPARTMENT CADD standards as according to the **CADD Manual**. The base map will contain an aerial photo and existing characteristics for the project. The base map must show environmental issues that are specific to the study area such as cemeteries, wetlands, historic properties, high-risk contamination sites, public parks, and property lines.

The CONSULTANT will prepare base maps for the following uses (at noted scales):

- Corridor Maps (Roll Plots) 1:100

4.18.2 Alternatives Concept Plans

The CONSULTANT will prepare and overlay alternative concept plans on the base map. The concept plans must show potential location for bridges, culverts, retaining walls, right of way lines (existing and proposed), known utility facilities, intersection, critical driveways, and median openings, among other roadway elements, at appropriate scale according to the DEPARTMENT's **CADD Manual**.

4.18.3 Preferred Alternative

The CONSULTANT will finalize concept plans for the preferred alternative in accordance with **Part 2, Chapter 3** of the **PD&E Manual**.

4.18.4 Typical Section Package

The CONSULTANT will prepare the Typical Section Package (excluding pavement design) in accordance with the **FDM** and attach to the **PER** for inclusion in SWEPT.

4.18.5 Design Exceptions and Design Variations

The CONSULTANT will prepare Design Exceptions and Design Variations Package or Memo for the preferred alternative for DEPARTMENT approval in accordance with the **FDM**, **Chapter 122**. The design exceptions and design variations shall be identified in the PER. The CONSULTANT will prepare and document a safety analysis as required by the FDM for design variations or exceptions as applicable.

4.19 TRANSPORTATION MANAGEMENT PLAN

The CONSULTANT will prepare a conceptual Transportation Management Plan (TMP) which includes traffic control strategies and may also include additional work zone management strategies based upon the expected work zone impacts of the project in accordance with **Part 2, Chapter 3** of the **PD&E Manual**.

4.20 RISK MANAGEMENT

The DEPARTMENT Project Manager will coordinate with the regional Cost Risk Assessment (CRA) team. A representative from the CRA team will then lead the Risk Assessment for this project. The CONSULTANT and key sub-CONSULTANTS may be asked to attend and participate in the project's Risk Assessment Workshop. The CONSULTANT will support the Risk Assessment Workshop by providing materials requested by the DEPARTMENT Project Manager to conduct the Workshop and associated meetings. The CONSULTANT may be asked to prepare a Risk Management Plan to assess the technical, external (i.e., funding policy changes, andscheduling risks), environmental, and organizational resources that may prevent the project from achieving its objectives. The CONSULTANT may also be requested to prepare a Risk Register to record, analyze, prioritize, and track risk trigger features and their impact to the scope, schedule, budget, or quality. Refer to **Section 240** of the **Project Management Guide** for more information on Risk Management.

4.21 ENGINEERING ANALYSIS DOCUMENTATION

The CONSULTANT will prepare a PER per **Part 2, Chapter 3** of the **PD&E Manual** and the **Preliminary Engineering Report Outline and Guidance** document.

The CONSULTANT shall include sufficient supporting information related to all computer programs and parameters used in the analyses to facilitate the review of the engineering documentation. The engineering documentation shall be orderly and logically presented. The final engineering analysis document prepared by the CONSULTANT shall be signed and sealed by a Florida-licensed professional engineer.

5.0 ENVIRONMENTAL ANALYSIS AND REPORTS

Tasks described within this section direct work efforts applicable to the environmental analysis, coordination, and documentation for this project. Prior to beginning any environmental work, the CONSULTANT must review the ETDM Programming Screen Summary Report which includes the summary degree of effects, resource agencies' comments, potential permits, GIS information, and Class of Action from the EST. This review will support the CONSULTANT's ability to adequately assess the potential for project alternatives to affect known environmental resource issues.

CONSULTANT activities to conduct and prepare environmental analysis and reports shall be done under the direction of the DEPARTMENT Project Manager. The CONSULTANT will collect pertinent environmental data, conduct analyses, assist the DEPARTMENT in coordination, and document the results of this analysis within technical reports or memoranda. The analyses, coordination, and reporting will be performed and presented in accordance with the **PD&E Manual**.

The CONSULTANT will analyze the Build Alternatives and the No-Build Alternative, with respect to impacts to cultural, natural, social, and physical resources, and document all analyses in the supporting technical reports. Where appropriate, the CONSULTANT will describe existing conditions, project impacts, and proposed measures to avoid, minimize, or mitigate project impacts on the environmental resources or issues. The CONSULTANT will summarize the analysis results and project's effect on environmental resources in the Environmental Document. This may include analysis results or documents prepared by the CONSULTANT or others, either as part of this project or another concurrent study. Additionally, the CONSULTANT must verify and record any environmental resources that is identified as "No Involvement" within the Environmental Document.

5.1 SOCIOCULTURAL EFFECTS

The CONSULTANT will conduct a Sociocultural Effects (SCE) evaluation in accordance with **Part 2, Chapter 4** of the **PD&E Manual** and any related chapters identified below, as appropriate. The CONSULTANT will review the project's ETDM Programming Screen Summary Report, if available, to identify potentially affected resources and the level of importance placed on those resources. The CONSULTANT will consider direct, indirect, and cumulative effects on the community, greater local area and region, as appropriate, and recommend methods to avoid, minimize or mitigate project impacts. The CONSULTANT will review the SDR and verify community data. If the SDR is not available or if there have been significant changes since the previous document, the CONSULTANT will run a new SDR. The CONSULTANT may be required to obtain the affected community's input on the project, verify community data, and identify community concerns and preferences for project alternatives or features. The CONSULTANT will document the results of the SCE Evaluation in the Environmental Document with supporting documentation included in the project file in SWEPT. The following issues will be evaluated and if no involvement for an issue or resource is indicated, then standard statements (as applicable) to that effect from **Part 2, Chapter 4** of the **PD&E Manual** will be included in the Environmental Document.

5.1.1 Social

The CONSULTANT shall evaluate and document the following social environment features within the project study area:

- **Community Cohesion**: The CONSULTANT will identify and assess potential project impacts on physical barriers, traffic pattern changes, social pattern changes, and loss of, or change in, connectivity to community features and facilities.

- **Special Community Designation**: The CONSULTANT will identify and assess potential project impacts on schools, churches, parks, emergency facilities, social services, daycare facilities, retirement centers, community centers, and retail locations.
- **Safety / Emergency Response**: The CONSULTANT will identify and assess potential project impacts including creation of isolated areas; emergency response time changes; and locations of police, fire, emergency medical services, healthcare facilities, and government offices.
- **Demographics**: The CONSULTANT will identify and assess potential for project impacts on minority, LEP persons, disabled persons, low-income populations, and/or special populations within the project study area.
- **Community Goals and Quality of Life**: The CONSULTANT will identify and assess potential project impacts on social values and compatibility with community goals and vision.

5.1.2 Economic

The CONSULTANT shall evaluate and document the following economic features:

- **Business and Employment:** The CONSULTANT will assess potential project impacts to business and employment activity in the region, the local area, and the project study area, including industries with special needs (e.g., freight distributor) or significance (e.g., regional employer), economic–oriented land use, economic development plans, special designations, and community development priorities. Assessment will also include identification of changes to routes, access, parking, or visibility that could benefit or impair businesses, employment centers, community facilities, or population.
- **Property Values and Tax Base:** The CONSULTANT will assess potential project impacts on the tax base, employment opportunities, and property values.

5.1.3 Land Use Changes

The CONSULTANT will evaluate the project's consistency with the physical character of the area and applicable community plans.

5.1.4 Mobility

The CONSULTANT will evaluate potential project impacts on mobility and accessibility with regard to all transportation modes (i.e., pedestrian, bicycle, transit and vehicles) in the study area.

5.1.5 Aesthetic Effects

The CONSULTANT will evaluate and summarize the project's effect on viewshed and vista, community focal points, historic structures, landmarks, outdoor advertising, scenic highways, and community character, in accordance with **Part 2, Chapter 5** of the **PD&E Manual**.

5.1.6 Relocation Potential

The CONSULTANT will identify residences, businesses, and institutional or community facilities that may require relocation to accommodate the project. The CONSULTANT will obtain additional site-specific information needed to evaluate the effect of each project alternative on the displacement of residences and businesses and the availability of comparable replacement housing and/or suitable unoccupied buildings for businesses.

The CONSULTANT will collect the data and perform the analysis necessary to complete a Conceptual Stage Relocation Plan (CSRP) for the proposed alternatives, according to **Part 2, Chapter 4** of the **PD&E Manual** and **Chapter 9** of the **Right of Way Procedures Manual**, and summarize the findings in the Environmental Document.

5.1.7 Farmland

If applicable, the CONSULTANT will perform a Farmlands evaluation in accordance with **Part 2, Chapter 6** of the **PD&E Manual**.

5.2 CULTURAL RESOURCES

The CONSULTANT will summarize cultural resources in the Environmental Document. If no involvement for a cultural resource(s) is indicated, then a statement to that effect will be included. If there is involvement with a cultural resource(s), the CONSULTANT will document the assessment of direct and indirect effects of the project on the resource(s), recommend avoidance measures, methods to minimize or mitigate impacts, and any coordination efforts.

5.2.1 Archaeological and Historical Resources

The CONSULTANT will use a professional qualified under the provisions of **36 CFR 61** in compliance with the **National Historic Preservation Act of 1966** (**NHPA**, **Public Law 89-665**, as amended,) and implementing regulations **(36 CFR 800**). All work shall be performed in accordance with the NHPA (Section 106), Florida Statutes (Chapter 267), **PD&E Manual (Part 2, Chapter 8)**, the DEPARTMENT's **Cultural Resource Management (CRM) Handbook**, and the **Section 106 Programmatic Agreement** among FHWA, the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (DHR) State Historic Preservation Officer (SHPO), and the DEPARTMENT.

Analysis: The CONSULTANT will review and address any issues or comments concerning archaeological or historical resources as mentioned by SHPO or other interested parties, including Native American Tribes, in the project's Programming Screen Summary Report. The CONSULTANT shall research existing information about historic properties, including data concerning the potential for the occurrence of historic properties not yet identified, and a map of the zones of probability within the project study area. The CONSULTANT, in coordination with the DEPARTMENT, will establish the Area of Potential Effect (APE), including pond sites, and prepare a Research Design and Survey Methodology, in accordance with **Part 2, Chapter 8** of the **PD&E Manual** and **Chapter 5** of the **CRM Handbook**. The Research Design and Survey Methodology will be submitted to the DEPARTMENT for approval prior to the initiation of field work.

The CONSULTANT will conduct a desktop analysis for all Stormwater Management Facilities (SMF)/ Floodplain Compensation (FPC) areas. Desktop analysis results will be provided in a Desktop Assessment, to the District in support of the Pond Siting Report (PSR) or Stormwater Management Alternatives Report (SMARt).

Upon approval of the Research Design and Survey Methodology, the CONSULTANT shall conduct field investigation to identify the presence of archaeological sites and historic resources located within the APE. The CONSULTANT shall identify the boundaries for all historic resources within the APE and evaluate the significance of each resource in accordance with the NRHP criteria for evaluation set forth by the National Park Service (NPS). Should the proposed project potentially effect historical or archaeological resources that are listed on, eligible, or potentially eligible for the NRHP, the CONSULTANT shall prepare a Section 106 Case Report. The Section 106 Case Report shall document the project's direct, indirect and cumulative effects to historical and archaeological resources using the Criteria of Adverse Effect, in accordance with **Part 2, Chapter 8** of the **PD&E Manual** and the **CRM Handbook**, and include avoidance, minimization and mitigation measures.

Coordination: The CONSULTANT shall coordinate all work with DHR SHPO, federally recognized

Native American Tribes, and other State and Federal agencies, as appropriate, by the DEPARTMENT's direction. Any coordination with Native American Tribes or State and Federal agencies will be through the District or OEM, as appropriate. The CONSULTANT will be required to assist the DEPARTMENT by providing technical support for Section 106 meetings. In addition, attendance at public meetings may be required.

Documentation: The CONSULTANT will prepare the Cultural Resources Assessment Survey Report (CRAS), or appropriate document, describing and justifying the boundaries of the APE, detailing the survey techniques, geographic extent of the surveys, the survey results, and assessments of resource significance, including preparation of Florida Master Site File forms, and coordination with SHPO and the Advisory Council on Historic Preservation (ACHP), if applicable. If any agreements or commitments are made, they are recorded in the Project Commitment Record (PCR) and the commitment section of the Environmental Document. In the event the project has an adverse effect on a historic property(ies), the CONSULTANT will prepare a Section 106 Case Report and a Section 106 Memorandum of Agreement (MOA). The CONSULTANT will summarize the results of the CRAS, and any cultural resource associated consultation or subsequent cultural resource documents, in the appropriate section of the Environmental Document. If no involvement for an issue is indicated, then a statement to that effect will be included. If required, the CONSULTANT will assist the DEPARTMENT in obtaining a determination of eligibility from the Keeper of the NRHP as set forth in **36 CFR Part 63**.

5.2.2 Recreational Areas and Protected Lands

Analysis: The CONSULTANT will review the project's Programming Screen Summary Report to determine the presence of recreation areas and protected lands within the study area. The CONSULTANT will identify the applicability of Section 4(f) and/or concurrent requirements, such as Section 6(f) of the Land and Water Conservation Fund (LWCF). The CONSULTANT will verify whether the proposed project requires an unavoidable use of state-owned upland conservation lands which are managed for conservation, outdoor resource-based recreation, or archaeological or historic preservation and subject to review by the FDEP Acquisition and Restoration Council (ARC).

Coordination: The CONSULTANT shall develop alternatives to avoid and minimize involvement with recreation areas and protected lands. The CONSULTANT will assist the DEPARTMENT by compiling materials needed for coordination with the ARC board and/or Official with Jurisdiction (OWJ).

Documentation: If Section 4(f) or concurrent requirements are applicable, the CONSULTANT will prepare the appropriate documentation for recreation areas and/or protected lands impacted by the project, as discussed below, and in accordance with **Part 2, Chapter 7** of the **PD&E Manual**. The CONSULTANT will summarize the recreation area, the project impacts to that recreation area, any avoidance, minimization, or mitigation measures, and the Section 4(f) determination in the Environmental Document.

The CONSULTANT will support the DEPARTMENT, by preparing the Uplands Easement Application and a State Lands Impact Report (SLIR), if required, as specified in **Part 2, Chapter 23** of the **PD&E Manual**. The CONSULTANT will document the project's involvement with state-owned lands in the Environmental Document. Documentation in the Environmental Document will include a description of state-owned upland conservation lands subject to review by ARC in the project area, a summary of project impacts to these lands, and the ARC review process.

For project involvement with recreation areas and protected lands not subject to Section 4(f) or concurrent requirements, the CONSULTANT will document the project's impacts, measures to avoid and/or minimize harm, and any coordination conducted. If no involvement with recreational areas and protected lands is indicated, then a statement to that effect will be included.

5.2.3 Section 4(f) and Concurrent Requirements (Optional)

Analysis: The CONSULTANT will review the project's Programming Screen Summary Report for comments regarding the project's potential involvement with resources protected by Section 4(f) or concurrent requirements, as described in **Part 2, Chapter 7** of the **PD&E Manual**.

Section 4(f) Resources

The CONSULTANT will identify potential Section 4(f) resources, assist the DEPARTMENT in conducting initial coordination with the OWJ to determine the significance of the property, identify the characteristics and functions of the Section 4(f) resource, determine the "use" of the property by the project and prepare the appropriate documentation when Section 4(f) approval is required.

- **Section 4(f) Determination of Applicability:** The CONSULTANT will complete the documentation in the SWEPT Section 4(f) Tool and coordination required to determine the applicability of Section 4(f) in accordance with **Part 2, Chapter 7** of the **PD&E Manual**.
- **Section 4 (f) "de minimis" Documentation:** The CONSULTANT will prepare Section 4(f) "de minimis" documentation in the SWEPT Section 4(f) Tool in accordance with **Part 2, Chapter 7** of the **PD&E Manual**.
- **Individual Section 4(f) Evaluation:** The CONSULTANT will complete the documentation for an Individual Section 4(f) evaluation in accordance with **Part 2, Chapter 7** of the **PD&E Manual**. The CONSULTANT will be required to evaluate a prudent and feasible avoidance alternative and/or conduct a Least Overall Harm Analysis.

The CONSULTANT will assist the DEPARTMENT in coordinating with the OWJ to identify measures to avoid and/or minimize the use of Section 4(f) resource(s) by the project.

Concurrent Requirements

The CONSULTANT will determine whether there are concurrent laws requiring federal or state approvals, as described in **Part 2, Chapter 7** of the **PD&E Manual**. If any viable alternative proposes the use of land from a Section 4(f) property purchased or improved with federal grant-in-aid funds, the CONSULTANT shall assist the DEPARTMENT in coordination with the appropriate federal agency to ascertain the agency's position on the land conversion or transfer and in meeting the requirements for conversion of the land to a different use.

Documentation: The CONSULTANT shall document whether Section 4(f) or concurrent requirements are applicable, including the project's involvement, agency coordination, compliance with Section 4(f), and summarize in the Environmental Document. The CONSULTANT will incorporate any agreed upon minimization or mitigation measures as environmental commitments in the Environmental Document and the PCR.

5.3 NATURAL RESOURCES

The CONSULTANT will review the project's Programming Screen Summary Report to identify the natural resources present and agency comments and concerns regarding these resources. The CONSULTANT will use this information as a basis for identifying natural resource evaluation areas to be field verified. The condition of the existing natural resources will be updated following field evaluation with the resource agencies. The CONSULTANT will assess the project's direct and indirect effects on the natural resources and document in the Natural Resources Evaluation (NRE) Report and/or the Environmental Document. The assessment and documentation shall include the severity of the impacts, avoidance and minimization measures, anticipated permits, resolution of agency concerns, and the agency coordination process, as appropriate. If there is no involvement with a resource, then a statement to that effect will be provided, in accordance with **Part 2, Chapters 9, 11, 12, 13, 14, 15, 16 and 17** of the **PD&E Manual**, as appropriate. Supporting documentation will be uploaded to the project file in SWEPT.

5.3.1 Wetlands and Other Surface Waters

Data Collection: The CONSULTANT will identify wetlands along the project as per **Part 2, Chapter 9** of the **PD&E Manual**, through review of GIS data, maps, plans, field reviews, and agency coordination.

Analysis: The CONSULTANT will estimate the impacts to the wetlands and other surface waters in the project area in accordance with **Part 2, Chapter 9** of the **PD&E Manual**. The CONSULTANT will utilize the Uniform Mitigation Assessment Method (UMAM) to determine the type, quality, and function of wetlands. The CONSULTANT will evaluate the alternatives' direct and indirect impact to wetlands, including functional loss, and identify measures that avoid wetland impacts. Where wetland impacts are unavoidable, the CONSULTANT will identify practicable measures to minimize impacts.

Conceptual Mitigation: The CONSULTANT will identify mitigation options, which will address potential impacts. If sufficient compensatory mitigation is not available, the CONSULTANT will propose alternative mitigation options.

5.3.2 Essential Fish Habitat

Data Collection: The CONSULTANT will review the project’s Programming Screen Summary Report to identify if the NMFS recommends conducting an essential fish habitat (EFH) analysis and the federally managed species to be addressed. The CONSULTANT will verify the presence and type of EFH per **Part 2, Chapter 17** of the **PD&E Manual** through review of GIS data, field reviews, and surveys.

Analysis: The CONSULTANT will determine the alternatives’ potential impacts to EFH and/or federally managed species. The CONSULTANT will conduct appropriate coordination with resource agencies to assess impacts to essential fish habitat (EFH) and identify measures to address those effects in accordance with **Part 2, Chapter 17** of the **PD&E Manual**.

5.3.3 Protected Species and Habitat

Data Collection and Analysis: The CONSULTANT will review the project’s Programming Screen Summary Report and develop a study design (to be approved by the DEPARTMENT) to evaluate the magnitude of the project involvement with, and potential impacts to protected species and designated or proposed critical habitats within the study area. Information should also be collected on habitat connectivity, areas that are ecologically important, and species that are otherwise protected by regulation. Upon approval of the study design, the CONSULTANT will perform additional GIS and literature review, field reviews, survey, and coordination necessary to determine the project’s involvement with and potential impacts to, federal and state protected, threatened, or endangered species and their habitats, in accordance with **Part 2, Chapter 16** of the **PD&E Manual**. The CONSULTANT may be required to perform specific species surveys for formal consultation.

The CONSULTANT will assist the DEPARTMENT in consultations, including providing responses to agency requests for information, if required.

Conservation Measures and Mitigation Plan: The CONSULTANT will provide an analysis of wildlife and habitat conservation measures such as wildlife crossing and species relocation plans.

5.3.4 Natural Resource Documentation

The CONSULTANT will document the results of the Wetlands and Other Surface Waters, EFH, and Protected Species and Habitat evaluations in a Natural Resources Evaluation (NRE) Report in accordance with **Part 2, Chapter 16** of the **PD&E Manual.** The CONSULTANT will also refer to OEM's **Natural Resources Evaluation Outline and Guidance** document to ensure the proper documentation of natural resources.

Wetland and Other Surface Waters Documentation: The CONSULTANT will document in the NRE or Technical Memorandum, the identification and classification of wetlands and other surface waters, the functional analysis of wetlands, calculation of direct and indirect impacts, avoidance and minimization of impacts, conceptual mitigation measures for unavoidable impacts, and coordination with the resource agencies in accordance with **Part 2, Chapter 16** of the **PD&E Manual**. The CONSULTANT will summarize the findings in the Environmental Document.

EFH Documentation: If an EFH Assessment is required, the CONSULTANT will prepare the EFH Assessment in accordance with **Part 2, Chapter 17** of the **PD&E Manual** as part of the NRE report or Technical Memorandum (**Part 2, Chapter 16** of the **PD&E Manual**). If an EFH Assessment is not required, the CONSULTANT will document the EFH analysis and agency coordination conducted in the NRE report or Technical Memorandum and provide a summary in the Environmental Document.

Protected Species and Habitat Documentation: The CONSULTANT will document the protected species and habitat evaluation and agency consultation in the NRE report or Technical Memorandum, in accordance with **Part 2, Chapter 16** of the **PD&E Manual**, and summarize in the Environmental Document. Documentation should also include effect determinations, dates of concurrence, and/or outcomes of consultation. If it is necessary to prepare a Biological Assessment, this documentation will be compiled as part of the NRE report or Technical Memorandum.

5.3.5 Water Resources

Analysis: The CONSULTANT shall review the project's Programming Screen Summary Report, WATERSS EST GIS Analysis Results, and/or SMARt document for identification of the water resources in the project area and agency comments to be considered during the evaluation of the project's involvement with water resources. The CONSULTANT shall review water resource basins or watershed boundaries where the project may have a direct impact on water quality and identify water resource characteristics within the basin boundaries. The CONSULTANT will meet with the District Stormwater Team (DST) to determine applicability of WATERSS and to identify any regional/joint use stormwater management projects. The CONSULTANT shall assess a project's potential impacts to water resources, including Outstanding Florida Waters (OFW), Aquatic Preserves, Outstanding Natural Resource Waters (ONRW), and sole source aquifers (SSA). The CONSULTANT shall identify and evaluate mitigation measures (if necessary) and assist the DEPARTMENT with regulatory agencies and appropriate stakeholder coordination, in accordance with **Part 2, Chapter 11** of the **PD&E Manual**.

Documentation: The CONSULTANT will document the analysis of impacts to water quality in a **Water Quality Impact Evaluation (WQIE) Checklist, Form No. 650-050-37**, prepared for the preferred alternative and briefly summarized in the Environmental Document, and attached to the SMARt. If coordination with regulatory agencies or other stakeholders is required, additional documentation shall be included in the SMARt or Drainage Documentation. In addition, the CONSULTANT will summarize the drainage analysis and proposed stormwater management system in the Environmental Document and **PER**.

5.3.6 Floodplains

The CONSULTANT shall summarize the findings of the LHR regarding the project's involvement with floodplains or regulatory floodways, measures to avoid and/or minimize impacts to floodplains or floodways, and any coordination with flood management agencies in the Environmental Document and PER, in accordance with **Part 2, Chapter 13** of **the PD&E Manual**.

5.4 PHYSICAL EFFECTS

The CONSULTANT will review the project's Programming Screen Summary Report to determine agency concerns regarding the physical effects of the project. The CONSULTANT will establish the physical environment study area, conduct the appropriate analyses to assess the effects of the project on the physical environment. The CONSULTANT will summarize the physical effects analysis, including avoidance and minimization measures taken and coordination efforts in the Environmental Document. If the project has no involvement with an issue, then a statement to that effect will be included in the Environmental Document, in accordance with the appropriate chapter in the **PD&E Manual**.

5.4.1 Highway Traffic Noise

The CONSULTANT will perform the noise analysis, noise abatement evaluation, and assessment of construction noise and vibration impacts in accordance with the **Part 2, Chapter 18** of the **PD&E Manual** and the current version of FDOT's **Traffic Noise Modeling and Analysis Practitioner's Handbook**. The CONSULTANT will prepare materials for, attend, and document a noise study methodology meeting with the DEPARTMENT prior to beginning analysis.

Analysis: The CONSULTANT shall review the project's Programming Screen Summary Report, if available, to identify the locations of potential noise sensitive sites. The CONSULTANT will utilize traffic data from the Preliminary Traffic Analysis Report (PTAR) or its equivalent to conduct a predictive analysis required by 23 CFR § 772.9 using the FHWA Traffic Noise Model (TNM) as described in FHWA's Traffic Noise Model (FHWA TNM©), User's Guide (Version 2.5 Addendum). The CONSULTANT will provide analysis for the no-build alternative (existing and design year) and one (1) build alternative (existing and design year). If traffic noise impacts are identified, the CONSULTANT shall identify and analyze alternative noise abatement measures to abate identified impacts. Proposed noise barriers will be analyzed for reasonableness and feasibility in accordance with **Part 2, Chapter 18** of the **PD&E Manual**.

If noise barriers that might block the motorist's view of an existing, conforming and legally permitted outdoor advertising sign are found to be feasible, the District Outdoor Advertising section of the Office of Right of Way must be notified (consistent with the **Right of Way Manual, Procedure No. 575-000-000**). CONSULTANT will assist the DEPARTMENT in coordination with the local government regarding consistency with local ordinances or land development codes. Noise barrier modifications required to meet local ordinances will be analyzed to verify the modified noise barrier will meet the noise reduction requirements. The CONSULTANT will assist the DEPARTMENT in coordination with affected property owners benefitting from the noise barrier in accordance with **Part 2, Chapter 18** of the **PD&E Manual**.

Documentation: The CONSULTANT will document the methodology and results of the noise analysis and noise abatement evaluation, in the Noise Study Report (NSR). The CONSULTANT will provide an electronic copy of the NSR, in PDF format, as well as all TNM input/output files, and a "readme" file that supports the information documented in the report. The CONSULTANT shall summarize the traffic noise analysis in the Environmental Document, including identification of locations where noise impacts are predicted to occur, where noise abatement is feasible and reasonable, and locations with impacts that have no feasible or reasonable noise abatement alternative in accordance with **Part 2, Chapter 18** of the **PD&E Manual.**

If the project is determined to be a Type III project, the CONSULTANT will document the determination in the Project File.

The CONSULTANT will assist the DEPARTMENT with public meetings support as requested.

5.4.2 Transit Noise and Vibration Impact Analysis

This resource is not present or will not be impacted by the project. The CONSULTANT must verify and record in the Environmental Document.

5.4.3 Air Quality

The CONSULTANT will gather data, perform the air quality screening analysis, and prepare the Air Quality Technical Memorandum, to document the results of the screening analysis in accordance with **Part 2, Chapter 19** of the **PD&E Manual**. Traffic data shall be prepared by the project's Traffic Engineer.

5.4.4 Construction

The CONSULTANT will evaluate and document the potential impacts of the alternatives' construction activities and identify measures to reduce the amount of disruption which could result, in accordance with **Part 2, Chapter 3** of the **PD&E Manual**.

5.4.5 Contamination

The CONSULTANT will review the project's Programming Screen Summary Report for the initial identification of potential contamination sites. The CONSULTANT shall conduct a Level 1 Assessment in accordance with **Part 2, Chapter 20** of the **PD&E Manual**. The CONSULTANT shall investigate the contamination issues within and adjacent to the project's right of way considering the potential for each alternative to encounter contamination during excavation and acquiring new right of way. The CONSULTANT shall develop measures in coordination with the DEPARTMENT to address identified contamination issues in accordance with **Part 2, Chapter 20** of the **PD&E Manual**.

The CONSULTANT will document data reviewed, findings, risk rating of potential contamination sites, and recommendation for additional assessment actions in accordance with **Part 2, Chapter 20** of the **PD&E Manual** in a technical memorandum or the Contamination Screening Evaluation Report (CSER), depending on the level of contamination risk. The CONSULTANT will summarize the technical memorandum or CSER in the Environmental Document.

5.5 CUMULATIVE EFFECTS EVALUATION (WHEN APPLICABLE) (SWEPT DIRECTION)

The CONSULTANT will perform a cumulative effects evaluation of each resource of concern identified, based on context and in consultation with the DEPARTMENT, as per the process outlined in the DEPARTMENT's **Cumulative Effects Evaluation Handbook**. The cumulative effects evaluation should build upon information derived from the direct and indirect effects analyses. The CONSULTANT will document the cumulative effects analysis in a Technical Memorandum or a Cumulative Effects Report and summarize the results in the Environmental Document.

5.6 PROJECT COMMITMENTS

The CONSULTANT shall document the development of commitments that have been coordinated and approved by the DEPARTMENT in the appropriate technical report(s), appropriate section(s) of the Environmental Document, and the Commitments section of the Environmental Document per **Part 2, Chapter 22** of the **PD&E Manual**. The Commitments section of the Environmental Document will contain a list of commitments made, the agreed upon language, and the stakeholder(s) involved. The CONSULTANT will ensure that the commitment language is consistent between the technical report(s), and the various sections of the Environmental Document.

6.0 ENVIRONMENTAL DOCUMENT

The CONSULTANT will prepare an Environmental Document in accordance with the **PD&E Manual**. When another agency is serving as a joint lead agency with FDOT, or is the lead agency, or is using the DEPARTMENT's Environmental Document to support issuance of a permit, the CONSULTANT must address that agency's NEPA requirements, including requirements not normally included in a FDOT Environmental Document. All projects must demonstrate compliance with planning consistency prior to approval of the Environmental Document.

The CONSULTANT will assist the DEPARTMENT in completing the Type 2 Categorical Exclusion (CE) Form in SWEPT and all attachments in accordance with **Part 1, Chapter 5** of the **PD&E Manual**.

6.1 PLANNING CONSISTENCY

6.1.1 Transportation Plans

The CONSULTANT will coordinate with the DEPARTMENT to obtain and review transportation plans throughout the life of the project for all modes of transportation including freight, transit, and non-motorized. The following plans or studies should be reviewed as appropriate:

- MPO's adopted Long Range Transportation Plan (LRTP) Cost Feasible and Needs Plans
- Local Government Transportation Improvement Plan (TIP)
- State Transportation Improvement Program (STIP)
- Urban Area Transportation Study
- Local Government Comprehensive Plan (LGCP)
- Local Transit Development Plans (TDP) for bus, rail, or other services
- Non-motorized (bicycle and pedestrian) Plans

6.1.2 Planning Consistency Form

The CONSULTANT will assist the DEPARTMENT's finalization of Planning Requirements for Environmental Document approval.

7.0 METHOD OF COMPENSATION

Payment for the work accomplished will be in accordance with **Exhibit B** of this contract. The DEPARTMENTs Project Manager and the CONSULTANT will monitor the cumulative invoiced billings to ensure the reasonableness of the billings compared to the study schedule and the work accomplished and accepted by the DEPARTMENT. The DEPARTMENT Project Manager will decide whether work of sufficient quality and quantity has been accomplished by comparing the reported Scope of Services percent complete against actual work accomplished.

Payments will not be made that exceed the percentage of work identified in the approved payout curve and schedule provided. The CONSULTANT shall provide a list of key events and the associated total percentage of work considered to be complete at each event. This list shall be used to control invoicing. Payments will not be made that exceed the percentage of work for any event until those events have occurred and the results are acceptable to the DEPARTMENT.

Appendix B - ETDM Summary Report

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

ETDM Summary Report

Project 14593 - SR 93/I-75

Preliminary Programming Screen - Published on 09/05/2025

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

Printed on: 9/05/2025

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.

Table of Contents

Overview

Introduction to Programming Screen Summary Report

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

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Specific information regarding the potential transportation improvement such as alternatives or road segments that were reviewed; an overview of ETAT Programming Screen reviews; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources
- Project Scope information, consisting of general project recommendations resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

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

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

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d) or the state project development process.

#14593 - SR 93/I-75

Planning Organization: FDOT District 6
District: District 4, District 6
From: SR 826/Palmetto Expressway
Plan ID:
Federal Involvement: FHWA Funding, Other Federal Permit

Phase: Programming Screen
County: Miami-Dade
To: Broward County Line
Financial Management No.: 453149-1

Contact Information: Name: Dat Huynh Phone: (305) 470-5201 E-mail: Dat.Huynh@dot.state.fl.us
Snapshot Data From: Programming Screen Summary Report Published on 09/05/2025 by McKinney, Megan

Screening Summary Chart

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

	Social and Economic							Cultural and Tribal			Natural					Physical					
	Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Farmlands	Section 4(f) Potential	Historic and Archaeological Sites	Recreational and Protected Lands	Wetlands and Surface Waters	Water Resources	Floodplains	Protected Species and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 From: SR 826/Palmetto Expressway To: Broward County Line *Published: 09/05/2025 Reviewed from 05/01/2025 to 06/15/2025)*	3	2	2	1	2	2	N/A	2	2	3	3	3	3	2	2	3	2	3	3	N/A	2

Project Details

Goal of the Screening Event

Seek agency input on the project Purpose and Need and potential project impacts/effects (both positive and negative) to social and economic, cultural, natural, and physical resources.

Project Description

This roadway project entails providing additional capacity, traffic operational improvements, and interchange modifications on SR 93/I-75 within Miami-Dade County. The project limits extend from SR 826/Palmetto Expressway to the Broward County Line for approximately 5.90 miles and traverses the City of Hialeah, Town of Miami Lakes, City of Miramar and unincorporated Miami-Dade County. As the longest freeway in the state of Florida, SR 93/I-75 travels from the southern project terminus at the SR 826/Palmetto Expressway and SR 924/Gratigny Parkway interchange to the Florida/Georgia border. SR 93/I-75 runs east-west across the Everglades, providing access to Fort Myers and north to the greater Florida region. SR 93/I-75 merges with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway, two heavily traveled transportation corridors in Miami-Dade County. These roadways provide subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami.

Within the project limits, SR 93/I-75 is classified as *Principal Arterial - Interstate*. Within the project area, all express lanes are separated from the general purpose lanes with concrete barriers, guardrails, or grass medians. Beginning at SR 826/Palmetto Expressway, in the westbound direction, SR 93/I-75 consists of four general purpose lanes and one express lane until it curves to the north where it expands to five general purpose lanes and one express lane. It reduces down to four general purpose lanes traveling north to the intersection at SR 860, where it expands to two express lanes and four general purpose lanes northbound to the project's terminus at the Broward County Line. Southbound from the Broward County Line, SR 93/I-75 consists of four general purpose lanes and two express lanes. South of SR 860, SR 93/I-75 reduces to one express lane and four general purpose lanes. Traveling eastbound to the Palmetto Expressway, SR 93/I-75 consists of four general purpose lanes and one express lane until just east of the southern project terminus, where the road reduces to three general purpose lanes and one express lane.

The access management classification for this corridor is *Class 01 - Limited Access* in an existing urbanized area with ingress and egress only via interchanges. The existing speed limit along SR 93/I-75 is posted at 70 miles per hour (mph). Existing right-of-way ranges from approximately 460 feet to 600 feet on the mainline section and widens significantly to accommodate existing interchanges. The typical section varies throughout the project corridor. Right-of-way could be needed to accommodate the project improvements. Specific right-of-way requirements will be determined during the Project Development and Environment (PD&E) Study.

The corridor intersects with several roadways within the project area. Many of these intersections include bridges for on ramps and off ramps. The project corridor includes five bridges across Snake Creek at the northern terminus, eight bridges at the intersection with SR 821/Florida's Turnpike, three bridges at the ramps for SR 860/NW 186th Street, one bridge across NW 170th Street, two crossings at NW 154th Street, one crossing at NW 92nd Avenue, two bridges at NW 87th Avenue, and two bridges at the intersection of SR 826/Palmetto Expressway. Major interchanges along the project corridor include locations at SR 821/Florida's Turnpike and SR 826/Palmetto Expressway.

SR 93/I-75 is part of the emergency evacuation network established by the state and Miami-Dade County and is a designated Strategic Intermodal System (SIS) highway corridor, providing access to SR 826/Palmetto Expressway and Florida's Turnpike. As a major connection to the greater state of Florida, SR 93/I-75 provides traffic distribution for destinations to the north, south, east, and west portions of Miami-Dade County.

Purpose and Need

The purpose of this project is to alleviate existing congestion and accommodate projected travel demand through increased capacity and improved operational conditions along the SR 93/I-75 corridor. Other goals include maintaining critical connectivity within the regional transportation network and improving safety conditions.

The need for the project is based on the following criteria:

PRIMARY NEEDS

CAPACITY: Alleviate Existing Congestion

Based on the Annual Average Daily Traffic (AADT) volumes retrieved from FDOT Florida Traffic Online for SR 93/I-75 from SR 826/Palmetto Expressway to the Broward County Line, the general-use lanes in the project area averaged 140,167 vehicles per day. The segment of roadway from SR 826/Palmetto Expressway to the Broward County Line operates at Level of Service (LOS) D during morning and evening peak periods (the target for the corridor is LOS D). Without capacity improvements, continued traffic growth is projected to degrade the corridor performance to LOS F by 2045.

Increasing congestion will impact interchanges, leading to longer delays at entrance and exit ramps, queues possibly spilling onto the mainline, and safety concerns. Reduced merging and diverging efficiency due to congestion will further disrupt traffic flow, with potential bottlenecks at major interchanges where high ramp volumes interact with general-use and express lanes.

In the Miami-Dade 2050 Long Range Transportation Plan (LRTP), the Miami-Dade Transportation Planning Organization (TPO) identified the SR 93/I-75 corridor as one of several limited-access facilities which continues to have recurring congestion.

TRANSPORTATION DEMAND: Accommodate Projected Travel Demand

Projections of future population and employment growth in the project area indicate that travel demand will continue to increase. Growth for Miami-Dade County, as identified in the Miami-Dade TPO 2050 LRTP is as follows:

- Population is forecasted to increase from 2.7 million people in 2020 to 3.3 million people in 2050, representing a 22 percent increase.
- Employment is projected to grow from 1.5 million in 2020 to 1.9 million in 2050, representing a 27 percent increase.

Projections of future population and employment in the project area indicate that travel demand will continue to increase. The project is anticipated to meet the mobility needs of the area by alleviating current and future congestion on the corridor and surrounding roadway network. The project improvements will allow SR 93/I-75 to continue to serve as an important arterial in facilitating movement of traffic in and around Miami-Dade County.

PROJECT STATUS

The project is included in the current FDOT 2025-2029 State Transportation Improvement Program (STIP) and the FDOT 2025-2029 Five-Year Work Program with $510,000 programmed in Fiscal Year (FY) 2025 and $6,000,000 programmed in FY 2029 for the Project Development and Environment (PD&E) phase. In addition, the project is included in the FY 2025-2029 Miami-Dade TPO Transportation Improvement Program (TIP) with $6,010,000 programmed for the PD&E phase in FY 2028-2029. The project is listed as a FDOT Strategic Intermodal System (SIS) Project in the Miami-Dade TPO 2050 LRTP described as PD&E/EMO Study/capacity improvements/interchange modifications with the project cost listed as $26,010,000. Finally, the project is listed in the FY 2024/2025 - 2028/2029 FDOT SIS First Five Year Plan with $6,010,000 funded for the PD&E phase in FY 2029.

SECONDARY NEEDS

SYSTEM LINKAGE: Maintain Critical Connectivity within the Regional Transportation Network

SR 93/I-75 is a major transportation facility throughout the state of Florida. It connects Miami-Dade County east-west across the Everglades to northern Florida and the greater Florida region. SR 93/I-75 merges with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway, two heavily traveled transportation corridors in Miami-Dade County. In addition, SR 93/I-75 connects to Florida's Turnpike, SR 874, and I-95 thereby providing system-level connections in Miami. SR 93/I-75 is a SIS facility and is part of the emergency evacuation network designated by the state and Miami-Dade County. The proposed capacity and mobility improvements along the corridor are critical to improving access to these major transportation facilities, as well as maintaining critical connectivity within the regional transportation network.

SAFETY: Improve Safety Conditions

According to the most recent five-year crash data (2019-2023) gathered from Signal Four Analytics, there were a total of 911 crashes reported along the project corridor. The most common crash types were rear-end (45%) and sideswipe (28%). The majority of crashes (78%) resulted in property damage only, while 22 crashes involved serious injuries and 13 resulted in fatalities. The majority of crashes occurred during AM and PM peak hours on weekdays, with Tuesday and Thursday seeing the highest frequencies. In addition, most crashes occurred during daylight hours under dry conditions.

The project corridor experiences an actual crash rate of 3.11 per million vehicle miles traveled (MVMT) which is over three times higher than the statewide average crash rate of 0.87 for similar facilities. The critical crash rate is 1.16 MVMT, significantly exceeding what is considered the threshold for concern. In addition, the safety ratio is 2.7, indicating that the project corridor warrants safety improvements.

Increasing capacity and implementing operational improvements along the mainline and at existing interchanges will improve mobility and reduce congestion, thereby improving safety conditions along the corridor.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Planning Consistency Status

Are the limits consistent with the plans?:

Currently Adopted CFP-LRTP?:

Original PD&E FAP#: Unknown

MPOs: None

Attachments:

No attachments found.

Phase	Currently Approved TIP	Currently Approved STIP	TIP / STIP $	TIP / STIP Fiscal Year	Comments
PE (Final Design)	Unknown	Unknown	Unknown	Unknown	None Provided
ROW	Unknown	Unknown	Unknown	Unknown	None Provided
Construction	Unknown	Unknown	Unknown	Unknown	None Provided

Federal Consistency Determination

Date of Determination: 06/16/2025 by Chris Stahl

FDEP Clearinghouse Determination: CONSISTENT with Coastal Zone Management Program.

USCG Navigational Determination

The USCG District Bridge Office for USCG District 7 has reviewed this project and provides the following determination(s):

- These determinations remain valid unless the proposed project changes to include additional unassessed bridges or the project scope changes.
- No further involvement from the USCG is required unless the proposed project changes to include additional unassessed bridges or the project scope changes.

Out of Jurisdiction, No Permit Required

Analysis Area	Water Crossing	Latitude	Longitude	Comments
Alternative #1	CANAL/DITCH AT NW 138 ST	25.897101	-80.329760	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT I-75	25.898480	-80.333488	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT W 28 AVE	25.898870	-80.340279	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT I-75	25.899784	-80.347108	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT I-75	25.927343	-80.350047	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	ARTIFICIALPATH AT I-75 SNAKE CREEK CANAL	25.956825	-80.351393	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT I-75	25.946968	-80.350936	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT SB I-75 TO SB HEFT	25.950599	-80.352142	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT I-75	25.950620	-80.351102	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT NB HEFT TO NB I-75	25.950637	-80.350300	Not in USCG Jurisdiction. No lighting plan required.
Alternative #1	CANAL/DITCH AT SBI75 TO EB NW 186ST	25.946764	-80.351886	Not in USCG Jurisdiction. No lighting plan required.

Potential Lead Agencies

- FDOT Office of Environmental Management

Exempted Agencies

Agency Name	Justification	Date
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	03/13/2025

Project Documents

Date	Type	Size	Document
05/01/2025	Form SF-424: Application for Federal Assistance	535 KB	Form SF-424: Application for Federal Assistance http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=45769
04/11/2025	Ancillary Project Documentation	4.74 MB	SDR Used In PED 1320-Foot Intersecting http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=45651
05/01/2025	Advance Notification Package	3.88 MB	Advance Notification Package

Sociocultural Data Reports

Census Places Within 500 Feet

No milestone analysis area Sociocultural Data Reports available

User Defined Communities Within 500 Feet

No milestone analysis area Sociocultural Data Reports available

Analysis Areas SDRs

No milestone analysis area Sociocultural Data Reports available

Cultural Resources Reports

- Alternative #1 - CRDR not available.

Agency Comments - Purpose and Need

Purpose and Need Reviews With No Additional Comments

Agency	Acknowledgment	Date Reviewed	Reviewer
FDEP	Understood	05/01/2025	Chris Stahl (Chris.Stahl@FloridaDEP.gov)
SFWMD	Understood	06/12/2025	Barbara Conmy (bconmy@sfwmd.gov)
SHPO	Understood	06/13/2025	Alyssa McManus (Alyssa.mcmanus@dos.fl.gov)
STOF	Understood	05/08/2025	Danielle Simon (daniellesimon@semtribe.com)
NMFS	Understood	06/05/2025	Kurtis Gregg (kurtis.gregg@noaa.gov)
FWC	Understood	06/06/2025	Laura DiGruttolo (laura.digruttolo@myfwc.com)
USFWS	Understood	05/20/2025	Amber Rhodes (amber_rhodes@fws.gov)
FDOT-OEM	Accepted	06/09/2025	Adrienne Pennington (Adrienne.Pennington@dot.state.fl.us)
USACE	Understood	07/03/2025	Heather Mason (Heather.m.mason@usace.army.mil)
NPS	Understood	05/07/2025	PJ Walker (pj_walker@nps.gov)
USCG	Understood	05/06/2025	Maxwell Utter (maxwell.c.utter@uscg.mil)

Purpose and Need Reviews With Additional Comments

No purpose and need reviews were found.

Organizations Not Submitting a Review

The following organizations were notified but did not submit a review of the purpose and need:

- FL Department of Agriculture and Consumer Services
- FL Department of Economic Opportunity
- Greater Miami Expressway Agency
- Natural Resources Conservation Service
- US Environmental Protection Agency

Alternative #1

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative #1	SR 826/Palmetto Expressway	Broward County Line	Traffic Operation Enhancement	ETAT Review Complete			Roadway	Yes

Segment Details

Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Alternative 1,Alternative 1	Alternative 1							

Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
Alternative 1	Alternative 1			

Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
Alternative 1	Alternative 1				

Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
Alternative 1	Alternative 1				

Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
Alternative 1	Alternative 1				

Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
Alternative 1	Alternative 1				

Funding Sources

No funding sources found.

Alternative #1

Project Effects Overview for Alternative #1

Topic	Degree of Effect		Organization	Date Reviewed
Social and Economic				
Social	3	Moderate	FDOT District 6	06/13/2025
Economic	2	Minimal	FDOT District 6	06/13/2025
Land Use Changes	2	Minimal	FDOT District 6	06/13/2025
Mobility	1	Enhanced	FDOT District 6	06/13/2025
Aesthetic Effects	2	Minimal	FDOT District 6	06/13/2025
Relocation Potential	2	Minimal	FDOT District 6	06/13/2025
Cultural and Tribal				
Historic and Archaeological Sites	2	Minimal	FL Department of State	06/13/2025
Historic and Archaeological Sites	2	Minimal	Seminole Tribe of Florida	05/08/2025
Recreational and Protected Lands	3	Moderate	South Florida Water Management District	06/12/2025
Recreational and Protected Lands	2	Minimal	FL Department of Environmental Protection	06/10/2025
Recreational and Protected Lands	N/A	N/A / No Involvement	National Park Service	05/07/2025
Natural				

Wetlands and Surface Waters	2	Minimal	US Army Corps of Engineers	07/03/2025
Wetlands and Surface Waters	3	Moderate	South Florida Water Management District	06/12/2025
Wetlands and Surface Waters	N/A	N/A / No Involvement	National Marine Fisheries Service	06/05/2025
Wetlands and Surface Waters	2	Minimal	US Fish and Wildlife Service	05/20/2025
Water Resources	3	Moderate	South Florida Water Management District	06/12/2025
Water Resources	3	Moderate	FL Department of Environmental Protection	06/10/2025
Floodplains	3	Moderate	South Florida Water Management District	06/12/2025
Protected Species and Habitat	2	Minimal	FL Department of Agriculture and Consumer Services	06/12/2025
Protected Species and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	06/06/2025
Protected Species and Habitat	2	Minimal	US Fish and Wildlife Service	05/20/2025
Coastal and Marine	2	Minimal	South Florida Water Management District	06/12/2025
Coastal and Marine	N/A	N/A / No Involvement	National Marine Fisheries Service	06/05/2025
Physical				
Contamination	3	Moderate	South Florida Water Management District	06/12/2025
Contamination	3	Moderate	FL Department of Environmental Protection	06/10/2025
Navigation	N/A	N/A / No Involvement	US Army Corps of Engineers	07/03/2025
Navigation	N/A	N/A / No Involvement	US Coast Guard	05/06/2025
Special Designations				
Special Designations	2	Minimal	South Florida Water Management District	06/12/2025

Project Effects Details for Alternative #1

Social and Economic - Social

Coordinator Summary Degree of Effect: 3 **Moderate**

Response By

FDOT District 6 09/05/2025

Comments

SR 93/I-75 is a critical connection between Miami-Dade County and the greater Florida region. SR 93/I-75 merges with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway, two heavily traveled transportation corridors in Miami-Dade County. The specific limits of this project extend along SR 93/I-75 from SR 826/Palmetto Expressway to the Broward County Line for approximately 5.90 miles. This project is within one urban area [Miami-Fort Lauderdale, FL] and three U.S. Census Designated Places [Hialeah, Miami Lakes and Miramar].

Compared to the demographic characteristics for Miami-Dade County, the 1,320-foot project buffer contains a slightly lower White population percentage (1.54% lower), a lower Black or African American population (9.59% lower), a higher Hispanic population percentage (14.87% higher), a lower percentage of individuals aged 65 and over (3.82% lower), and a higher median family income ($29,452 more) than Miami-Dade County.

Compared to the demographic characteristics for Broward County, the 1,320-foot project buffer contains a lower White population percentage (7.28% lower), a significantly lower Black or African American population (22.39% lower), a significantly higher Hispanic population (51.73% higher), a lower percentage of individuals aged 65 and over (4.58% lower), and a higher median family income ($17,166 more) than Broward County.

Limited English Proficiency (LEP) accommodations will likely be required during public involvement efforts of the Project Development phase as 13,903 persons or 34.79% of the population within the U.S. Census Block groups intersected by the 1,320-foot project buffer "speak English less than very well" compared to 34.65% of the Miami-Dade County population and 16.43% of the Broward County population [0.14% and 18.36% more, respectively].

In the long term, the proposed SR 93/I-75 improvements are intended to enhance the overall social fabric and cohesion of the surrounding communities by maintaining an important regional connection to jobs and essential services, as well as addressing safety conditions and increasing capacity. While no neighborhood division or social isolation is expected to occur as a result of the project, a Summary Degree of Effect of Moderate has been assigned to the Social topic given that access to proximate residences, businesses, and recreational features could temporarily be affected during project construction.

During the Project Development phase, FDOT District Six will engage the general public in coordination with Miami-Dade and Broward Counties and the municipalities associated with the project limits to solicit input on potential project effects related to community cohesion and social interaction as well as potential solutions to ensure that both the social and transportation needs of the affected surrounding communities are addressed through the project. FDOT District Six will also conduct a Sociocultural Effects Evaluation and prepare/execute a Public Involvement Plan in accordance with the FDOT Project Development and Environment (PD&E) Manual.

3 **FDOT District 6 (06/13/2025 02:12:48 PM)**

Social Degree of Effect:

Moderate

Reviewed By:

Megan McKinney

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

500-Foot Buffer:

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

Homeowner and Condominium Associations (3)
- Poinciana Royale Villas Condo I
- Poinciana Royale Villas Condo II
- Royal Palms Condo

Health Care Facilities (24)

Group Care Facilities (1)
- Miami Lakes Retirement Home

Private School Facilities (2)
- Kid's University II
- Kid's Palace

Schools (2)
- Youth Co-Op Charter School
- Youth Co-Op Preparatory High School

Religious Centers (2)
- Creative Outreach Ministries
- Iglesia Cristiano Del Alma

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

Florida Natural Areas Inventory (FNAI) Public Lands (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Managed Area (1)
- East Coast Buffer/North Lake Belt Storage Area

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

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

Homeowner and Condominium Associations (14)

Health Care Facilities (69)

Hospitals (2)
- Promise Hospital of Miami
- Palmetto General Hospital

Group Care Facilities (5)
- Carolina's Care Center
- Mary's Home
- Garden Valley Retirement Home Inc.
- Maggy's Home Care Inc.
- Miami Lakes Retirement Home

Laser Facilities (4)
- Palmetto Eye & Laser Center

Government Buildings (1)
- US Post Office - Hialeah Annex

Private School Facilities (7)

Schools (5)
- American Advanced Technicians Institute
- Barbara Goleman Senior High
- Mater Gardens Academy
- Youth Co-Op Charter School

- Youth Co-Op Preparatory High School
Religious Centers (2)
- Creative Outreach Ministries
- Iglesia Cristiano Del Alma
Parks and Recreational Facilities (4)
- Garden of the Arts Park
- Miami Lakes Mini Park (P-85)
- Miami Lakes Mini Park (P-87 Florinda Estates Park)
- Miami Lakes Mini Park (P-88 Sevilla Estates Park)
OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor
OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor
Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail
Florida Natural Areas Inventory (FNAI) Public Lands (1)
- East Coast Buffer/North Lake Belt Storage Area
Florida Managed Area (1)
- East Coast Buffer/North Lake Belt Storage Area

Generalized Land Use / Acres / Percent
Residential / 495.27 / 24.6%
Industrial / 197.24 / 9.79%
Recreation / 195.06 / 9.63%
Vacant Residential / 114.87 / 5.7%
Public/Semi-Public / 89.61 / 4.41%
Water / 76.44 / 3.78%
Agricultural / 64.68 / 3.2%
Acreage Not Zoned for Agriculture / 34.52 / 1.71%
Institutional / 32.8 / 1.62%
Vacant Nonresidential / 25.43 / 1.27%
Retail/Office / 22.85 / 1.12%

Comments on Effects to Resources

SR 93/I-75 is a critical connection between Miami-Dade County and the greater Florida region. SR 93/I-75 merges with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway, two heavily traveled transportation corridors in Miami-Dade County. The specific limits of this project extend along SR 93/I-75 from SR 826/Palmetto Expressway to the Broward County Line for approximately 5.90 miles. This project is within one urban area [Miami-Fort Lauderdale, FL] and three U.S. Census Designated Places [Hialeah, Miami Lakes and Miramar]. Land uses within the 1,320-foot project buffer primarily consist of residential, industrial, and recreation, with smaller segments of vacant residential, public/semi-public, water, and agricultural.

Specific community features within the 1,320-foot buffer include three Developments of Regional Impact [Blockbuster Park (ADA No: 1995-002, withdrawn), Lakes of the North (ADA No: 2000-005, pending) and Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))], 14 homeowner and condominium associations, 69 health care facilities, two hospitals [Promise Hospital of Miami and Palmetto General Hospital], 5 group care facilities, seven private schools, five public schools [American Advanced Technicians Institute, Barbara Goleman Senior High, Mater Gardens Academy, Youth Co-Op Charter School and Youth Co-Op Preparatory High School], two religious centers [Creative Outreach Ministries and Iglesia Cristiano Del Alma], four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Park (P-85), Miami Lakes Mini Park (P-87 Florinda Estates Park), and Miami Lakes Mini Park (P-88 Sevilla Estates Park)], one Florida Natural Areas Inventory (FNAI) public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)], one Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail Corridor (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)], and cultural resources.

The tables below present the demographic data for U.S. Census Block Groups intersected by the 1,320-foot project buffer in Miami-Dade County. The data utilizes 2019-2023 American Community Survey and 2020 U.S. Census data. The 1,320-foot project buffer includes a population of approximately 46,369 people within 15,387 households. It should be noted that while the project corridor is completely within Miami-Dade County, the 500-foot and 1,320-foot project buffers include portions of Broward County. As such, demographic information is provided for the project area, Miami-Dade County and Broward County.

Race, Ethnicity, and Age / 1,320-Foot Project Buffer / Miami-Dade County / Broward County
White (Race) / 35.36% / 36.90% / 42.64%
Black or African-American (Race) / 5.86% / 15.45% / 28.25%
Hispanic (Ethnic Group) / 83.64% / 68.77% / 31.91%
Other (Race)* / 58.77% / 47.65% / 29.11%
Minority Populations / 93.89% / 87.12% / 68.08%
Under Age 18 / 21.99% / 20.14% / 20.89%
Age 65 and Over / 13.02% / 16.84% / 17.60%
* Other includes Asian, American Indian or Alaska Native, Native Hawaiian & Other Pacific Islander, Some Other Race, and Two or More Races.

Compared to the demographic characteristics for Miami-Dade County, the 1,320-foot project buffer contains a slightly lower White population percentage [1.54% lower]; a higher minority population percentage [6.77% higher]; a lower Black or African American population percentage [9.59% less]; a higher Hispanic population percentage [14.87% higher]; a higher percentage of individuals under the age of 18 [1.85% higher]; and a lower percentage of individuals age 65 and over [3.82% lower].

Compared to the demographic characteristics for Broward County, the 1,320-foot project buffer contains a lower White population percentage [7.28% lower]; a significantly higher minority population percentage [25.81% higher]; a lower Black or African American population percentage [22.39% less]; a significantly higher Hispanic population percentage [51.73% higher]; a higher percentage of individuals under the age of 18 [1.10% higher]; and a lower percentage of individuals age 65 and over [4.58% lower].

Income and Housing / 1,320-Foot Project Buffer / Miami-Dade County / Broward County
Median Family Income / $105,855 / $76,403 / $88,689
Population below Poverty Level / 7.30% / 14.93% / 12.23%
Households below Poverty Level / 8.16% / 16.08% / 12.91%
Households with Public Assistance Income / 3.09% / 3.86% / 2.13%
Occupied Housing Units with No Vehicle / 4.00% / 9.71% / 6.83%

The median family income for the U.S. Census Block Groups composing the buffer area is $105,855; this is higher [$29,452 more] than the median family income for Miami-Dade County [$76,403] and higher [$17,166 more] than Broward County [$88,689]. While the percentage of population below poverty level for the 1,320-foot project buffer is lower than that of Miami-Dade and Broward Counties [7.63% less and 4.93% less, respectively], the households with public assistance income are slightly lower than Miami-Dade [0.77% lower] and higher than Broward County [0.96% more], the percentage of households below the poverty level for the buffer area are lower in Miami-Dade and Broward Counties [7.92% and 4.75% less, respectively]. The percentage of occupied housing units with no vehicle available for the 1,320-foot project buffer is lower than the percentages of Miami-Dade and Broward Counties [5.71% and 2.83% less, respectively].

Education and Language/1,320-Foot Project Buffer / Miami-Dade County / Broward County
Less Than 9th Grade / 4.52% / 8.10% / 4.25%
9th to 12th Grade Education, No Diploma / 5.52% / 8.85% / 5.47%
High School Graduate or Higher / 89.96% / 83.06% / 90.28%
Bachelor's Degree or Higher / 39.40% / 33.21% / 35.80%
Speaks English Less than Very Well / 36.77% / 34.65% / 16.43%

Regarding educational attainment, the 1,320-foot project buffer contains a higher percentage of those that graduated high school or higher compared to Miami-Dade County [6.90% higher]. The buffer area contains a lower percentage of individuals with less than a 9th grade education [3.58% lower], a lower percentage of individuals with an educational attainment of 9th to 12th grade - no diploma [3.33% less], and a higher percentage of those that hold a bachelor's degree or higher compared to Miami-Dade County [6.19% more].

In Broward County, the 1,320-foot project buffer contains a slightly lower percentage of those that graduated high school or higher [0.32% lower]. The buffer area also contains a slightly higher percentage of individuals with less than a 9th grade education [0.27% higher], a slightly higher percentage of individuals with an educational attainment of 9th to 12th grade - no diploma [0.05% more], and a higher percentage of those that hold a bachelor's degree or higher compared to Broward County [3.60% more].

Limited English Proficiency (LEP) accommodations will likely be required during public involvement efforts of the Project Development phase as 13,903 persons or 34.79% of the population within the U.S. Census Block Groups intersected by the 1,320-foot project buffer "speak English less than very well" compared to 34.65% of the Miami-Dade County population and 16.43% of the Broward County population [0.14% and 18.36% more, respectively].

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood or community, including commitment to the community or level of attachment to neighbors, institutions in the community, or groups. Community cohesion includes the degree of networking in a community and the degree to which residents cooperate and interact. The proposed SR 93/I-75 improvements are intended to enhance the overall social fabric and cohesion of the surrounding communities by maintaining an important regional connection to jobs and essential services, as well as addressing safety conditions, and increasing capacity.

While no neighborhood division or social isolation is expected to occur as a result of the project, moderate impacts on the social environment are anticipated due to the fact that access to proximate residences, businesses, and recreational features could temporarily be affected during project construction.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

CLC Recommendations

During the Project Development phase, FDOT District Six will engage the general public in coordination with Miami-Dade and Broward Counties, as well as the surrounding communities, to solicit input on potential project effects related to community cohesion and social interaction as well as potential solutions to ensure that both the social and transportation needs of the affected surrounding communities are addressed through the project.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Social category:
US Environmental Protection Agency

Social and Economic - Economic

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

SR 93/I-75 supports vital regional and local commerce as it is part of Florida's Strategic Intermodal System (SIS) highway network that connects employment and population centers within Miami-Dade County. The project corridor connects with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway and provides subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami. The project is located within the Miami-Fort Lauderdale urban area and three U.S. Census Designated Places [Hialeah, Miami Lakes and Miramar]. The project area also includes three Developments of Regional Impact (DRIs) [Blockbuster Park (ADA No: 1995-002, withdrawn), Lakes of the North (ADA No: 2000-005, pending), and Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC)].

Overall, in the long term, the proposed project is expected to enhance the economic conditions of the area by addressing the existing deficient capacity and operational conditions of the corridor, thereby supporting existing and future travel demand and improving network connectivity by maintaining and enhancing an important regional connection. A Summary Degree of Effect of Minimal has been assigned to the Economic topic as access to local businesses along the corridor may be modified or temporarily affected as a result of the project.

During the Project Development phase, FDOT District Six will engage the general public and business community in coordination with Miami-Dade and Broward Counties and the municipalities associated with the project limits to solicit input on potential economic enhancements/impacts as a result of the project and potential solutions. FDOT District Six will also conduct a Sociocultural Effects Evaluation and prepare/execute a Public Involvement Plan in accordance with the FDOT PD&E Manual.

2 **FDOT District 6 (06/13/2025 02:07:28 PM)**

Economic Degree of Effect:

Minimal

Reviewed By:

Megan McKinney

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

500-Foot Buffer:

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

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

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

Parks and Recreational Facilities (4)
- Garden of the Arts Park
- Miami Lakes Mini Park (P-85)
- Miami Lakes Mini Park (P-87 Florinda Estates Park)
- Miami Lakes Mini Park (P-88 Sevilla Estates Park)

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

Generalized Land Use / Acres / Percent
Residential / 495.27 / 24.6%
Industrial / 197.24 / 9.79%
Recreation / 195.06 / 9.63%
Vacant Residential / 114.87 / 5.7%
Public/Semi-Public / 89.61 / 4.41%
Water / 76.44 / 3.78%
Agricultural / 64.68 / 3.2%
Acreage Not Zoned for Agriculture / 34.52 / 1.71%
Institutional / 32.8 / 1.62%
Vacant Nonresidential / 25.43 / 1.27%
Retail/Office / 22.85 / 1.12%

Comments on Effects to Resources

SR 93/I-75 supports vital regional and local commerce as it is part of Florida's Strategic Intermodal System (SIS) highway network that connects employment and population centers within Miami-Dade County. The project corridor connects with SR 826/Palmetto Expressway and SR 924/Gratigny

Parkway and provides subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami. There are several small employers within the 500-foot buffer on the southern side of the east-west portion of SR 93/I-75, and a high school at the eastern side of the roadway at the curve towards the northern portion of SR 93/I-75. The project is located within the Miami-Fort Lauderdale urbanized area and three U.S. Census Designated Places [Hialeah, Miami Lakes, and Miramar]. The project area also includes three Developments of Regional Impact (DRIs) [Blockbuster Park (ADA No: 1995-002, withdrawn), Lakes of the North (ADA No: 2000-005, pending), and Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC)].

Overall, in the long term, the proposed project is expected to enhance the economic conditions of the area by addressing the existing deficient capacity and operational conditions of the corridor, thereby supporting existing and future travel demand and improving network connectivity by maintaining and enhancing an important regional connection. However, minimal economic impacts are anticipated as access to local businesses along the corridor may be modified or temporarily affected as a result of the project.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

CLC Recommendations

During the Project Development phase, FDOT District Six will engage the general public and business community in coordination with Miami-Dade and Broward Counties to solicit input on potential economic enhancements/impacts as a result of the project and potential solutions.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Economic category: FL Department of Economic Opportunity

Social and Economic - Land Use Changes

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

SR 93/I-75 is a critical connection between Miami-Dade County and the greater Florida region. The project is located within three U.S. Census Designated Places [Hialeah, Miami Lakes and Miramar]. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities.

The project is included in the current FDOT 2025-2029 State Transportation Improvement Program (STIP) and the FDOT 2025-2029 Five-Year Work Program with $510,000 programmed in Fiscal Year (FY) 2025 and $6,000,000 programmed in FY 2029 for the Project Development and Environment (PD&E) phase. In addition, the project is included in the FY 2025-2029 Miami Dade TPO Transportation Improvement Program (TIP) with $6,010,000 programmed for the PD&E phase in FY 2028-2029. The project is listed as a FDOT Strategic Intermodal System (SIS) Project in the Miami-Dade Transportation Planning Organization (TPO) 2050 Long Range Transportation Plan (LRTP) described as PD&E/EMO Study/capacity improvements/interchange modifications with the project cost listed as $26,010,000. Finally, the project is listed in the FY 2024/2025 - 2028/2029 FDOT SIS First Five Year Plan with $6,010,000 funded for the PD&E phase in FY 2029.

The Miami-Dade TPO stated that the proposed project is included in the 2050 LRTP as a Priority I project and as a fully funded project in the 2025 TIP. The TPO noted that the proposed project is located within the Bus Express Rapid Transit (BERT) network, Northwest Miami-Dade Express corridor. The TPO also identified the following three (3) studies and/or projects that may provide further information, namely 1) the Future Transit Corridor Evaluation (2024) which identified and recommended new transit corridors with a long-term vision consistent with the 2050 LRTP; 2) Miami-Dade Freight Plan Update (2024), which listed the proposed project area as several of the freight projects identified as part of the plan update and included interchange modifications as well as the construction of a collector-distribution (CD) system road; and 3) SR 93/I-75 and the SR 826/Palmetto Expressway interchange ramps under ongoing construction.

The Miami-Dade Department of Regulatory and Economic Resources (RER) restated the existing and future land uses listed in the Preliminary Environmental Discussion (PED) and commented that the project is generally consistent with the Goals, Objectives and Policies of the Comprehensive Development Master Plan (CDMP). However, RER noted that the CDMP would need to be amended to show any additional SR 93/I-75 Expressway configuration beyond the ten lanes depicted for the subject expressway segment. Further, RER recommended consultation with the City of Hialeah, the Town of Miami Lakes, and the City of Miramar regarding those local governments' future land uses for the areas adjacent to the proposed project corridor.

Overall, the project appears to be consistent with the land use vision for the project area. Therefore, minimal impacts or changes to proximate land uses are anticipated as a result of the project. For these reasons, a Summary Degree of Effect of Minimal has been assigned to the Land Use Changes topic.

During the Project Development phase, FDOT District Six will engage the general public in coordination with Miami-Dade and Broward Counties and the municipalities associated with the project limits to solicit input on potential project effects to the affected communities and work to identify potential solutions. FDOT District Six will also coordinate with the appropriate local/state planning organizations to ensure that the project is consistent with local government comprehensive plans and that required project funding is also identified in the STIP, TIP, FDOT Work Program and SIS plan(s). FDOT District Six will also conduct a Sociocultural Effects Evaluation and prepare/execute a Public Involvement Plan in accordance with the FDOT PD&E Manual.

2 **FDOT District 6 (06/13/2025 02:08:45 PM)**

Land Use Changes Degree of Effect:

Minimal

Reviewed By:

Megan McKinney

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

500-Foot Buffer:

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

Florida Natural Areas Inventory (FNAI) Public Lands (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Managed Area (1)
- East Coast Buffer/North Lake Belt Storage Area

Generalized Land Use / Acres / Percent
Residential / 95.35 / 12.95%
Industrial / 44.01 / 5.98%
Recreation / 32.66 / 4.45%
Vacant Residential / 27.8 / 3.79%
Water / 14.45 / 1.96%
Public/Semi-Public / 13.97 / 1.9%
Retail/Office / 12.08 / 1.63%
Agricultural / 10.43 / 1.42%
Acreage Not Zoned for Agriculture / 9.93 / 1.35%
ROW / 6.3 / 0.86%
Vacant Nonresidential / 6.04 / 0.81%

Parcels with No Value / 5.65 / 0.78%

Institutional / 5.19 / 0.7%

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

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

Parks and Recreational Facilities (4)
- Garden of the Arts Park
- Miami Lakes Mini Park (P-85)
- Miami Lakes Mini Park (P-87 Florinda Estates Park)
- Miami Lakes Mini Park (P-88 Sevilla Estates Park)

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

Florida Natural Areas Inventory (FNAI) Public Lands (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Managed Area (1)
- East Coast Buffer/North Lake Belt Storage Area

Generalized Land Use / Acres / Percent
Residential / 495.27 / 24.6%
Industrial / 197.24 / 9.79%
Recreation / 195.06 / 9.63%
Vacant Residential / 114.87 / 5.7%
Public/Semi-Public / 89.61 / 4.41%
Water / 76.44 / 3.78%
Agricultural / 64.68 / 3.2%
Acreage Not Zoned for Agriculture / 34.52 / 1.71%
Institutional / 32.8 / 1.62%
Vacant Nonresidential / 25.43 / 1.27%
Retail/Office / 22.85 / 1.12%

Comments on Effects to Resources

SR 93/I-75 is a critical connection between Miami-Dade County and the greater Florida region. The project is located within three U.S. Census Designated Places [Hialeah, Miami Lakes, and Miramar]. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. Resources associated with land use changes within the 500-foot buffer of the project area include three Developments of Regional Impact (DRIs) [Blockbuster Park (ADA No: 1995-002, withdrawn), Lakes of the North (ADA No: 2000-005, pending), Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC)] and one Florida Natural Areas Inventory (FNAI) public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)]. One Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)] intersects with the northern edge of the project corridor at the Broward County Line.

According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities.

Transportation Plan Consistency

The project is included in the current FDOT 2025-2029 State Transportation Improvement Program (STIP) and the FDOT 2025-2029 Five-Year Work Program with $510,000 programmed in Fiscal Year (FY) 2025 and $6,000,000 programmed in FY 2029 for the Project Development and Environment (PD&E) phase. In addition, the project is included in the FY 2025-2029 Miami-Dade TPO Transportation Improvement Program (TIP) with $6,010,000 programmed for the PD&E phase in FY 2028-2029. The project is listed as a FDOT Strategic Intermodal System (SIS) Project in the Miami-Dade TPO 2050 LRTP described as PD&E/EMO Study/capacity improvements/interchange modifications with the project cost listed as $26,010,000. Finally, the project is listed in the FY 2024/2025 - 2028/2029 FDOT SIS First Five Year Plan with $6,010,000 funded for the PD&E phase in FY 2029.

Overall, the project appears to be consistent with the land use vision for the project area. Therefore, minimal impacts or changes to proximate land uses are anticipated as a result of the project.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

CLC Recommendations

During the Project Development phase, FDOT District Six will engage the general public in coordination with Miami-Dade and Broward Counties to solicit input on potential project effects to the affected communities and work to identify potential solutions. FDOT District Six will also coordinate with Miami-Dade County to ensure that the project is consistent with the local government comprehensive plan(s) and that required project funding is identified in the STIP, TIP, and FDOT Work Program.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Land Use Changes category: FL Department of Economic Opportunity

Social and Economic - Mobility

Coordinator Summary Degree of Effect: 1 **Enhanced**

Response By

FDOT District 6 09/05/2025

Comments

SR 93/I-75 supports vital regional and local commerce as it is part of Florida's Strategic Intermodal System (SIS) highway network that connects employment and population centers within Miami-Dade County. The project corridor connects with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway and provides subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami. It is essential for accessing employment centers, residential areas, and industrial areas across the state and facilitating the movement of significant commuter, visitor, and freight traffic. Within the project limits, SR 93/I-75 is classified as *Principal Arterial - Interstate* and consists of four to five general purpose lanes and one to two special use lanes in each direction. SR 93/I-75 is part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Miami-Dade County and plays a critical role in facilitating traffic during emergency evacuation periods. Mobility features within the 1,320-foot buffer include two bus transit routes, one BTS airport, and four Federal Aviation Administration obstructions. One Office of Greenways and Trails

(OGT) hiking trail priority (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network) intersects with the project corridor at the Broward County Line.

The Miami-Dade Fire Rescue Department (MDFR) stated that operational exit-ramps or turn-around points should be located approximately every two miles to allow for MDFR apparatuses and emergency vehicles to efficiently and effectively maneuver through traffic to arrive at their required destinations. MDFR indicated that their main concern is the ability to continue providing quality and timely services to the community during the improvement process and expresses its support for infrastructure improvements. The Miami-Dade County's Department of Transportation and Public Works (DTPW) recommended 1) adequate provisions be made for accommodating temporary traffic deviations (including buses); 2) any removal, replacement, or route realignments be closely coordinated with DTPW's Transit Service Planning Division and transit amenities with the Transportation Planning and Policy Division; 3) the project must demonstrate how the construction does not disrupt existing bus service or spots along Metrobus Route 54; 4) safety countermeasures at the intersection of West 84 Street/NW 138 Street and Hialeah Gardens Boulevard and 5) existing bicycle and pedestrian facilities on all intersecting arterial roadways should be improved or enhanced for additional connections in all local and county transportation plans.

Overall, the project improvements are critical to enhancing regional mobility and key in preserving the operational integrity and regional functionality of the SR 93/I-75 corridor. For these reasons, a Summary Degree of Effect of Enhanced has been assigned to the Mobility topic.

During the Project Development phase, FDOT District Six will engage the surrounding communities in coordination with Miami-Dade and Broward Counties and the municipalities associated with the project limits to solicit input on potential project effects and enhancements regarding mobility within the area. FDOT District Six will also conduct a Sociocultural Effects Evaluation and prepare/execute a Public Involvement Plan in accordance with the FDOT PD&E Manual.

1 **FDOT District 6 (06/13/2025 02:09:43 PM)**

Mobility Degree of Effect:

Enhanced

Reviewed By:

Megan McKinney

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

500-Foot Buffer:

Bus Transit Routes (1)
- Route 54 - Hialeah-Miami Lakes-Bisca Via 54 St
Federal Aviation Administration Obstructions (3)
OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor
OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor
Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail
Occupied Housing Units with No Vehicle: 502 (4.16%) - intersected SDR

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

Bus Transit Routes (2)
- Route 54 - Hialeah-Miami Lakes-Bisca Via 54 St
- Route Hiafla - City of Hialeah Transit (Flamingo)
BTS Airports (1)
- Palmetto General Hospital
Federal Aviation Administration Obstructions (4)
OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor
OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor
Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail
Occupied Housing Units with No Vehicle: 587 (4.21%) - intersected SDR

Comments on Effects to Resources

SR 93/I-75 supports vital regional and local commerce as it is part of Florida's Strategic Intermodal System (SIS) highway network that connects employment and population centers within Miami-Dade County. The project corridor connects with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway and provides subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami. It is essential for accessing employment centers, residential areas, and industrial areas across the state and facilitating the movement of significant commuter, visitor, and freight traffic. Within the project limits, SR 93/I-75 is classified as *Principal Arterial - Interstate* and consists of four to five general purpose lanes and one to two special use lanes in each direction. SR 93/I-75 is part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Miami-Dade County and plays a critical role in facilitating traffic during emergency evacuation periods.

The 1,320-foot buffer includes two bus transit routes [Route 54 - Hialeah-Miami Lakes-Bisca Via 54 Street and Route Hiafla Transit (Flamingo)], one BTS airport [Palmetto General Hospital], and four Federal Aviation Administration obstructions. One Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)] intersects with the project corridor at the Broward County Line.

Overall, the project improvements are critical to enhancing regional mobility and key in preserving the operational integrity and regional functionality of the SR 93/I-75 corridor.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

CLC Recommendations

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

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Social and Economic - Aesthetic Effects

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

SR 93/I-75 is a critical connection between Miami-Dade County, northern Florida, and the greater Florida region. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. Community features within the 500-foot project buffer include 14 homeowner and condominium associations, four parks and recreational facilities, one Florida Natural Areas Inventory (also a Florida Managed Area), one Office of Greenways and Trails (OGT) hiking trail priority (also an OGT multi-use trail opportunity part of the Shared-Use Nonmotorized (SUN) Trail Networks) and cultural resources.

According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities. No designated Florida Scenic Highways are in the project vicinity. For these reasons, a Summary Degree of Effect of Minimal has been assigned to the Aesthetic Effects topic.

During the Project Development phase, FDOT District Six will engage the surrounding communities in coordination with Miami-Dade and Broward Counties and the municipalities associated with the project limits to solicit input on potential project effects as well as opinions and preferences regarding general design concepts related to aesthetics. Context sensitive solutions will be considered to ensure the project matches local aesthetics and accounts for the community's input on design preferences. FDOT District Six will additionally conduct a Sociocultural Effects Evaluation and a Cultural Resources Assessment Survey as well as prepare/execute a Public Involvement Plan in accordance with the FDOT PD&E Manual.

2 **FDOT District 6 (06/13/2025 02:10:38 PM)**

Aesthetic Effects Degree of Effect:

Minimal

Reviewed By:

Megan McKinney

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

500-Foot Buffer:

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

Homeowner and Condominium Associations (3)

- Poinciana Royale Villas Condo I
- Poinciana Royale Villas Condo II
- Royal Palms Condo

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

Florida Natural Areas Inventory (FNAI) Public Lands (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Managed Area (1)
- East Coast Buffer/North Lake Belt Storage Area

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

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

Homeowner and Condominium Associations (14)

Parks and Recreational Facilities (4)
- Garden of the Arts Park
- Miami Lakes Mini Park (P-85)
- Miami Lakes Mini Park (P-87 Florinda Estates Park)
- Miami Lakes Mini Park (P-88 Sevilla Estates Park)

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

Florida Natural Areas Inventory (FNAI) Public Lands (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Managed Area (1)
- East Coast Buffer/North Lake Belt Storage Area

Generalized Land Use / Acres / Percent
Residential / 495.27 / 24.6%
Industrial / 197.24 / 9.79%
Recreation / 195.06 / 9.63%
Vacant Residential / 114.87 / 5.7%
Public/Semi-Public / 89.61 / 4.41%
Water / 76.44 / 3.78%
Agricultural / 64.68 / 3.2%
Acreage Not Zoned for Agriculture / 34.52 / 1.71%
Institutional / 32.8 / 1.62%
Vacant Nonresidential / 25.43 / 1.27%
Retail/Office / 22.85 / 1.12%

Comments on Effects to Resources

SR 93/I-75 is a critical connection between Miami-Dade County, northern Florida, and the greater Florida region. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses.

Community features associated with aesthetics reported within the 1,320-foot project buffer include 14 homeowner and condominium associations, four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Park (P-85), Miami Lakes Mini Park (P-87 Florinda Estates Park), and Miami Lakes Mini Park (P-88 Sevilla Estates Park)], one Florida Natural Areas Inventory (also a Florida Managed Area) [East Coast Buffer/North Lake Belt Storage Area], one Office of Greenways and Trails (OGT) hiking trail priority (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network) [Snake Creek Trail Corridor], and cultural resources. No designated Florida Scenic Highways are in the project vicinity.

According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities. As such, the proposed project improvements appear to be consistent with the future land use vision and the aesthetic character of the corridor. For these reasons, minimal involvement regarding aesthetic effects is anticipated.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

CLC Recommendations

During the Project Development phase, FDOT District Six will engage the surrounding communities in coordination with Miami-Dade and Broward Counties to solicit input on potential project effects as well as opinions and preferences regarding general design concepts related to aesthetics. Context sensitive solutions will be considered to ensure the project matches local aesthetics and accounts for the community's input on design preferences.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Social and Economic - Relocation Potential

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. The residential uses generally surround the corridor, with the exception of the southern and northwestern portions of the project area. The residential uses include 71.06 acres (9.66%) of fixed single family units (six or more dwelling units per acre), 21.04 acres (2.86%) of multiple dwelling units, low rise (two stories or less), 20.73 acres (2.82%) residential, high density under construction (six or more dwelling units per acre), 13.15 acres (1.79%) of residential, medium density under construction (two-five dwelling units per acre), and 2.28 acres (0.31%) of fixed single family units (two-five dwelling units per acre). The existing right-of-way ranges from approximately 460 feet to 600 feet on the mainline section and widens significantly to accommodate existing interchanges. Right-of-way could be needed to accommodate potential improvements. Potential relocations as a result of the proposed improvements are not anticipated; however, access to proximate residences and businesses may be affected and/or modified as a result of the project. If encroachment on abutting parcels occurs, coordination with the affected property owner(s) will be conducted. For these reasons, a Summary Degree of Effect of Minimal has been assigned to the Relocation Potential topic.

During the Project Development phase, FDOT District Six will engage appropriate property owners in coordination with Miami-Dade and Broward Counties and the municipalities associated with the project limits to solicit input on potential project effects to adjacent properties and identify alternatives that may minimize impacts. Further assessment of relocation effects will be conducted during the Project Development phase as more detailed and finalized project information regarding right-of-way needs becomes available. FDOT District Six will also conduct a Sociocultural Effects Evaluation, prepare a Conceptual Stage Relocation Plan (if necessary), as well as prepare/execute a Public Involvement Plan in accordance with the FDOT PD&E Manual.

2 **FDOT District 6 (06/13/2025 02:11:36 PM)**

Relocation Potential Degree of Effect:

Minimal

Reviewed By:

Megan McKinney

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

500-Foot Buffer:

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

Homeowner and Condominium Associations (3)
- Poinciana Royale Villas Condo I
- Poinciana Royale Villas Condo II
- Royal Palms Condo

Health Care Facilities (24)

Group Care Facilities (1)
- Miami Lakes Retirement Home

Private School Facilities (2)
- Kid's University II
- Kid's Palace

Schools (2)
- Youth Co-Op Charter School
- Youth Co-Op Preparatory High School

Religious Centers (2)
- Creative Outreach Ministries
- Iglesia Cristiano Del Alma

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

Florida Natural Areas Inventory (FNAI) Public Lands (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Managed Area (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Site File Resource Groups (4)

Florida Site File Field Survey Project Boundaries (29)

Residential Areas / Acres / Percent

- Fixed Single Family Units (Six or More Dwelling Units Per Acre) / 71.06 / 9.66%
- Multiple Dwelling Units, Low Rise (Two Stories or Less) / 21.04 / 2.86%
- Residential, High Density Under Construction (Six or More Dwelling Units Per Acre) / 20.73 / 2.82%
- Residential, Medium Density Under Construction (Two-Five Dwelling Units Per Acre) / 13.15 / 1.79%
- Fixed Single Family Units (Two-Five Dwelling Units Per Acre) / 2.28 / 0.31%

1,320-Foot Buffer:

Urban Area (1)
- Miami-Fort Lauderdale, FL

2010 Census Designated Places (3)
- Hialeah
- Miami Lakes
- Miramar

Developments of Regional Impact (3)
- Blockbuster Park (ADA No: 1995-002, withdrawn)
- Lakes of the North (ADA No: 2000-005, pending)
- Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC))

Homeowner and Condominium Associations (14)
Health Care Facilities (69)
Hospitals (2)
- Promise Hospital of Miami
- Palmetto General Hospital

Group Care Facilities (5)
- Carolina's Care Center
- Mary's Home
- Garden Valley Retirement Home Inc.
- Maggy's Home Care Inc.
- Miami Lakes Retirement Home

Laser Facilities (4)
- Palmetto Eye & Laser Center

Government Buildings (1)
- US Post Office - Hialeah Annex

Private School Facilities (7)
Schools (5)
- American Advanced Technicians Institute
- Barbara Goleman Senior High
- Mater Gardens Academy
- Youth Co-Op Charter School
- Youth Co-Op Preparatory High School

Religious Centers (2)
- Creative Outreach Ministries
- Iglesia Cristiano Del Alma

Parks and Recreational Facilities (4)
- Garden of the Arts Park
- Miami Lakes Mini Park (P-85)
- Miami Lakes Mini Park (P-87 Florinda Estates Park)
- Miami Lakes Mini Park (P-88 Sevilla Estates Park)

OGT: Hiking Trails Priorities (1)
- Snake Creek Trail Corridor

OGT: Multi-Use Trails Opportunities (1)
- Snake Creek Trail Corridor

Shared-Use Nonmotorized (SUN) Trail Network in Florida (1)
- Snake Creek Trail

Florida Natural Areas Inventory (FNAI) Public Lands (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Managed Area (1)
- East Coast Buffer/North Lake Belt Storage Area

Florida Site File Resource Groups (5)
Florida Site File Field Survey Project Boundaries (34)

Residential Areas / Acres / Percent
- Fixed Single Family Units (Six or More Dwelling Units Per Acre) / 358.34 / 17.74%
- Multiple Dwelling Units, Low Rise (Two Stories or Less) / 121.11 / 5.99%
- Residential, High Density Under Construction (Six or More Dwelling Units Per Acre) / 65.26 / 3.22%
- Fixed Single Family Units (Two-Five Dwelling Units Per Acre) / 43.64 / 2.16%
- Residential, Medium Density Under Construction (Two-Five Dwelling Units Per Acre) / 30.81 / 1.52%

Comments on Effects to Resources

The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. The residential uses generally surround the corridor, with the exception of the southern and northwestern portions of the project area. The residential uses include 71.06 acres (9.66%) of fixed single family units [six or more dwelling units per acre], 21.04 acres (2.86%) of multiple dwelling units, low rise [two stories or less], 20.73 acres (2.82%) residential, high density under construction [six or more dwelling units per acre], 13.15 acres (1.79%) of residential, medium density under construction [two-five dwelling units per acre], and 2.28 acres (0.31%) of fixed single family units [two-five dwelling units per acre].

The typical section varies throughout the project corridor. The existing right-of-way ranges from approximately 460 feet to 600 feet on the mainline section and widens significantly to accommodate existing interchanges. Right-of-way could be needed to accommodate potential improvements. Specific right-of-way requirements for the project will be determined during the Project Development and Environment (PD&E) Study. The proposed project improvements will be designed to minimize right-of-way acquisition to the greatest extent practicable. For these reasons, minimal involvement regarding relocation potential is anticipated.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

CLC Recommendations

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

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Social and Economic - Farmlands

Coordinator Summary Degree of Effect: N/A **N/A / No Involvement**

Response By

FDOT District 6 09/05/2025

Comments

There are 192.79 acres (27.84%) of land classified as Farmlands of Unique Importance reported within the 500-foot project buffer. This land, though classified as Farmlands of Unique Importance, is urban in nature and has been heavily developed. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities. The project area is completely within the Miami-Fort Lauderdale Urban Area, and as such, lands within the project vicinity do not meet the definition of farmland as defined in 7 Code of Federal Regulations (CFR) 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply. Based on the foregoing, a Summary Degree of Effect of N/A / No Involvement has been assigned to the Farmlands topic.

No ETAT Reviews were submitted for the Farmlands Topic.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Farmlands category: Natural Resources Conservation Service

Cultural and Tribal - Section 4(f) Potential

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

Potential Section 4(f) resources identified within the 1,320-foot project buffer include four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Parks (P-85, P-87 Florinda Estates Park, and P-88 Sevilla Estates Park)], one Florida Natural Areas Inventory (FNAI) public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)], one Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized SUN Trail Network)] and cultural resources. There are no historic resources that have been evaluated by the State Historic Preservation Officer (SHPO) to be eligible for the National Register of Historic Places (NRHP); several resource groups and archaeological or historic sites have been evaluated as ineligible for the NRHP. Property appraiser data suggests the potential for unrecorded historic resources (structures built more than 50 years ago) within the project area which will need to be identified and evaluated for NRHP-eligibility if they are within the area of potential effect. While the entire project corridor appears to have been surveyed for cultural resources, given the dates of some of the surveys performed, an updated comprehensive survey may need to be conducted.

A Summary Degree of Effect of Minimal has been assigned due to the Section 4(f) Potential topic due to potential temporary impacts on access to and enjoyment of the noted recreational features during project construction.

During the Project Development phase, the FDOT District Six will determine the appropriate Section 4(f) documentation based on further assessment of potential impacts to protected Section 4(f) resources as more detailed project information becomes available. The project will be developed to avoid and/or minimize impacts to these resources to the greatest extent practicable and will be coordinated with the appropriate Official(s) with Jurisdiction (OWJ), if warranted. FDOT District Six will further coordinate with relevant agencies on the required studies, documentation, and commitments needed to adequately address any identified resources in accordance with federal, state, and local laws and regulations.

No ETAT Reviews were submitted for the Section 4(f) Potential Topic.

Cultural and Tribal - Historic and Archaeological Sites

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

Historic resources within the 500-foot buffer of the SR 93/I-75 corridor include two archaeological or historic sites [Floyd Site and Hidden Site] and four resource groups [Snake Creek Canal No C-9, Graham Dairy Canal, Golden Glades Canal, and SR 826 Canal]. Of these resources, all have been evaluated by the State Historic Preservation Officer (SHPO) as ineligible for the National Register of Historic Places (NRHP). While the entire project corridor appears to have been surveyed for cultural resources, given the dates of some of the surveys performed, an updated comprehensive survey may need to be conducted. Property appraiser data suggests the potential for unrecorded historic resources (structures built more than 50 years ago) within the project area which will need to be identified and evaluated for NRHP-eligibility if they are within the area of potential effect.

The Florida Department of State (FDOS) restated the resources identified in the Preliminary Environmental Discussion (PED). The Seminole Tribe of Florida (STOF) noted the presence of three sites with highly sensitive resources within a quarter-mile of the project corridor and requests continued updates regarding the project.

The Miami-Dade Office of Historic Preservation (OHP) stated that a Cultural Resource Assessment Survey (CRAS) of the Area of Potential Effect shall be conducted for the project and a report detailing the results of the survey shall be submitted to OHP for review and comment.

Given the low probability for potential impacts to historic resources within the vicinity of the project as a result of the proposed project improvements, a Summary Degree of Effect of Minimal has been assigned to the Historic and Archaeological Sites topic.

During Project Development, FDOT District Six will conduct a CRAS [in accordance with the FDOT PD&E Manual] to determine the presence of historic and archeological resources in the project area; identified resources will be evaluated/re-evaluated for NRHP-eligibility. The resultant CRAS report will be consistent with the specifications set forth in Chapter 1A-46 Florida Administrative Code and will be submitted to the FDOS, STOF and Miami-Dade OHP. FDOT District Six will also coordinate with all relevant agencies when conducting the CRAS. The project design will consider measures to avoid any adverse impacts to historic resources.

2 **FL Department of State (06/13/2025 01:33:13 PM)**

Historic and Archaeological Sites Degree of Effect:

Minimal

Reviewed By:

Alyssa McManus

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

Known resources are addressed in the preliminary environmental discussion. We look forward to a review document specific to this project's activities.

Comments on Effects to Resources

Once a Stip VII CRDA or CRAS is undertaken, effects will be assessed.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

2 **Seminole Tribe of Florida (05/08/2025 11:09:48 AM)**

Historic and Archaeological Sites Degree of Effect:

Minimal

Reviewed By:

Danielle Ashley Simon

Confidential: Review will not be displayed on Public Access website

Coordination Document:

Technical Studies

Cultural Resource Assessment Survey
Comments:
Please provide a copy of the CRAS report when it is completed for our review pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800).

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

According to the Florida Master Site File there are three sites with highly sensitive resources (DA01075, DA01080, and DA11875) approximately 0.25 miles from the project APE.
Please provide a copy of the CRAS report when it is completed for our review pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800).

Comments on Effects to Resources

Currently, the above referenced sites are outside of the APE; however, given their sensitivity we would like to continue to be updated regarding the project. Please provide a copy of the CRAS report when it is completed for our review pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800).

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

According to the Florida Master Site File there are three sites with highly sensitive resources (DA01075, DA01080, and DA11875) approximately 0.25 miles from the project APE.
Please provide a copy of the CRAS report when it is completed for our review pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800).

Comments on Effects to Resources

Currently, the above referenced sites are outside of the APE; however, given their sensitivity we would like to continue to be updated regarding the project. Please provide a copy of the CRAS report when it is completed for our review pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) as amended and its implementing regulations (36 CFR 800).

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Cultural and Tribal - Recreational and Protected Lands

Coordinator Summary Degree of Effect: 3 **Moderate**

Response By

FDOT District 6 09/05/2025

Comments

Recreational areas/features reported within the 1,320-foot project buffer include four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Parks (P-85, P-87 Florinda Estates Park, and P-88 Sevilla Estates Park)], and one Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)]. There is one South Florida Water Management District (SFWMD) Owned Land [North Lake Belt Storage Area/East Coast Buffer (also a SFWMD Comprehensive Everglades Restoration Plan (CERP) project, a Florida Natural Areas Inventory (FNAI) public land and Florida Managed Area)] present within the 500-foot buffer under the jurisdiction of the Acquisition and Restoration Council (ARC).

The Florida Department of Environmental Protection (FDEP) recommended that future environmental documentation include an evaluation of the primary, secondary, and cumulative impacts of highway expansion on the adjacent trails and any proposed acquisition sites. The South Florida Water Management District (SFWMD) noted the presence of existing recreational lands and that the project must be designed to avoid impacts to Northern Everglades and Estuaries Protection Program (NEEPP) and CERP resources.

The Miami-Dade Parks, Recreation and Open Spaces Department (PROS) restated the resources found in the Preliminary Environmental Discussion (PED). PROS recommended that they be included in all planning phases of the transportation project to minimize any impacts to proposed greenways/trails. Further, PROS advised that the Town of Miami Lakes Parks & Recreation Department be included in all planning phases of the transportation project to reduce impacts. PROS additionally recommended that a minimum of 20 feet of right of way area and 10 feet of vertical clearance be reserved for future greenway and trail segments where the project crosses the proposed Turnpike Trail, Snake Creek Trail, and Memorial Trail.

The project could enhance connectivity and access to the noted recreational features. However, a Summary Degree of Effect of Moderate has been assigned to the Recreational and Protected Lands topic given the potential temporary impacts on access to and enjoyment of the noted amenities during project construction and the elevated Degree of Effect received from a resource agency (SFWMD).

3 **South Florida Water Management District (06/12/2025 07:17:23 AM)**

Recreational and Protected Lands Degree of Effect:

Moderate

Reviewed By:

Barbara J. Conmy

Coordination Document:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

According to the description provided above, the project area is within the SFWMD North/South Everglades and the Northern Everglades and Estuaries Protection Program (NEEPP) boundaries and within one CERP boundary (North Lake Belt Storage Area/East Coast Buffer).

There is also an existing wetland mitigation area under conservation easement granted to the District adjacent to the west side of the project area toward the northern end of the project limits (refer to SFWMD ERP No. 13-04602-P) and wetlands proposed for mitigation to the north of that easement.

The description above additionally indicates that there are existing parks and recreational facilities within the 1,320-foot buffer.

Comments on Effects to Resources

Without more specific information regarding the proposed roadway improvements, it is difficult to determine potential direct or secondary effects to NEEPP, CERP and wetlands under conservation easement to the District and those proposed as mitigation.

Recommended Avoidance, Minimization, and Mitigation Opportunities

The project should be designed to avoid impacts to NEEPP and CERP resources. A determination regarding whether the project is consistent with the goals and objectives of the District with regard to CERP will be made as part of the ERP permitting.

The project should also be designed to avoid and minimize adverse impacts to existing and proposed mitigation area wetlands. Any unavoidable adverse impacts will require appropriate mitigation.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

2 **FL Department of Environmental Protection (06/10/2025 03:08:07 PM)**

Recreational and Protected Lands Degree of Effect:

Minimal

Reviewed By:

Chris Stahl

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

The proposed project is within the 500-foot buffer of the East Coast Buffer Area.

Comments on Effects to Resources

The Department is interested in preserving the area's recreational opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of highway expansion on the adjacent trails and any proposed acquisition sites.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

N/A **National Park Service (05/07/2025 09:40:34 AM)**

Recreational and Protected Lands Degree of Effect:

N/A / No Involvement

Reviewed By:

PJ Walker

Coordination Document:

No Involvement

Direct Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Natural - Wetlands and Surface Waters

Coordinator Summary Degree of Effect: 3 **Moderate**

Response By

FDOT District 6 09/05/2025

Comments

The National Wetlands Inventory (NWI) Database reports 64.85 acres [8.79%] of palustrine (freshwater emergent wetland and freshwater pond), 14.06 acres [1.91%] of riverine, and 2.06 acres [0.28%] of lacustrine (lake) wetlands within the 500-foot project buffer. Since the project area is mostly urban, many of the noted wetlands are predominantly associated with the ponds and canals/creeks that intersect or abut the corridor. The 500-foot project buffer is entirely within the South Florida Water Management District (SFWMD) North/South Everglades and Northern Everglades and Estuaries Protection Program (NEEPP) Boundaries [within the Southern Everglades], one SFWMD Comprehensive Everglades Restoration Plan (CERP) project boundary [North Lake Belt Storage Area/East Coast Buffer], and within five mitigation bank service area [Everglades Phase 1 & 2, Hole in the Donut, Loxahatchee, and Pembroke Pines].

The United States Fish and Wildlife Service (FWS) commented that wetlands, which provide important habitat for fish and wildlife, may occur within and near the project site. FWS stated that the project should be designed to avoid impacts to wetlands and mitigation should be provided to fully compensate for unavoidable impacts. The National Marine Fisheries Service (NMFS) noted that the project is located 13.8 miles inland from the salinity control structure on the C-9 Canal. NMFS does not expect this project to impact that resource. Further, NMFS does not expect any interaction with any threatened or endangered species or critical habitat under their purview, or any wetlands areas that support NOAA trust fishery resources. The South Florida Water Management District (SFWMD) indicated that the project will potentially affect wetlands and other surface habitats, and that direct and secondary impacts will need to be identified as part of the Environmental Resource Permitting (ERP) process. SFWMD stated that any proposed stormwater management ponds that may be proposed in the vicinity of nearby wetlands should be designed so that they meet the lake-wetland separation criteria in the ERP Applicant's Handbook Volume II. The United States Army Corps of Engineers (USACE) stated that the project area is urbanized, and the remaining wetlands along the corridor may provide important habitat for any wildlife that remains in the area and may also provide flood storage functions. Further, USACE stated that indirect effects including secondary impacts to wetlands such as vegetation edge effects and increase of exotic or invasive species as well as temporary turbidity may also occur during construction activities. USACE recommended avoiding and minimizing impacts to aquatic resources to the greatest extent practicable, and compensatory mitigation that complies with the 2008 mitigation rule should be proposed if impacts are unavoidable.

Based on the proximity of wetlands along the corridor and the elevated Degree of Effect received from a resource agency (SFWMD), a Summary Degree of Effect of Moderate has been assigned to the Wetlands and Surface Waters topic.

During the Project Development phase, FDOT District Six will assess potential wetland impacts through a Natural Resources Evaluation [conducted in accordance with the FDOT PD&E Manual]. All necessary measures will be taken to avoid and/or minimize impacts to wetlands during project design. Should avoidance and/or minimization not be practicable, a Mitigation Plan will be prepared. Best management practices will be utilized during construction and compensatory mitigation will be provided in the event that any adverse wetland impacts are identified. In addition, all applicable permits will be obtained or modified in accordance with federal, state, and local laws and regulations. Further, the proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. The design will also make every effort to maximize the treatment of stormwater runoff from the proposed project to prevent water quality impacts to nearby wetlands.

2 **US Army Corps of Engineers (07/03/2025 10:51:28 AM)**

Wetlands and Surface Waters Degree of Effect:

Minimal

Reviewed By:

Heather M Mason

Coordination Document:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

Resources may include wetlands within FDOT Right of Way, adjacent wetlands, roadside ditches, and canals. The project area is urbanized, and the remaining wetlands along the corridor may provide important habitat for any wildlife that remains in the area, and may also provide flood storage functions.

Comments on Effects to Resources

Effects could include loss of wetland functions in the case of wetland fill, or include temporary impacts to any existing ditches, canals, or swales that may need to be relocated.

Recommended Avoidance, Minimization, and Mitigation Opportunities

Please avoid and minimize impacts to aquatic resources to the greatest extent practicable. If impacts to wetlands are not avoidable, compensatory mitigation that complies with the 2008 mitigation rule should be proposed.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

Resources include wetlands adjacent to impact areas and downstream waters.

Comments on Effects to Resources

Indirect effects include secondary impacts to wetlands such as vegetation edge effects and increase of exotic or invasive plant species. Temporary turbidity may also occur during construction activities.

Recommended Avoidance, Minimization, and Mitigation Opportunities

Please include an assessment of secondary impacts in the application for a Section 404 permit, and proposed compensatory mitigation as appropriate. Please propose the use of best management practices such as, but not limited to, floating turbidity curtains and silt fence to prevent sedimentation of downstream waters.

3 **South Florida Water Management District (06/12/2025 07:44:07 AM)**

Wetlands and Surface Waters Degree of Effect:

Moderate

Reviewed By:

Barbara J. Conmy

Coordination Document:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

Existing wetland resources within the 500-foot buffer, including existing wetland mitigation areas under conservation easement to the District, and additional wetlands proposed for mitigation. It also appears the project may cross an existing canal.

While the preliminary description provided is based on National Wetland Inventory data, more precise determinations of the presence of wetlands and delineations of their boundaries will be required as part of the ERP application for the project.

Comments on Effects to Resources

Potential direct and/or secondary impacts to wetlands and other surface waters, including to those that may provide habitat for fish, wildlife and listed species, including Florida Bonneted Bats and wood storks.

Recommended Avoidance, Minimization, and Mitigation Opportunities

ERP rules and criteria require the applicant to demonstrate that practicable design modifications have been considered in order to eliminate and reduce adverse project-related impacts to wetlands and other surface waters and to provide appropriate mitigation for unavoidable impacts such that there is no net loss of wetland and other surface water functions. Any proposed stormwater management ponds that may be proposed in the vicinity of nearby wetlands should be designed such that they meet the lake-wetland separation criteria in the ERP Applicant's Handbook Volume II.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

N/A **National Marine Fisheries Service (06/05/2025 02:03:25 PM)**

Wetlands and Surface Waters Degree of Effect:

N/A / No Involvement

Reviewed By:

Kurtis Gregg

Coordination Document:

No Involvement

Direct Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

Magnuson-Stevens Act: The project is located 13.8 miles inland from the salinity control structure on the C-9 Canal. Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly or indirectly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

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

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. The Environmental discussion indicates avoidance, minimization and mitigation of unavoidable impacts to wetlands will be included in the project design. This approach is consistent with the sequential mitigation required by the Environmental Protection Agency and U.S. Army Corps of Engineers. Based on this information, NMFS has no additional comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

Magnuson-Stevens Act: The project is located 13.8 miles inland from the salinity control structure on the C-9 Canal. Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly or indirectly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

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

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. The Environmental discussion indicates avoidance, minimization and mitigation of unavoidable impacts to wetlands will be included in the project design. This approach is consistent with the sequential mitigation required by the Environmental Protection Agency and U.S. Army Corps of Engineers. Based on this information, NMFS has no additional comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

2 **US Fish and Wildlife Service (05/20/2025 01:56:16 PM)**

Wetlands and Surface Waters Degree of Effect:

Minimal

Reviewed By:

Amber Rhodes

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

Wetlands provide important habitat for fish and wildlife. Best Management Practices (BMPs) should be used to prevent degradation of wetland and other aquatic resources from erosion, siltation, and nutrient discharges associated with the project site. We recommend that the project be designed to avoid these valuable resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Comments on Effects to Resources

Dependent upon the alternative(s) selected, the proposed project is expected to result in minimal to moderate involvement with wildlife and habitat resources. If it is determined the project will affect and federally listed species and/or their habitat, the Department will initiate consultation with FWS during the Project Development process.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Wetlands and Surface Waters category: US Environmental Protection Agency

Natural - Water Resources

Coordinator Summary Degree of Effect: 3 **Moderate**

Response By

FDOT District 6 09/05/2025

Comments

Stormwater runoff from the project corridor on SR 93/I-75 is currently collected via a series of drains (located on the inside and outside shoulders) and vegetated swales (located on the outside shoulders) and treated prior to offsite conveyance. The 500-foot project buffer occurs within one principal aquifer of the State of Florida [Biscayne Aquifer], also a Sole Source Aquifer (SSA). Other resources include five waters not attaining standards [Snake Creek Canal West (WBID: 3284) - impaired for dissolved oxygen, Snake Creek Canal East (WBID: 3283) - impaired for dissolved oxygen, and C-6/Miami Canal West (WBID: 3286A) - impaired for dissolved oxygen, C-8/Biscayne Canal (WBID: 3285) - impaired for dissolved oxygen, and C-7/Little River (WBID: 3287) - impaired for bacteria (Escherichia coli)], the latter two are also total maximum daily loads (TMDLs) waterbodies], one Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) stormwater facility and activity, three FDEP NPDES stormwater permits, and 18 United States Environmental Protection Agency (USEPA) NPDES facilities. The 500-foot project buffer is entirely within the South Florida Water Management District (SFWMD) North/South Everglades and Northern Everglades and Estuaries Protection Program (NEEPP) Boundaries [within the Southern Everglades].

The South Florida Water Management District (SFWMD) stated that the project will need to demonstrate compliance with applicable stormwater management criteria in the Applicant's Handbook Volume I and II as part of the Environmental Resource Permitting (ERP) process. The Florida Department of Environmental Protection (FDEP) noted the presence of the East Coast Buffer/North Lake Belt Storage Area within 500-feet of the proposed project. FDEP recommended every effort be made to maximize the treatment of stormwater runoff from the proposed project to prevent ground and surface water contamination. FDEP stated that stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands.

The Miami-Dade County's Division of Environmental Resources Management (DERM) noted the proposed project may fall within Miami-Dade County canal features, including but not limited to the Peter's Pike Canal, Grahams Dairy Canal, and Golden Glades Canal. DERM stated that if work is proposed within canal right-of-way, canal reservation, canal maintenance easements or any other water under direct control of Miami-Dade County, a Class III permit is required. DERM stated that signed and sealed calculations/analysis shall be provided by the Engineer-of-Record (EOR) demonstrating there are no adverse impacts in the pre- vs post- development including water quality and water quantity impacts in the receiving secondary canals. DERM noted that Class II permits are required for the construction, installation and/or alteration of any outfall or overflow system in, on, under or upon any water body of Miami-Dade County.

The proposed stormwater management system will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to impaired waters; the design will make every effort to maximize the treatment of stormwater runoff from the proposed project improvements. It is anticipated that the proposed stormwater improvements for this project will enhance water quality by providing treatment where none currently exists or where the treatment is currently limited. Additionally, best management practices will be employed during construction activities.

Due to additional and more stringent stormwater treatment requirements of discharge to impaired waters and potential impacts from construction related disturbances, a Summary Degree of Effect of Moderate has been assigned to the Water Resources topic.

During the Project Development phase, FDOT District Six will coordinate with the appropriate agencies concerning the necessary studies, documentation, and commitments needed to adequately address all identified resources. FDOT District Six will prepare a Water Quality Impact Evaluation in accordance with the FDOT PD&E Manual and will implement a Stormwater Runoff Control Concept (SRCC) to control the effects of stormwater runoff during construction. In addition, FDOT District Six will coordinate with the United States Environmental Protection Agency (USEPA) Region 4 Underground Injection Control (UIC) Section to obtain concurrence on the project in compliance with Section 1424(e) of the Safe Drinking Water Act (SDWA) and 40 Code of Federal Regulations (CFR) 149. A FDEP NPDES Construction Permit, a SFWMD ERP, and a USACE 404 Permit will likely be required. All necessary permits will be obtained in accordance with federal, state, and local laws and regulations during subsequent project phases.

3 **South Florida Water Management District (06/12/2025 07:30:34 AM)**

Water Resources Degree of Effect:

Moderate

Reviewed By:

Barbara J. Conmy

Coordination Document:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

Surface waters.

Comments on Effects to Resources

Potential adverse water quality and/or water quantity impacts to surface waters.

Recommended Avoidance, Minimization, and Mitigation Opportunities

The project will be required to meet the criteria of ERP Applicant's Handbook Vols. I and II with respect to water quality and quantity. Meeting ERP requirements will presume no effect on surface water resources in regard to water quality and quantity.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

3 **FL Department of Environmental Protection (06/10/2025 03:08:47 PM)**

Water Resources Degree of Effect:

Moderate

Reviewed By:

Chris Stahl

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

The North Lake belt Storage Area is found within 500-foot buffer of the proposed project. Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area canals, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources

Every effort should be made to maximize the treatment of stormwater runoff from the proposed road project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Water Resources category: US Environmental Protection Agency

Natural - Floodplains

Coordinator Summary Degree of Effect: 3 **Moderate**

Response By

FDOT District 6 09/05/2025

Comments

According to the Digital Flood Insurance Rate Map (DFIRM) 100 Year Flood Zones data, 631.22 acres [85.69%] of the 500-foot project buffer occur within the 100-year floodplain [Flood Zones AE (64.64%), AH (11.41%) and A (9.64%)].

The South Florida Water Management District (SFWMD) stated that meeting ERP requirements in accordance with the SFWMD ERP Applicant's Handbook Volumes I and II will presume no effect on surface water resources in regard to floodplain. Further, floodplain compensation associated with proposed fill impacts will be addressed through necessary agency coordination.

The Miami-Dade County's Division of Environmental Resources Management (DERM) stated that the Miami-Dade County Flood Criteria adopted in October 2022 shall be taken into consideration and that the most current and stringent groundwater data available at the time of review and approval shall be used.

Due to the extent of 100-year floodplain within the project vicinity and the elevated Degree of Effect received by a resource agency (SFWMD), a Summary Degree of Effect of Moderate has been assigned to the Floodplains topic.

During Project Development, FDOT District Six will prepare a Location Hydraulic Report in accordance with the FDOT PD&E Manual. All necessary permits will be obtained in accordance with federal, state, and local laws and regulations. In addition, requirements of SFWMD ERP Applicant's Handbook Volumes I & II will be followed.

3 **South Florida Water Management District (06/12/2025 06:55:46 AM)**

Floodplains Degree of Effect:

Moderate

Reviewed By:

Barbara J. Conmy

Coordination Document:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

100 year floodplain.

Comments on Effects to Resources

Potential encroachment within the 100 year floodplain.

Recommended Avoidance, Minimization, and Mitigation Opportunities

Compensating storage will be required for any additional encroachment within 100-year floodplain. Meeting Environmental Resource Permit (ERP) requirements in accordance with the ERP Applicant's Handbook Volumes I and II will presume no effect on surface water resources in regard to the floodplain.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Natural - Protected Species and Habitat

Coordinator Summary Degree of Effect: **2** **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

The 500-foot project buffer occurs within the United States Fish and Wildlife Service (USFWS) Consultation Areas for the Florida bonneted bat and snail kite; occasional range for the Florida black bear; and Core Foraging Area for the wood stork. The project area is also within the South Florida Water Management District (SFWMD) North/South Everglades and the Northern Everglades and Estuaries Protection Program (NEEPP) Boundaries [within the Southern Everglades], one SFWMD Comprehensive Everglades Restoration Plan (CERP) project boundary [North Lake Belt Storage Area/East Coast Buffer (also a Florida Natural Areas Inventory (FNAI) public land and Florida Managed Area)]. Additional sensitive features within the 500-foot project buffer include the Biscayne Canal watershed, which contains rare and imperiled fish [American eel and opossum pipefish] and known ranges of 29 protected species [including five mammals (Florida bonneted bat, Florida panther, southeastern beach mouse, and West Indian manatee), five reptiles (green sea turtle, hawksbill sea turtle, leatherback sea turtle, American crocodile, eastern indigo snake), five birds (Eastern black rail, eastern snail kite, red-cockaded woodpecker, wood stork, and rufa red knot), two insect (Miami blue butterfly and monarch butterfly), one mollusk (stock island tree snail), and 12 plants]. Additionally, there is one eagle nest present within the 1,320-foot project buffer.

The Florida Department of Agriculture and Consumer Services (FDACS) restated resources identified in the Preliminary Environmental Discussion (PED) at the 500-foot buffer level. FDACS stated that the State's Environmental Resource Permit (ERP) standard requires that activities not adversely impact the value of functions provided to fish and wildlife and listed species by wetlands and other surface waters. FDACS noted there may be habitat fragmentation effects for animals with large home ranges, including the Florida black bear. FDACS recommended best management practices (including containment booms and silt fencing) and conducting surveys for rare and listed plants; if any of the plants are found, they should be protected or translocated to a suitable alternative site. FDACS further suggested the need and feasibility of using wildlife crossings, or other means to reduce occurrences of wildlife from being hit by motor vehicles (e.g. eco-passage under roadway; fencing or other barriers; fencing or other barriers; funneling wildlife towards stream crossings), should be analyzed for this project. FDACS noted that additional best management practices like properly sited vegetation can help with noise control, and the need for structural noise barriers should also be examined. The Florida Fish and Wildlife Conservation Commission (FWC) stated that the primary wildlife issues associated with this project include potential loss of wildlife habitat from the roadway widening, stormwater facilities construction and potential water quality degradation because of the construction activities, and stormwater runoff from the new impervious surface. FWC commented that direct and indirect effects of the project could be minimal if roadway construction uses

Best Management Practices (BMPs), avoidance and minimization measures are used to decrease impacts to wildlife and habitat along the roadway, and the roadway and stormwater ponds are appropriately designed and located to avoid impacts to wildlife habitat. FWC recommended several measures to conserve fish and wildlife and habitat resources including surveys and compensatory mitigation. United States Fish and Wildlife Service (FWS) restated the resources found in the PED. FWS recommended that FDOT avoid permanent night-time lighting; when lighting is required, follow the requirements for "Wildlife-Sensitive Conventional Lighting" (FDOT Design Manual [FDM] 2025). FWS further recommended, when possible, follow International Dark-Sky Association recommendations including consideration of light orientation and light shielding.

The Miami-Dade County's Division of Environmental Resources Management (DERM) noted the potential presence of specimen tree resources (trees with a trunk diameter at breast height of 18 inches or greater). DERM stated that a Miami-Dade County Tree Permit is required prior to the removal and/or relocation of any tree that is suspect to tree preservation and protection provisions. DERM further noted that all plants prohibited by Miami-Dade County be removed from all portions of the property prior to development or redevelopment and developed parcels be maintained to prevent the growth or accumulation of prohibited species.

A Summary Degree of Effect of Minimal has been assigned to the Protected Species and Habitat topic given the limited resources within the vicinity of the project and the urban nature of the project area.

A field survey to map potential habitat and determine species presence/absence will be required. The final design of the project will avoid and/or minimize impacts to protected species and habitat to the greatest extent practicable and appropriate mitigation will be provided for unavoidable impacts. During the Project Development phase, FDOT District Six will follow agency guidelines, coordinate with agencies to address potential project impacts to the noted listed species and determine any site-specific measures required for the project, as well as utilize BMPs during project activities. FDOT District Six will additionally prepare a Natural Resources Evaluation during the Project Development phase in accordance with the FDOT PD&E Manual.

2 **FL Department of Agriculture and Consumer Services (06/12/2025 10:13:32 AM)**

Protected Species and Habitat Degree of Effect:

Minimal

Reviewed By:

Mark Kiser

Coordination Document:

No Involvement

Direct Effects

Identified Resources and Level of Importance

Resources within the 500-foot project buffer area that may be impacted by project activities include 717 acres of Priority 5 aquifer recharge; 170 acres of P5 natural floodplain; 161 acres of P5 Significant Surface Waters; 161 acres of P4 Surface Water Resource Priorities; 111 acres of P6 wetlands; and 480 acres of hydric soils.
Regarding the Florida black bear's range, occurrences in the project buffer area are considered occasional. The project buffer area is also within the range of 12 listed plant species and includes 736-acre Consultation Areas for Florida bonneted bat and Snail Kite; plus a Wood Stork Core Foraging Area (736 acres). 5 acres of vineyards/nurseries and 13 acres of improved pasture are also located within the buffer area. Non-native ("exotic") plants (107 acres) are within the project footprint as well.

Comments on Effects to Resources

While Florida does not have a goal of no net loss or gain of wetland acreage, regulatory rules are written in a manner that achieves a programmatic goal through implementation, and a project permitting goal of no net loss in wetland or other surface water functions. The State's Environmental Resource Permit (ERP) standard requires that activities not adversely impact the value of functions provided to fish and wildlife and listed species by wetlands and other surface waters. There may be habitat fragmentation effects for animals with large home ranges, including Florida black bear. Project activities may result in soil disturbance, which favors the introduction and spread of non-native plant species.

Recommended Avoidance, Minimization, and Mitigation Opportunities

Use best management practices, including containment booms and silt fencing, to protect wetlands and significant surface waters from contaminants, erosion, and other construction impacts. Surveys for rare and listed plants should be conducted, and if present, should be protected to the degree possible, or translocated to a suitable alternative site by an organization such as the Florida Native Plant Society. Mitigation for lost wetlands may be required. The need and feasibility of using wildlife crossings, or other means to reduce the occurrences of wildlife from being hit by motor vehicles (e.g. eco-passage under roadway; fencing or other barriers; funneling wildlife towards stream crossings), should be analyzed for this project. Caution should be exercised around invasive plants so as not to cause further spread; treating non-native plants with herbicides and decontaminating equipment and machinery to prevent the spread of invasive plants is recommended. Revegetating disturbed soil with plants native to the area is advised where feasible, as this will also help control the spread of non-native plants. Efforts should be made to minimize or mitigate impacts to agricultural operations.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

Habitat for flora and fauna; natural communities/ecosystems; wetlands/water bodies/water quality; agricultural operations.

Comments on Effects to Resources

Indirect effects include loss of habitat connectivity and reduced habitat quality in surrounding private lands from a combination of conversion to other land uses with a higher population density and increased difficulty for remaining private landowners to manage their property as silvicultural or agricultural. This land use conversion could also have negative implications for surface and groundwater quality thus affecting water resources and wetland habitat farther away from the project site. Increased traffic may result in increased mortality for wildlife. Increased traffic noise may have negative impacts for wildlife as well, making it more difficult to find food or reproduce.

Recommended Avoidance, Minimization, and Mitigation Opportunities

Use BMPs to protect water quality, habitat, and wildlife. Properly sited vegetation can help with noise control. The best sound buffers consist of dense, native vegetation that extends down to the ground. A combination of evergreen trees and shrubs can provide year-round soundproofing. The need for structural noise barriers should also be examined.

2 **FL Fish and Wildlife Conservation Commission (06/06/2025 09:14:50 AM)**

Protected Species and Habitat Degree of Effect:

Minimal

Reviewed By:

Laura DiGruttolo

Coordination Document:

PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance

An assessment of the project area was performed on lands within 500 feet of the proposed study area alignment to determine potential impacts to habitat which supports listed species and other fish and wildlife resources. Our inventory included a review of aerial and ground-level photography, various wildlife observations and landcover data bases, along with coordination with FWC biologists and other State and Federal agencies. A GIS analysis was performed using the FDOT Environmental Screening Tool (EST) and FWC data analysis to determine the potential quality and extent of upland and wetland habitat, and other wildlife and fisheries resource information. In addition to the resources identified in the Preliminary Environmental Discussion (PED) Report, the project corridor may also be located near, within, or adjacent to potential habitat for:
Florida sandhill crane (Antigone canadensis pratensis, State Threatened [ST])Little blue heron (Egretta caerulea, ST)Tricolored heron (Egretta tricolor, ST)

Comments on Effects to Resources

Primary wildlife issues associated with this project include potential loss of potential wildlife habitat from the roadway widening and stormwater facilities construction and potential water quality degradation because of the construction activities and stormwater runoff from the new impervious surface.

Based on the project information provided, we believe that direct and indirect effects of this project could be minimal, if roadway construction uses Best Management Practices (BMPs), avoidance and minimization measures are used to decrease impacts to wildlife and habitat along the roadway, and the roadway and stormwater ponds are appropriately designed and located to avoid impacts to wildlife habitat.

Recommended Avoidance, Minimization, and Mitigation Opportunities

We recommend that the PD&E Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area.

1. The Preliminary Environmental Discussion Report referenced FDOT's commitment to prepare a Natural Resources Evaluation (NRE). This should include plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened should be performed, both along the ROW and within sites proposed for drainage retention areas (DRAs). Basic guidance for conducting wildlife surveys may be found in the Florida Wildlife Conservation Guide at http://myfwc.com/conservation/value/fwcg/.

2. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. DRAs and equipment staging areas should be in previously disturbed sites to avoid habitat destruction or degradation. The plan should address specific habitat needs which are biologically compatible with the recovery of the target species. For guidance in this effort, please review the Species Conservation Measures and Permitting Guidelines (https://myfwc.com/wildlifehabitats/wildlife/species-guidelines/).

3. For biological information on other state-listed species that may occur within the vicinity of the project, refer to the species-specific Species Conservation Measures and Permitting Guidelines at https://myfwc.com/wildlifehabitats/wildlife/species-guidelines/
for survey methodologies, avoidance measures, recommended conservation practices, as well as options and requirements for minimizing and mitigating potential impacts.

4. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat functional values for listed species which are lost as a result of the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

2 **US Fish and Wildlife Service (05/20/2025 01:52:16 PM)**

Protected Species and Habitat Degree of Effect:

Minimal

Reviewed By:

Amber Rhodes

Coordination Document:

Technical Studies

Endangered Species Biological Assessment
Comments:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

The Service finds that the following federally listed species have the potential to occur in or near the project site: Florida bonneted bat, eastern indigo snake, wood stork, American crocodile, Florida panther (*Puma (=Felis) concolor coryi*), Everglades snail kite (*Rostrhamus sociabilis plumbeus*), eastern black rail, monarch butterflies, southeastern beach mouse (*Peromyscus polionotus niveiventris*), and Federally listed plants.Accordingly, the Service recommends that the FDOT prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

The following plants have the potential to occur within the project area: Beach Jacquemontia *(Jacquemontia reclinate*), Blodgett's Silverbush (*Argythamnia blodgettii*), Cape Sable Thoroughwort (*Chromolaena frustrata*), Carter's Mustard, (*Warea carteri*), Carter's Small-flowered Flax *(Linum carteri carteri*), Crenulate Lead-plant (*Amorpha crenulate*), Deltoid Spurge (*Chamaesyce deltoidea ssp. Deltoidei*), Everglades Bully *(Sideroxylon reclinatum ssp. Austrofloridense*), Florida Brickell-bush (*Brickellia mosieri*), Florida Pineland Crabgrass (*Digitaria pauciflora*), Florida Prairie-clover (*Dalea carthagenensis floridana*), Florida Semaphore Cactus (*Consolea corallicola*), Pineland Sandmat (*Chamaesyce deltoidea pinetorum*), Sand Flax (*Linum Arenicola*), Small's Milkpea (*Galactia smallii*), and Tiny Polygala (*Polygala smallii*). The Service recommends a survey be conducted for these species.

Comments on Effects to Resources

The Service has reviewed our Geographic Information System (GIS) database for recorded locations of federally threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources. Based on review of our GIS database, the Service notes that the following federal listed species may occur in or near the project area.
Florida bonneted bat (*Eumops floridanus*)
A portion of the project footprint is located in the Service's consultation area for the endangered Florida bonneted bat. A portion of the project footprint is located in critical habitat designated for the species. To help determine if the project will affect the Florida bonneted bat, the Florida Department of Transportation should consult the Service's consultation key. This document is available upon request. The Service recommends the following be incorporated in the design:
o
American crocodile (*Crocodylus acutus*).
The project footprint is located in the Service's consultation area for the Threatened American crocodile If the project affects suitable nesting habitat for this species, then surveys for crocodile nests should be conducted within the crocodile nesting season (March through August) to determine if nests of the crocodile occur within the project footprint. Suitable nesting habitat consists of beaches, creek banks, levees, and canal banks and other sites containing sandy, marl, or organic soils that are largely free from woody vegetation and located adjacent to open water.
Wood Stork (*Mycteria americana*)
The project corridor is located in the Core Foraging Area (CFA; all lands within 18.6 miles) of two active nesting colonies of the threatened wood stork. The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost because of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.
For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology" (Methodology), and this document is available upon request.
Eastern black rail *(Laterallus jamaicensis ssp. Jamaicensis)*
Black rails require dense vegetative cover that allows movement underneath the canopy. This species can be found in a variety of salt, brackish, and freshwater marsh habitats that can be tidally or non-tidally influenced, and plant structure is considered more important than plant species composition in predicting habitat suitability. Soils are moist to saturated, occasionally dry, and interspersed with, or adjacent to, very shallow water of 1 to 6 centimeters.
Eastern Indigo Snake (*Drymarchon couperi*)
The eastern indigo snake is a large, non-venomous snake with populations occurring in portions of Florida and southeastern Georgia. Historically, the eastern indigo snake occurred throughout Florida and in the coastal plain of Georgia, Alabama and Mississippi. The species prefers upland habitat types (e.g. longleaf pine sandhills, scrub, pine flatwoods, tropical hardwood hammocks, and coastal dunes), but also uses a variety of lowland and human-altered habitats. They may move seasonally between upland and lowland habitats, especially in northern portions of their range. Throughout their range, eastern indigo snakes use below-ground shelter sites for refuge, breeding, feeding and nesting. They depend on gopher tortoise burrows in xeric sandhill habitats throughout the northern portion of the species' range for overwintering shelter sites. To avoid impacts to the eastern indigo snake, implementing Standard Protection Measures for the Eastern Indigo Snake are recommended.
Monarch Butterflies (*Danaus plexippus*)
The Service proposed to list the monarch butterfly as a threatened species and designate critical habitat species and designate critical habitat under the Endangered Species Act of 1973, as amended (Act) on December 12, 2024 (F.R. Vol. 89, No. 239). Consultation on this species at this time is at the discretion of your agency. If this species is listed prior to the completion of this project, consultation with the Service may need to be reinitiated.
Plants
The following plants have the potential to occur within the project area: Beach Jacquemontia *(Jacquemontia reclinate*), Blodgett's Silverbush (*Argythamnia blodgettii*), Cape Sable Thoroughwort (*Chromolaena frustrata*), Carter's Mustard, (*Warea carteri*), Carter's Small-flowered Flax *(Linum carteri carteri*), Crenulate Lead-plant (*Amorpha crenulate*), Deltoid Spurge (*Chamaesyce deltoidea ssp. Deltoidei*), Everglades Bully *(Sideroxylon reclinatum ssp. Austrofloridense*), Florida Brickell-bush (*Brickellia mosieri*), Florida Pineland Crabgrass (*Digitaria pauciflora*), Florida Prairie-clover (*Dalea carthagenensis floridana*), Florida Semaphore Cactus (*Consolea corallicola*), Pineland Sandmat (*Chamaesyce deltoidea pinetorum*), Sand Flax (*Linum Arenicola*), Small's Milkpea (*Galactia smallii*), and Tiny Polygala (*Polygala smallii*). The Service recommends a survey be conducted for these species.
The Service finds that the following federally listed species have the potential to occur in or near the project site: Florida bonneted bat, eastern indigo snake, wood stork, American crocodile, Florida panther (*Puma (=Felis) concolor coryi*), Everglades snail kite (*Rostrhamus sociabilis plumbeus*), eastern black rail, monarch butterflies, southeastern beach mouse (*Peromyscus polionotus niveiventris*), and Federally listed plants.Accordingly, the Service recommends that the FDOT prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.
Migratory Birds and Bald Eagle
Coordination with the Office of Migratory birds will be needed for all projects involving migratory birds and eagles, please contact Ulgonda Kilpatrick in our Migratory Birds Permit Office at:
Migratory Birds Permit Office
1875 Century Boulevard, NE
Atlanta, Georgia 30345
352-406-6780 cell (MAIN)

Florida has 229 species of plants found nowhere else in the world, and most of them are rare and declining. Diverse plant communities are essential for maintaining a healthy environment for fish, wildlife, and people, and improved land conservation and land management can help restore these rare plants. To this end, the Service worked with the Florida Department of Agriculture and Consumer Services, and many universities and non-profits, to establish the Florida Rare Plant Conservation Endowment. The Endowment funds projects that are critical to preventing the extinction of Florida's rare plants. To ensure the survival of Florida's unique and rare plants the Service encourages the applicant to make a voluntary contribution of $5,000 to the Endowment. All contributions are voluntary and tax deductible.

Wetlands

Wetlands provide important habitat for fish and wildlife. Best Management Practices (BMPs) should be used to prevent degradation of wetland and other aquatic resources from erosion, siltation, and nutrient discharges associated with the project site. We recommend that the project be designed to avoid these valuable resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Dependent upon the alternative(s) selected, the proposed project is expected to result in minimal to moderate involvement with wildlife and habitat resources. If it is determined the project will affect and federally listed species and/or their habitat, the Department will initiate consultation with FWS during the Project Development process.

Recommended Avoidance, Minimization, and Mitigation Opportunities

Avoid and minimize the use of artificial lighting. Avoid permanent night-time lighting; when lighting is required, follow the requirements for "Wildlife-Sensitive Conventional Lighting" (FDOT Design Manual [FDM] 2025). This includes:

When lighting is required use Wildlife-Sensitive Conventional Luminaires (listed on the Approved Products List),

Direct lighting away from FBB foraging habitat or roosting habitat,

Use luminaires with a 3000K Correlated Color Temperature (CCT) or lower,

Where possible, follow International Dark-Sky Association recommendations including consideration of light orientation and light shielding.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Natural - Coastal and Marine

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

The project is not within the vicinity of a coastal barrier resource or Essential Fish Habitat. However, the project is located within a coastal county [Miami-Dade County]; as such, additional interagency coordination associated with the Coastal Zone Management Act (CZMA) noticing requirements is anticipated. The project area is within a coastal boundary or area at risk due to sea level rise.

The National Marine Fisheries Service (NMFS) indicated that the project is not proximate to any threatened or endangered species or critical habitat under the purview of NMFS or any wetland areas that support NOAA's trust fishery resources. The South Florida Water Management District (SFWMD) indicated that the project does not appear to be located in proximity to coastal or marine resources. SFWMD recommended the use of best management practices to ensure that downstream coastal, marine and estuarine resources are not adversely affected by the proposed project.

The project (including the proposed stormwater management system) will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed project design, and best management practices will be adhered to during the project construction to prevent water quality to downstream estuarine habitats. For these reasons, a Summary Degree of Effect of Minimal has been assigned to the Coastal and Marine topic.

During the Project Development phase, FDOT District Six will conduct a Natural Resources Evaluation [in accordance with the FDOT PD&E Manual] and a Sea-Level Impact Projection (SLIP) Study since portions of the project occur within an area at risk due to sea level rise. The proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. The design will also make every effort to maximize the treatment of stormwater runoff from the proposed project.

2 **South Florida Water Management District (06/12/2025 06:45:02 AM)**

Coastal and Marine Degree of Effect:

Minimal

Reviewed By:

Barbara J. Conmy

Coordination Document:

Permits

Environmental Resource Permit
Comments:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

Coastal and marine resources.

Comments on Effects to Resources

As indicated, the project does not appear to be located in proximity to coastal or marine resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities

Best management practices should be employed to ensure that downstream coastal, marine and estuarine resources are not adversely affected by the proposed project.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

N/A **National Marine Fisheries Service (06/05/2025 02:03:25 PM)**

Coastal and Marine Degree of Effect:

N/A / No Involvement

Reviewed By:

Kurtis Gregg

Coordination Document:

No Involvement

Direct Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

Magnuson-Stevens Act: The project is located 13.8 miles inland from the salinity control structure on the C-9 Canal. Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly or indirectly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

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

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. The Environmental discussion indicates avoidance, minimization and mitigation of unavoidable impacts to wetlands will be included in the project design. This approach is consistent with the sequential mitigation required by the Environmental Protection Agency and U.S. Army Corps of Engineers. Based on this information, NMFS has no additional comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

Magnuson-Stevens Act: The project is located 13.8 miles inland from the salinity control structure on the C-9 Canal. Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly or indirectly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

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

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. The Environmental discussion indicates avoidance, minimization and mitigation of unavoidable impacts to wetlands will be included in the project design. This approach is consistent with the sequential mitigation required by the Environmental Protection Agency and U.S. Army Corps of Engineers. Based on this information, NMFS has no additional comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Physical - Noise

Coordinator Summary Degree of Effect: 3 **Moderate**

Response By

FDOT District 6 09/05/2025

Comments

The project area is surrounded by urban development and primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. The residential uses generally surround the corridor with the exception of the southern and northwestern portions of the project area. The residential uses include 71.06 acres (9.66%) of fixed single family units [six or more dwelling units per acre], 21.04 acres (2.86%) of multiple dwelling units, low rise [two stories or less], 20.73 acres (2.82%) residential, high density under construction [six or more dwelling units per acre], 13.15 acres (1.79%) of residential, medium density under construction [two-five dwelling units per acre], and 2.28 acres (0.31%) of fixed single family units [two-five dwelling units per acre]. There are 14 noise barriers present within the project area, the majority on the east side of the corridor and along interchange ramps. Specific community features reported within the 1,320-foot project buffer that may be sensitive to noise and vibration effects include 14 homeowner and condominium associations, six group care facilities, five schools [American Advanced Technicians Institute, Barbara Goleman Senior High, Mater Gardens Academy, Youth Co-Op Charter School, and Youth Co-Op Preparatory High School], seven private schools, 66 health care facilities, one hospital [Promise Hospital Miami Lakes], two religious centers [Creative Outreach Ministries and Iglesia Cristiano Del Alma], four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Parks (P-85, P-87 Florinda Estates Park, and P-88 Sevilla Estates Park)], one Florida Natural Areas Inventory (FNAI) public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)], one Office of Greenways and Trails (OGT) hiking trail priority and cultural resources.

Increased noise levels during construction and presumable noise increases from higher traffic volumes as a result of improved operational conditions along the project corridor could have impacts on nearby residences, businesses, and community features. Although the number of noise sensitive sites in the project area is high, the existing noise levels from the current urbanized nature of the area as a major transportation facility are also high. Therefore, a Summary Degree of Effect of Moderate has been assigned to the Noise topic. FDOT District Six will prepare a Noise Study Report (NSR) in accordance with the FDOT PD&E Manual.

No ETAT Reviews were submitted for the Noise Topic.

Physical - Air Quality

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

The project is not located within a United States Environmental Protection Agency (USEPA)-designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants [ozone, carbon, monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards; therefore the Clean Air Act conformity requirements do not currently apply to the project. It should be noted that the 500-foot project buffer contains two USEPA regulated air emissions facilities [Jaiba Cabinets Corporation and Super Shine Body Shop].

While no permanent effects to air quality are anticipated, potential temporary localized impacts to air quality could occur as a result of fugitive dust and exhaust emissions generated from equipment during project construction activities. Therefore, a Summary Degree of Effect of Minimal has been assigned to the Air Quality topic.

No ETAT Reviews were submitted for the Air Quality Topic.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Air Quality category: US Environmental Protection Agency

Physical - Contamination

Coordinator Summary Degree of Effect: 3 **Moderate**

Response By

FDOT District 6 09/05/2025

Comments

The following potential sources of subsurface contamination are reported within the 500-foot project buffer: five Storage Tank Contamination Monitoring (STCM) sites, one Florida Department of Environmental Protection (FDEP) Environmental Restoration Integrated Cleanup (ERIC) site, two State Underground Petroleum Environment Response (SUPER) Act Program risk sources, four Miami-Dade County Division of Environmental Resources Management (DERM) contaminated sites [Youth Co-Op Inc, Robert & Joseph Greenspan, Brickman Bros. Inc, and Austin Tupler Trucking Inc.], 11 hazardous waste facilities, and 16 United States Environmental Protection Agency (USEPA) Resource Conservation and Recovery Act (RCRA) regulated facilities. It should be noted that some of the identified sources may overlap categories.

The South Florida Water Management District (SFWMD) stated that the project will need to be designed to meet applicable water quality and quantity requirements and best management practices, including turbidity curtains, will be utilized during project activities to prevent impacts. The Florida Department of Environmental Protection (FDEP) recommended the use of innovative technologies, such as special storm water management systems, engineering controls and institutional controls, such as conditions on water production wells and dewatering restrictions, may be required, depending on the results of environmental assessments.

The Miami-Dade County's Division of Environmental Resources Management (DERM) noted that all construction plans for work within contaminated portions of the project corridor require the review and approval from the Environmental Monitoring and Restoration Division of DERM (EMRD) as it relates to environmental contamination issues. DERM recommended that the EMRD be notified within 24 hours in the event of discovery of contamination and that review and approval shall be required for any work in discovered areas. DERM further advised that a Soil Management Plan, Dust Control/Air Monitoring Plan, and Health and Safety Plan related to the environmental conditions of the site be approved/accepted by DERM prior to commencing work.

A Summary Degree of Effect of Moderate has been assigned to the Contamination topic due to the number of sites and proximity of these sources to the project corridor as well as the potential presence of unreported sources of subsurface contamination.

During the Project Development phase, FDOT District Six will prepare a Contamination Screening Evaluation Report [similar to Phase I and Phase II Audits] in accordance with the FDOT PD&E Manual. Any identified sites will be investigated to determine their potential risk, and proper mitigation will take place if medium to high-risk sites are identified. Contingency plans will be included in the project's construction contract documents. These provisions will specify procedures to follow in the event any hazardous material or suspected contamination is encountered during construction.

3 **South Florida Water Management District (06/12/2025 06:50:22 AM)**

Contamination Degree of Effect:

Moderate

Reviewed By:

Barbara J. Conmy

Coordination Document:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

Surface waters, ground water

Comments on Effects to Resources

Potential movement of contamination plume(s). Potential for turbidity to be generated during project construction activities.

Recommended Avoidance, Minimization, and Mitigation Opportunities

The project must be designed to meet State water quality standards. Best management practices, such as turbidity curtains, silt fences and other measures shall be utilized during project construction activities. The project must also be designed to prevent the movement of any existing contamination.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

3 **FL Department of Environmental Protection (06/10/2025 03:07:27 PM)**

Contamination Degree of Effect:

Moderate

Reviewed By:

Chris Stahl

Coordination Document:

No Involvement

Direct Effects

Identified Resources and Level of Importance

GIS data indicates that there are 11 hazardous waste facilities and four brownfields within the 500-ft. project buffer zone.

Comments on Effects to Resources

Please be advised that a new rule, 62-780, F.A.C., became effective on April 17, 2005. In addition, Chapters 62-770, 62-777, 62-782 and 62-785, F.A.C., were amended on April 17, 2005, to incorporate recent statutory changes. Depending on the findings of the environmental assessments, there are "off-property" notification responsibilities potentially associated with this project. These rules may be found at the following website: http://www.dep.state.fl.us/waste/
Based on our experience, the accurate identification, characterization and cleanup of sites requires experienced consulting personnel and laboratory support, management commitment of the project developers and their representatives, and will likely be very time-consuming. Early planning to address these issues is essential to meet construction and cleanup (if required) timeframes. Innovative technologies, such as special storm water management systems, engineering controls and institutional controls, such as conditions on water production wells and dewatering restrictions, may be required, depending on the results of environmental assessments.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Contamination category: US Environmental Protection Agency

Physical - Infrastructure

Coordinator Summary Degree of Effect: 3 **Moderate**

Response By

FDOT District 6 09/05/2025

Comments

Infrastructure-related features reported within the 500-foot project buffer include 35 Florida Department of Health (FDOH) likely on-site septic systems, one FM Tower Structures [Llamados Para Truiunfar Inc], one wireless antenna structure location [PTI US Towers I, LLC], three federal aviation administration obstructions, three electric power transmission lines, one electric substation, and one gas transmission pipeline. The gas transmission pipeline runs north to south across the intersection of SR 93/I-75 and SR 826/Palmetto Expressway and south down the SR 826/Palmetto Expressway. Streetlights, power lines, traffic lights, and utility cabinet boxes are present throughout the project area.

Miami-Dade County Aviation Department (MDAD) does not object to the proposed project, provided there are no conflicts with applicable federal, state, and local aviation regulations, including Chapter 33 of the Code of Miami-Dade County as it pertains to Airport Zoning. The Miami-Dade Seaport Department stated that its growth and expansion reinforced the need for the project's enhanced capacity to efficiently meet future transportation demands and welcomes improvements to this asset. The Seaport Department noted that the proposed project promotes the Port of Miami Subelement Policy PM-2D for supporting projects for efficient multimodal transportation network necessary for cargo movement. The Miami-Dade Department of Solid Waste Management stated the proposed project will have no impact to its operations. The Miami-Dade Water and Sewer Department (WASD) noted that the project traverses through its water and sewer service areas and that of the City of Hialeah. WASD recommended coordination with WASD and the utility department for the City of Hialeah.

Due to the complex nature of the project area, potential conflicts with existing infrastructure, and the possible need for utility relocations as a result of the project, a Summary Degree of Effect of Moderate has been assigned to the Infrastructure topic.

An assessment of potential impacts to identified infrastructure-related resources, including utilities, will be conducted during the Project Development phase. FDOT District Six will prepare a Utility Assessment Package in accordance with the FDOT PD&E Manual. FDOT District Six will further coordinate with relevant agencies and utility owners on required studies, documentation, and commitments needed to adequately address potential impacts to identified resources in accordance with federal, state, and local laws and regulations.

No ETAT Reviews were submitted for the Infrastructure Topic.

Physical - Navigation

Coordinator Summary Degree of Effect: N/A **N/A / No Involvement**

Response By

FDOT District 6 09/05/2025

Comments

There are no resources related to navigation within the 500-foot project buffer. Therefore, a Summary Degree of Effect of N/A / No Involvement has been assigned to the Navigation topic.

N/A **US Army Corps of Engineers (07/03/2025 10:41:34 AM)**

Navigation Degree of Effect:

N/A / No Involvement

Reviewed By:

Heather M Mason

Coordination Document:

Permits

Federal 404 permit
Comments:
A permit would be required under Section 404 of the Clean Water Act for any proposed impacts to waters of the United States.

Technical Studies

Location Hydraulics Report
Comments:
A location hydraulics report may be needed if there are any impacts that require Section 408 authorization.

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

N/A. There are no navigable waters within the project area.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

N/A **US Coast Guard (05/06/2025 10:01:31 AM)**

Navigation Degree of Effect:

N/A / No Involvement

Reviewed By:

Maxwell C Utter

Coordination Document:

No Involvement

Direct Effects

Identified Resources and Level of Importance

The Project Analysis Area (Alternative 1) does not cross any Waterways of the United States. The Analysis Area terminates 50 feet from Snake Creek (C-9 Canal), which is not navigable within two miles of the analysis area.

Comments on Effects to Resources

N/A

Recommended Avoidance, Minimization, and Mitigation Opportunities

N/A

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

N/A

Comments on Effects to Resources

N/A

Recommended Avoidance, Minimization, and Mitigation Opportunities

N/A

Special Designations - Special Designations

Coordinator Summary Degree of Effect: 2 **Minimal**

Response By

FDOT District 6 09/05/2025

Comments

There is one sole source aquifer [Biscayne Aquifer] located within the 500-foot project buffer. However, there are no Outstanding Florida Waters, Aquatic Preserves, or Wild and Scenic Rivers nor waters that are part of the Nationwide Rivers Inventory (NRI) within the buffer area. The South Florida Water Management District (SFWMD) restated the resources identified in the Preliminary Environmental Discussion (PED).

The project (including the proposed stormwater management system) will be designed to meet state water quality and quantity requirements in accordance with the SFWMD Environmental Resource Permit Applicant's Handbook, avoidance and minimization measures will be utilized for the proposed design, and best management practices will be adhered to during construction to prevent impacts to proximate sensitive waters. For these reasons, a Summary Degree of Effect of Minimal has been assigned to the Special Designations topic.

FDOT District Six will prepare a Water Quality Impact Evaluation in accordance with the FDOT PD&E Manual and will implement a Stormwater Runoff Control Concept (SRCC) to control the effects of stormwater runoff during construction. In addition, FDOT District Six will coordinate with the United States Environmental Protection Agency (USEPA) Region 4 Underground Injection Control (UIC) Section to obtain concurrence on the project in compliance with Section 1424(e) of the Safe Drinking Water Act (SDWA) and 40 Code of Federal Regulations (CFR) 149.

2 **South Florida Water Management District (06/12/2025 07:24:56 AM)**

Special Designations Degree of Effect:

Minimal

Reviewed By:

Barbara J. Conmy

Coordination Document:

Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance

According to the Advanced Notification package, there is one sole source aquifer (Biscayne Aquifer) located within the 500-foot project buffer.

Comments on Effects to Resources

Potential water quality/quantity impacts.

Recommended Avoidance, Minimization, and Mitigation Opportunities

As indicated, the project (including the stormwater management system) should be designed to meet water quality and quantity requirements in accordance with the ERP Applicant's Handbook Volumes I and II. Appropriate avoidance and minimization measures and best management practices should be incorporated into the project design.

Additional Comments (optional)

None Found.

Indirect Effects

Identified Resources and Level of Importance

None Found.

Comments on Effects to Resources

None Found.

Recommended Avoidance, Minimization, and Mitigation Opportunities

None Found.

The following organization(s) were expected to but did not submit comments for **Alternative #1** about potential direct effects in the Special Designations category: US Environmental Protection Agency

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Commitments

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

Anticipated Permits

Permit	Type	Recommending Agency	Comments
Environmental Protection Agency Sole Source Aquifer Review	Federal		
Federal 404 permit	USACE	USACE	
National Pollutant Discharge Eliminated System	FDEP	FDEP	
Section 408 Permit	USACE	USACE	
Environmental Resource Permit	WMD	SFWMD	

Anticipated Technical Studies

Technical Study	Type	Recommending Agency	Comments
Location Hydraulics Report	Engineering	USACE	
Public Involvement Plan	Environmental	FDOT	
Noise Study Report	Environmental	FDOT	
Contamination Screening Evaluation Report	Environmental	FDEP	
Conceptual Stage Relocation Plan	Environmental	FDOT	if necessary
Section 4(f) Determination	Other	FDOT	Appropriate Section 4(f) Form(s) will be determined as more detailed and finalized project information becomes available and further assessment of potential impacts to protected Section 4(f) resources takes place.
Water Quality Impact Evaluation	Other	USEPA	
Stormwater Analysis	Engineering	FDOT	Stormwater Runoff Control Concept
Sociocultural Effects Evaluation	Other	FDOT	
Air Quality Technical Memorandum	Environmental	FDOT	
Cultural Resource Assessment Survey	Environmental	SHPO	
Utility Assessment Package	Engineering	FDOT	
Sole Source Aquifer Letter	Environmental	FDOT	FDOT District Six will coordinate with the United States Environmental Protection Agency (USEPA) Region 4 Underground Injection Control (UIC) Section to obtain concurrence on the project in compliance with Section 1424(e) of the Safe Drinking Water Act (SDWA) and 40 CFR 149.
Natural Resources Evaluation (NRE)	Environmental	FDOT	
Sea Level Impact Projection (SLIP) Study	Environmental	FDEP	

No Class of Action Defined Yet

Issue Resolution Log

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

Appendices

Preliminary Environmental Discussion Report

Social and Economic

Social

Analysis Area

Areas: Alternative #1

Degree of Effect: Moderate

SR 93/I-75 is a critical connection between Miami-Dade County and the greater Florida region. SR 93/I-75 merges with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway, two heavily traveled transportation corridors in Miami-Dade County. These roadways provide subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami. The project limits extend along SR 93/I-75 from SR 826/Palmetto Expressway to the Broward County Line for approximately 5.90 miles. This section of I-75 is within the Miami-Fort Lauderdale urbanized area and three U.S. Census Designated Places [Hialeah, Miami Lakes, and Miramar]. This project area also includes three Developments of Regional Impact (DRIs) [Blockbuster Park (ADA No: 1995-002, withdrawn), Lakes of the North (ADA No: 2000-005, pending), Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC)]. Additional community features reported within the 1,320-foot project buffer include 14 homeowner and condominium associations, six group care facilities, five schools [American Advanced Technicians Institute, Barbara Goleman Senior High, Mater Gardens Academy, Youth Co-Op Charter School, and Youth Co-Op Preparatory High School], seven private schools, 66 health care facilities, one hospital [Promise Hospital Miami Lakes], two religious centers [Creative Outreach Ministries and Iglesia Cristiano Del Alma], four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Parks (P-85, P-87 Florinda Estates Park, and P-88 Sevilla Estates Park)], one Florida Natural Areas Inventory (FNAI) public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)], one Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail Corridor (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)], and cultural resources.

Based on the Sociocultural Data Report generated in the Environmental Screening Tool (EST), which utilizes 2019-2023 American Community Survey and 2020 U.S. Census data, the Census Block Groups intersected by the 1,320-foot project buffer include approximately 46,369 people within 15,387 households. It should be noted that while the project corridor is completely within Miami-Dade County, the 500-foot and 1,320-foot project buffers include portions of Broward County. As such, demographic information is provided for the project area, Miami-Dade County and Broward County.

Demographic Characteristic / 1,320-Foot Project Buffer / Miami-Dade County / Broward County

White (Race) / 35.36% / 36.90% / 42.64%
Black or African American / 5.86% / 15.45% / 28.25%
Hispanic (Ethnic Group) / 83.64% / 68.77% / 31.91%
Other (Race)* / 58.77% / 47.65% / 29.11%
Minority / 93.89% / 87.12% / 68.08%
Under Age 18 / 21.99% / 20.14% / 20.89%
Age 65 and Over / 13.02% / 16.84% / 17.60%
Median Family Income / $105,855 / $76,403 / $88,689
Population Below Poverty Level / 7.30% / 14.93% / 12.23%
Households Below Poverty Level / 8.16% / 16.08% / 12.91%
Households with Public Assistance Income / 3.09% / 3.86% / 2.13%
Population 20 to 64 Years with a Disability / 4.81% / 6.82% / 7.45%
Less Than 9th Grade Education / 4.52% / 8.10% / 4.25%
9th to 12th Grade Education, No Diploma / 5.52% / 8.85% / 5.47%
High School Graduate or Higher Education / 89.96% / 83.06% / 90.28%
Bachelor's Degree or Higher Education / 39.40% / 33.21% / 35.80%
Speaks English Less Than Very Well / 36.77% / 34.65% / 16.43%
Occupied Housing Units with No Vehicle / 4.00% / 9.71% / 6.83%
*Other includes Asian, American Indian, or Alaska Native, Native Hawaiian & Other Pacific Islander, Some Other Race, and Two or More Races.

Compared to the demographic characteristics for Miami-Dade County, the 1,320-foot project buffer contains a slightly lower White population percentage (1.54% lower), a lower Black or African American population (9.59% lower), a higher Hispanic population percentage (14.87% higher), a lower percentage of individuals aged 65 and over (3.82% lower), and a higher median family income ($29,452 more) than Miami-Dade County.

Compared to the demographic characteristics for Broward County, the 1,320-foot project buffer contains a lower White population percentage (7.28% lower), a significantly lower Black or African American population (22.39% lower), a significantly higher Hispanic population (51.73% higher), a lower percentage of individuals aged 65 and over (4.58% lower), and a higher median family income ($17,166 more) than Broward County.

Limited English Proficiency (LEP) accommodations will likely be required during public involvement efforts of the Project Development phase as 13,903 persons (34.79%) within the 1,320-foot project buffer "speak English less than very well." In the long term, the proposed SR 93/I-75 improvements are intended to enhance the overall social fabric and cohesion of the surrounding communities by maintaining an important regional connection to jobs and essential services, as well as addressing safety conditions, and increasing capacity. While no neighborhood division or social isolation is expected to occur as a result of the project, moderate impacts on the social environment are anticipated due to the fact that access to proximate residences, businesses, and recreational features could temporarily be affected during project construction. Both a Sociocultural Effects Evaluation and Public Involvement Plan will be included in the Project Development and Environment Study scoping recommendations.

Economic

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

SR 93/I-75 supports vital regional and local commerce as it is part of Florida's Strategic Intermodal System (SIS) highway network that connects employment and population centers within Miami-Dade County. The project corridor connects with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway and provides subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami. The project is located within the Miami-Fort Lauderdale urbanized area and three U.S. Census Designated Places [Hialeah, Miami Lakes, and Miramar]. The project area also includes three Developments of Regional Impact (DRIs) [Blockbuster Park (ADA No: 1995-002 ADA, withdrawn), Lakes of the North (ADA No: 2000-005, pending), Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC)]. One Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)] intersects with the northern edge of the project corridor at the Broward County Line. There are several small employers within the 500-foot buffer on the southern side of the east-west portion of SR 93/I-75, and a high school at the eastern side of the roadway at the curve towards the northern portion of SR 93/I-75. Overall, in the long term, the proposed project is expected to enhance the economic conditions of the area by addressing the existing deficient capacity and operational conditions of the corridor, thereby supporting existing and future travel demand and improving network connectivity by maintaining and enhancing an important regional connection. However, minimal economic impacts are anticipated as access to local businesses along the corridor may be modified or temporarily affected as a result of the project. A Sociocultural Effects Evaluation will be included in the Project Development and Environment Study scoping recommendations.

Land Use Changes

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

The project is located within three U.S. Census Designated Places [Hialeah, Miami Lakes, and Miramar]. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. Resources associated with land use changes within the 500-foot buffer of the project area include three Developments of Regional Impact (DRIs) [Blockbuster Park (ADA No: 1995-002 ADA, withdrawn), Lakes of the North (ADA No: 2000-005, pending), Country Lakes West (Huntington ADA No: 1975-047, pending Notice of Proposed Change (NOPC)] and one Florida Natural Areas Inventory (FNAI) public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)]. One Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)] intersects with the northern edge of the project corridor at the Broward County Line. According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities. For these reasons, minimal impacts or changes to proximate land uses are anticipated as a result of the project. A Sociocultural Effects Evaluation will be included in the Project Development and Environment Study scoping recommendations.

Mobility

Analysis Area

Areas: Alternative #1

Degree of Effect: Enhanced

SR 93/I-75 supports vital regional and local commerce as it is part of Florida's Strategic Intermodal System (SIS) highway network that connects employment and population centers within Miami-Dade County. The project corridor connects with SR 826/Palmetto Expressway and SR 924/Gratigny Parkway and provides subsequent system-level connections to Florida's Turnpike, SR 874, and I-95 in Miami. It is essential for accessing employment centers, residential areas, and industrial areas across the state and facilitating the movement of significant commuter, visitor, and freight traffic. Within the project limits, SR 93/I-75 is classified as *Principal Arterial - Interstate* and consists of four to five general purpose lanes and one to two special use lanes in each direction. SR 93/I-75 is part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Miami-Dade County and plays a critical role in facilitating traffic during emergency evacuation periods. Mobility features within the 500-foot project buffer include one bus transit route [Route 54 - Hialeah-Miami Lakes - Bisca Via 54 St] and two federal aviation administration obstructions. One Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)] intersects with the project corridor at the Broward County Line. Overall, the project improvements are critical to enhancing regional mobility and key in preserving the operational integrity and regional functionality of the SR 93/I-75 corridor. A Sociocultural Effects Evaluation will be included in the Project Development and Environmental Study scoping recommendations.

Aesthetic Effects

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

SR 93/I-75 is a critical connection between Miami-Dade County, northern Florida, and the greater Florida region. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. Community features associated with aesthetics reported within the 500-foot project buffer include three homeowner and condominium associations [Poinciana Royale Villas Condo I, Poinciana Royale Villas Condo II, and Royal Palms Condo], one Florida Natural Area Inventory public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)], one Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)] and cultural resources. According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities. No designated Florida Scenic Highways are in the project vicinity. Overall, the proposed project improvements are anticipated to be consistent with the future land use vision and aesthetic character of the corridor. For these reasons, minimal involvement regarding aesthetic effects is anticipated. Both a Sociocultural Effects Evaluation and a Cultural Resource Assessment Survey will be included in the Project Development and Environment Study scoping recommendations.

Relocation Potential

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. The residential uses generally surround the corridor, with the exception of the southern and northwestern portions of the project area. The residential uses include 71.06 acres (9.66%) of fixed single family units [six or more dwelling units per acre], 21.04 acres (2.86%) of multiple dwelling units, low rise [two stories or less], 20.73 acres (2.82%) residential, high density under construction [six or more dwelling units per acre], 13.15 acres (1.79%) of residential, medium density under construction [two-five dwelling units per acre], and 2.28 acres (0.31%) of fixed single family units [two-five dwelling units per acre]. The existing right-of-way ranges from approximately 460 feet to 600 feet on the mainline section and widens significantly to accommodate existing interchanges. Other community features associated with relocation potential reported within the 500-foot project buffer include three homeowner and condominium associations [Poinciana Royale Villas Condo I, Poinciana Royale Villas Condo II, and Royal Palms Condo]. The typical section varies throughout the project corridor. Right-of-way could be needed to accommodate potential improvements. Potential relocations to accommodate the proposed improvements are not anticipated; however, access to proximate residences and businesses may temporarily be affected and/or modified as a result of the project. Encroachment into surrounding parcels, if necessary, will be coordinated with the affected property owners. The proposed project improvements will be designed to minimize right-of-way acquisition to the greatest extent practicable. Specific right-of-way requirements for the project will be determined during the Project Development and Environment (PD&E) Study. For these reasons, minimal involvement regarding relocation potential is anticipated. A Sociocultural Effects Evaluation and a Conceptual Stage Relocation Plan (if necessary) will be included in the PD&E Study scoping recommendations. While not anticipated, any relocations will be evaluated for potential disproportionate adverse impacts to distinct populations during the PD&E Study.

Farmlands

Analysis Area

Areas: Alternative #1

Degree of Effect: N/A / No Involvement

There are 192.79 acres (27.84%) of land classified as Farmlands of Unique Importance reported within the 500-foot project buffer. This land, though classified as Farmlands of Unique Importance, is urban in nature and has been heavily developed. The project area primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. According to the Miami-Dade County Adopted 2030 and 2040 Land Use Plan, the project corridor will continue to support the noted land uses at existing or higher densities. The project area is completely within the Miami-Fort Lauderdale Urbanized Area, and as such, lands within the project vicinity do not meet the definition of farmland as defined in 7 Code of Federal Regulations (CFR) 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply. Based on the foregoing, no involvement regarding farmlands is anticipated as a result of the project.

Wetlands and Surface Waters

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

The National Wetlands Inventory Database reports 64.85 acres [8.79%] of palustrine (freshwater emergent wetland and freshwater pond), 14.06 acres [1.91%] of riverine, and 2.06 acres [0.28%] of lacustrine (lake) wetlands within the 500-foot project buffer. Since the project area is mostly urban, many of the noted wetlands are predominantly associated with the ponds and canals/creeks that intersect or abut the corridor. The 500-foot project buffer is entirely within the South Florida Water Management District (SFWMD) North/South Everglades and Northern Everglades and Estuaries Protection Program (NEEPP) Boundaries [within the Southern Everglades], one SFWMD Comprehensive Everglades Restoration Plan (CERP) project boundary [North Lake Belt Storage Area], and within five mitigation bank service areas [Everglades Phase 1 & 2, Hole in the Donut, Loxahatchee, and Pembroke Pines]. Avoidance and minimization measures will be incorporated into the project's design, best management practices will be utilized during project activities, and compensatory mitigation will be provided for any adverse wetland impacts resulting from the proposed project improvements. Further, the proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to nearby wetlands. Minimal involvement regarding wetland resources is anticipated due to the proximity of wetlands along the corridor. A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations.

Water Resources

Analysis Area

Areas: Alternative #1

Degree of Effect: Moderate

The 500-foot project buffer occurs within one principal aquifer of the State of Florida [Biscayne Aquifer], also a Sole Source Aquifer (SSA). Other water resources include five waters not attaining standards [Snake Creek Canal West (WBID: 3284) - impaired for dissolved oxygen, Snake Creek Canal East (WBID: 3283) - impaired for dissolved oxygen, C-6/Miami Canal West (WBID: 3286A) - impaired for dissolved oxygen, C-8/Biscayne Canal (WBID: 3285) - impaired for dissolved oxygen, and C-7/Little River (WBID: 3287) - impaired for bacteria (Escherichia coli)], the latter two are also total maximum daily loads (TMDLs) waterbodies], one Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) stormwater facility and activity, three FDEP NPDES stormwater permits, and 18 United States Environmental Protection Agency (USEPA) NPDES facilities. The 500-foot project buffer is entirely within the South Florida Water Management District (SFWMD) North/South Everglades and Northern Everglades and Estuaries Protection Program (NEEPP) Boundaries [within the Southern Everglades]. Stormwater runoff from the project corridor on SR 93/I-75 is currently collected via a series of drains (located on the inside and outside shoulders) and vegetated swales (located on the outside shoulders) and treated prior to offsite conveyance. The proposed stormwater management system will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to impaired waters; the design will make every effort to maximize the treatment of stormwater runoff from the proposed project improvements. A Stormwater Runoff Control Concept (SRCC) will also be implemented to control the effects of stormwater runoff during construction. Due to additional and more stringent stormwater treatment requirements of discharge to impaired waters and potential impacts from construction related disturbances, moderate involvement regarding water resources is anticipated. A Water Quality Impact Evaluation will be included in the Project Development and Environment Study scoping recommendations. A FDEP NPDES Construction Permit, a SFWMD Environmental Resource Permit (ERP), and a United States Army Corp of Engineers 404 Permit will likely be required. FDOT District Six will coordinate with the United States Environmental Protection Agency (USEPA) Region 4 Underground Injection Control (UIC) Section to obtain concurrence on the project in compliance with Section 1424(e) of the Safe Drinking Water Act (SDWA) and 40 Code of Federal Regulations (CFR) 149.

Floodplains

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

According to the Digital Flood Insurance Rate Map (DFIRM) 100 Year Flood Zones data, 631.22 acres (85.69%) of the 500-foot project buffer occur within the 100-year floodplain [Flood Zones AE (64.64%), AH (11.41%) and A (9.64%)]. Right-of-way could be needed to accommodate the proposed improvements. Floodplain compensation [associated with project impacts] will be addressed through necessary agency coordination. Therefore, minimal involvement regarding floodplains is anticipated. A Location Hydraulic Report will be included in the Project Development and Environment Study scoping recommendations.

Protected Species and Habitat

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27.
For general information on Florida imperiled species and species conservation programs, go to https://myfwc.com/wildlifehabitats/wildlife/

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

The 500-foot project buffer occurs within the United States Fish and Wildlife Service (USFWS) Consultation Areas for the Florida bonneted bat and snail kite; occasional range for the Florida black bear; and Core Foraging Area for the wood stork. The project area is also within the South Florida Water Management District (SFWMD) North/South Everglades and the Northern Everglades and Estuaries Protection Program (NEEPP) Boundaries [within the Southern Everglades], one SFWMD Comprehensive Everglades Restoration Plan (CERP) project boundary [North Lake Belt Storage Area/East Coast Buffer (also a Florida Natural Areas Inventory (FNAI) public land and Florida Managed Area)]. Additional sensitive features within the 500-foot project buffer include the Biscayne Canal watershed, which contains rare and imperiled fish [American eel and opossum pipefish] and known ranges of 29 protected species [including five mammals (Florida bonneted bat, Florida panther, southeastern beach mouse, and West Indian manatee), five reptiles (green sea turtle, hawksbill sea turtle, leatherback sea turtle, American crocodile, eastern indigo snake), five birds (eastern black rail, eastern snail kite, red-cockaded woodpecker, wood stork, and rufa red knot), two insects (Miami blue butterfly and monarch butterfly), one mollusk (stock island tree snail), and 12 plants]. Additionally, there is one eagle nest present within the 1,320-foot project buffer. A field survey to map potential habitat and determine species presence/absence will be required. Avoidance and minimization measures will be implemented for the noted species to the greatest extent practicable. In addition, agency coordination will take place to address potential project impacts to protected species. Minimal involvement regarding protected species and habitat is anticipated due to the limited resources within the vicinity of the project and the urban nature of the project area. A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations.

Coastal and Marine

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

The project is not within the vicinity of a coastal barrier resource or Essential Fish Habitat. However, the project is located within a coastal county [Miami-Dade County]; as such, additional interagency coordination associated with the Coastal Zone Management Act (CZMA) noticing requirements is anticipated. The project area is within a coastal boundary or area at risk due to sea level rise. The project (including the proposed stormwater management system) will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed project design, and best management practices will be adhered to during the project construction to prevent water quality impacts to downstream estuarine habitats. For these reasons, minimal involvement regarding coastal and marine resources is anticipated. A Natural Resources Evaluation and a Sea-Level Impact Projection (SLIP) Study will be included in the Project Development and Environment Study scoping recommendations.

Cultural and Tribal

Section 4(f) Potential

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

Potential Section 4(f) resources identified within the 1,320-foot project buffer include four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Parks (P-85, P-87 Florinda Estates Park, and P-88 Sevilla Estates Park)], one Florida Natural Areas Inventory (FNAI) public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)], one Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)] and cultural resources. There are no historic resources that have been evaluated by the State Historic Preservation Officer (SHPO) to be eligible for the National Register of Historic Places (NRHP); several resource groups and archaeological or historic sites have been evaluated as ineligible for the NRHP. Property appraiser data suggests the potential for unrecorded historic resources (structures built more than 50 years ago) within the project area which will need to be identified and evaluated for NRHP-eligibility if they are within the area of potential effect. While the entire project corridor appears to have been surveyed for cultural resources, given the dates of some of the surveys performed, an updated comprehensive survey may need to be conducted. Minimal involvement regarding Section 4(f) potential is anticipated due to potential temporary impacts on access to and enjoyment of the noted recreational features during project construction. During the Project Development phase, the FDOT District Six will determine the appropriate Section 4(f) documentation based on further assessment of potential impacts to protected Section 4(f) resources as more detailed project information becomes available. The project will be developed to avoid and/or minimize impacts to these resources to the greatest extent practicable and will be coordinated with the appropriate Official(s) with Jurisdiction (OWJ), if warranted.

Historic and Archaeological Sites

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

Based on a preliminary review of Florida Master Site File data, numerous surveys have been conducted within the project area between 1979 to 2023. Several previously recorded resources were identified within 500-feet of the project area, including two archaeological or historic sites [Floyd Site and Hidden Site] and four resource groups [Snake Creek Canal No C-9, Graham Dairy Canal, Golden Glades Canal, and SR 826 Canal]. Of these resources, all have been evaluated by the State Historic Preservation Officer (SHPO) as ineligible for the National Register of Historic Places (NRHP). Property appraiser data suggests the potential for unrecorded historic resources (structures built more than 50 years ago) within the project area which will need to be identified and evaluated for NRHP-eligibility if they are within the area of potential effect. While the entire project corridor appears to have been surveyed for cultural resources, given the dates of some of the surveys performed, an updated comprehensive survey may need to be conducted. Given the low probability for potential impacts to historic resources within the vicinity of the project as a result of the proposed project improvements, minimal involvement regarding historic and archaeological sites is anticipated. A Cultural Resource Assessment Survey will be included in the Project Development and Environment Study scoping recommendations.

Recreational and Protected Lands

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

Recreational areas/features reported within the 1,320-foot project buffer include four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Parks (P-85, P-87 Florinda Estates Park, and P-88 Sevilla Estates Park)] and one Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)]. There is one South Florida Water Management District (SFWMD) Owned Land [North Lake Belt Storage Area/East Coast Buffer (also a SFWMD Comprehensive Everglades Restoration Plan (CERP) project, a Florida Natural Areas Inventory (FNAI) public land and Florida Managed Area)] present within the 500-foot buffer under the jurisdiction of the Acquisition and Restoration Council (ARC). The project could enhance connectivity and access to these noted features. Minimal involvement regarding recreational areas and protected lands is anticipated given that there may be temporary impacts on access to and enjoyment of the noted amenities during project construction.

Physical

Noise

Analysis Area

Areas: Alternative #1

Degree of Effect: Moderate

The project area is surrounded by urban development and primarily consists of residential land uses, with smaller segments of recreation, industrial, water, and public/semi-public uses. The residential uses generally surround the corridor, with the exception of the southern and northwestern portions of the project area. The residential uses include 71.06 acres (9.66%) of fixed single family units [six or more dwelling units per acre], 21.04 acres (2.86%) of multiple dwelling units, low rise [two stories or less], 20.73 acres (2.82%) residential, high density under construction [six or more dwelling units per acre], 13.15 acres (1.79%) of residential, medium density under construction [two-five dwelling units per acre], and 2.28 acres (0.31%) of fixed single family units [two-five dwelling units per acre]. There are 14 noise barriers present within the project area, the majority on the east side of the corridor and along interchange ramps. Specific community features reported within the 1,320-foot project buffer that may be sensitive to noise and vibration effects include 14 homeowner and condominium associations, six group care facilities, five schools [American Advanced Technicians Institute, Barbara Goleman Senior High, Mater Gardens Academy, Youth Co-Op Charter School, and Youth Co-Op Preparatory High School], seven private schools, 66 health care facilities, one hospital [Promise Hospital Miami Lakes], two religious centers [Creative Outreach Ministries and Iglesia Cristiano Del Alma], four parks and recreational facilities [Garden of the Arts Park, Miami Lakes Mini Parks (P-85, P-87 Florinda Estates Park, and P-88 Sevilla Estates Park)], one Florida Natural Areas Inventory (FNAI) public land [East Coast Buffer/North Lake Belt Storage Area (also a Florida Managed Area)], one Office of Greenways and Trails (OGT) hiking trail priority [Snake Creek Trail Corridor (also an OGT multi-use trail opportunity and part of the Shared-Use Nonmotorized (SUN) Trail Network)], and cultural resources. Increased noise levels during construction and presumable noise increases from higher traffic volumes as a result of improved operational conditions along the project corridor could have impacts on nearby residences, businesses, and community features. Although the number of noise sensitive sites in the project area is high, the existing noise levels from the current urbanized nature of the area as a major transportation facility are also high. Therefore, overall noise and vibration related impacts as a result of the project are anticipated to be moderate. A Noise Study Report (NSR) will be included in the Project Development and Environment Study scoping recommendations.

Air Quality

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

The project is not located within a United States Environmental Protection Agency (USEPA)-designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants [ozone, carbon, monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards; therefore the Clean Air Act conformity requirements do not currently apply to the project. It should be noted that the 500-foot project buffer contains two USEPA regulated air emissions facilities [Jaiba Cabinets Corporation and Super Shine Body Shop]. While minimal, localized impacts to air quality could occur as a result of fugitive dust and exhaust emissions generated from equipment during project construction, no permanent effects to air quality are anticipated. However, due to the high existing and projected Annual Average Daily Traffic (AADT) volumes traveling on the corridor, a quantitative air quality analysis will be required. An Air Quality Technical Memorandum will be included in the Project Development and Environment Study scoping recommendations.

Contamination

Analysis Area

Areas: Alternative #1

Degree of Effect: Moderate

The following potential sources of subsurface contamination are reported within the 500-foot project buffer: five Storage Tank Contamination Monitoring (STCM) sites, one Florida Department of Environmental Protection (FDEP) Environmental Restoration Integrated Cleanup (ERIC) site, two State Underground Petroleum Environment Response (SUPER) Act Program risk sources, four Miami-Dade County Division of Environmental Resources Management (DERM) contaminated sites [Youth Co-Op Inc, Robert & Joseph Greenspan, Brickman Bros. Inc, and Austin Tupler Trucking Inc.], 11 hazardous waste facilities, and 16 United States Environmental Protection Agency (USEPA) Resource Conservation and Recovery Act (RCRA) regulated facilities. It should be noted that some of the identified sources may overlap categories. Moderate involvement regarding contamination is anticipated given the number of sites and proximity of these sources to the project corridor as well as the potential presence of unreported sources of subsurface contamination. All identified sites will be investigated to determine their potential risk during the Project Development and Environment (PD&E) Study; proper mitigation will take place if medium to high-risk sites are identified. A Contamination Screening Evaluation Report will be included in the PD&E Study scoping recommendations.

Infrastructure

Analysis Area

Areas: Alternative #1

Degree of Effect: Moderate

Infrastructure-related features reported within the 500-foot project buffer include 35 Florida Department of Health (FDOH) likely on-site septic systems, one FM Tower Structures [Llamados Para Truiunfar Inc], one wireless antenna structure location [PTI US Towers I, LLC], three federal aviation administration obstructions, three electric power transmission lines, one electric substation, and one gas transmission pipeline. The gas transmission pipeline runs north to south across the intersection of SR 93/I-75 and SR 826/Palmetto Expressway and south down the SR 826/Palmetto Expressway. Streetlights, power lines, traffic lights and utility cabinet boxes are present throughout the project area. Due to the complex nature of the project area, potential conflicts with existing infrastructure and the possible need for utility relocations as a result of the project, moderate involvement regarding infrastructure-related features is anticipated. A Utility Assessment Package will be included in the Project Development and Environment Study scoping recommendations.

Navigation

Analysis Area

Areas: Alternative #1

Degree of Effect: N/A / No Involvement

There are no resources related to navigation reported within the 500-foot project buffer; therefore, no involvement regarding navigation is anticipated.

Special Designations

Special Designations: Outstanding Florida Waters

Analysis Area

Areas: Alternative #1

Degree of Effect: N/A / No Involvement

There are no Outstanding Florida Waters reported within the 500-foot project buffer; therefore, no involvement regarding this specially-designated resource is anticipated.

Special Designations: Aquatic Preserves

Analysis Area

Areas: Alternative #1

Degree of Effect: N/A / No Involvement

There are no Aquatic Preserves reported within the 500-foot project buffer; therefore, no involvement regarding this specially-designated resource is anticipated.

Special Designations: Wild and Scenic Rivers

Analysis Area

Areas: Alternative #1

Degree of Effect: N/A / No Involvement

No designated Wild and Scenic Rivers nor waters that are part of the Nationwide Rivers Inventory (NRI) are reported within the 500-foot project buffer; therefore, no involvement regarding this specially-designated resource is anticipated.

Special Designations: Sole Source Aquifers

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

There is one sole source aquifer [Biscayne Aquifer] located within the 500-foot project buffer. The project (including the proposed stormwater management system) will be designed to meet state water quality and quantity requirements in accordance with the South Florida Water Management District (SFWMD) Environmental Resource Permit Applicant's Handbook, avoidance and minimization measures will be utilized for the proposed design, and best management practices will be adhered to during construction to prevent impacts to proximate sensitive waters. A Stormwater Runoff Control Concept (SRCC) will also be implemented to control the effects of stormwater runoff during construction. For these reasons, minimal involvement regarding this specially-designated resource is anticipated. A Water Quality Impact Evaluation will be included in the Project Development and Environment Study scoping recommendations. FDOT District Six will coordinate with the United States Environmental Protection Agency (USEPA) Region 4 Underground Injection Control (UIC) Section to obtain concurrence on the project in compliance with Section 1424(e) of the Safe Drinking Water Act (SDWA) and 40 Code of Federal Regulations (CFR) 149.

Advance Notification Package Comments

FL Department of Agriculture and Consumer Services

Reviewed by: Mark Kiser, 6/12/2025

No additional comments.

FL Department of Environmental Protection

Reviewed by: Chris Stahl, 5/20/2025

None at this time

FL Fish and Wildlife Conservation Commission

Reviewed by: Laura DiGruttolo, 6/6/2025

No additional comments.

US Fish and Wildlife Service

Reviewed by: Amber Rhodes, 6/5/2025

No further comments

GIS Analyses

Since there are so many GIS Analyses available for Project 14593 - SR 93/I-75 , they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

Public Site: http://etdmpub.fla-etat.org/est/index.jsp?tpID=14593&startPageName=GIS%20Analysis%20Results

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Published** is selected. GIS Analyses snapshots have been taken for Project #14593 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Degree of Effect Legend

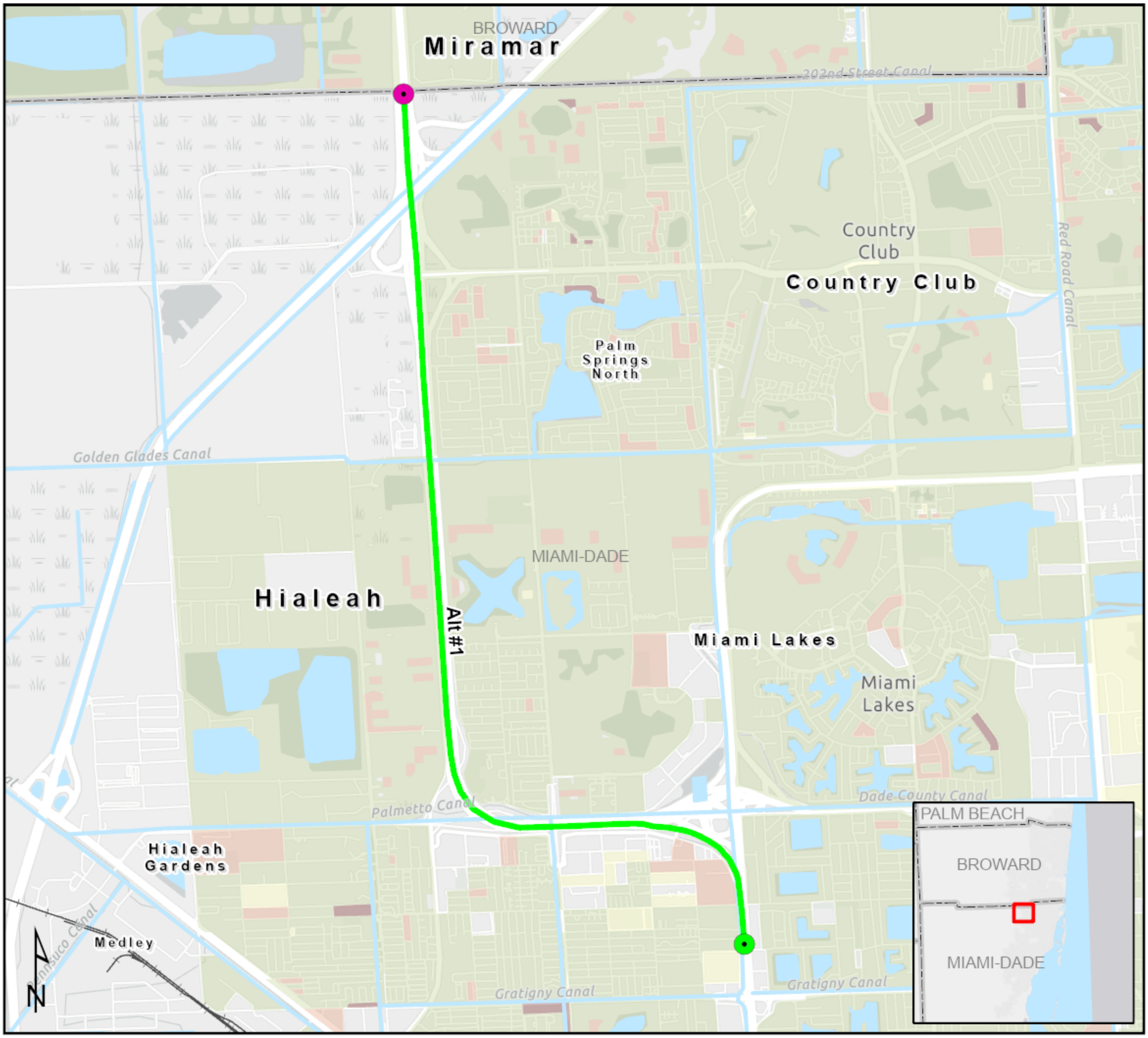
Color Code	Meaning	ETAT	Public Involvement
N/A	N/A / No Involvement	There is no presence of the topic in relationship to the project, or the topic is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/05/2005)	The topic is present, but the project will have no impact on the topic; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The *None* degree of effect is new as of 12/05/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (before 12/05/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Issue (Planning)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Issue Resolution (Programming)	Project does not conform to agency statutory requirements and will not be permitted. Issue resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
NC	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
NR	No ETAT Reviews	No ETAT members have reviewed the corresponding topic for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Hardcopy Maps

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Age Distribution

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

Median Age (2020)

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

0 0.5 1 Miles

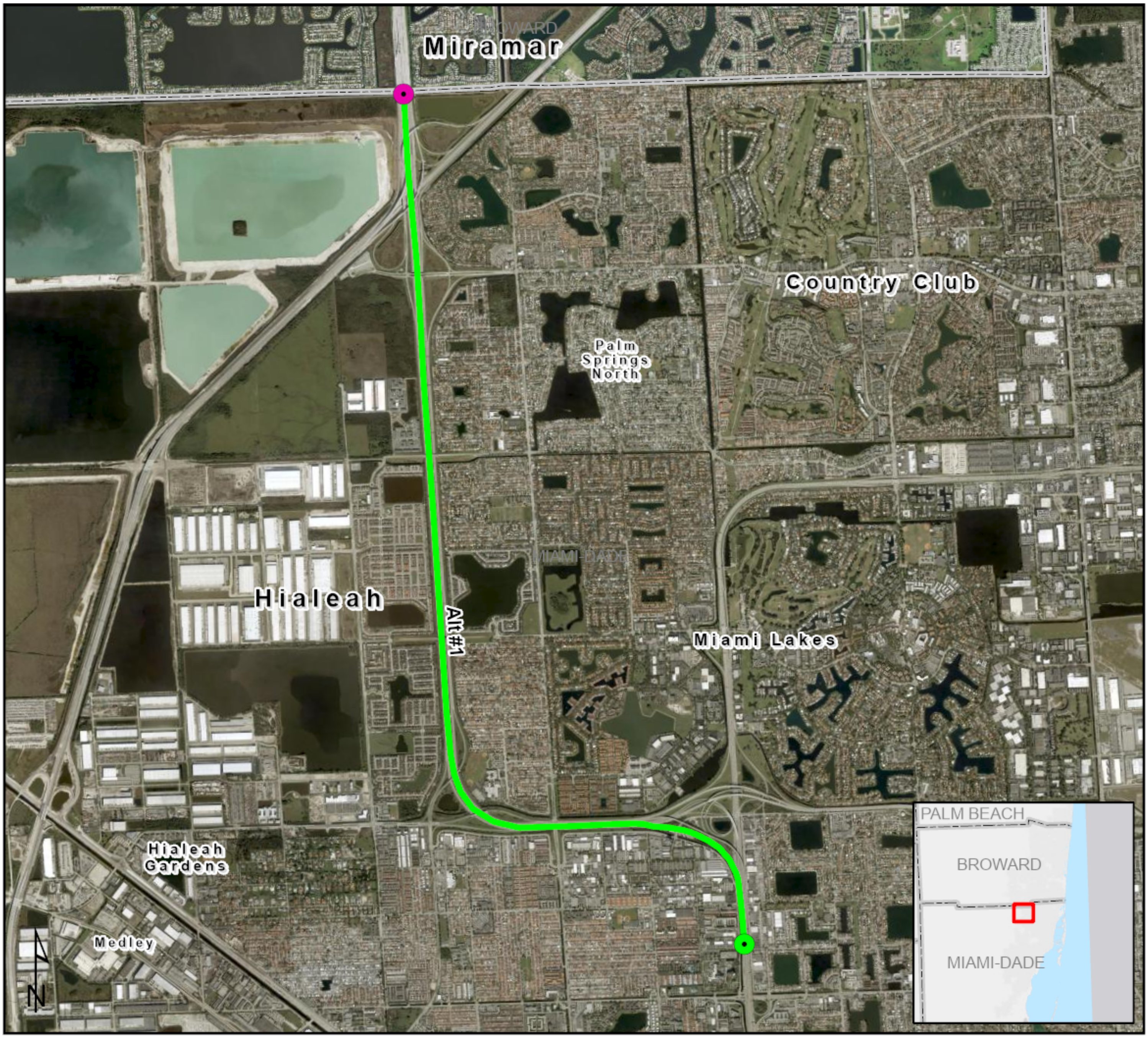
ETDM EST FDOT

Creation Date: 5/1/2025 3:00 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Analysis Area Aerial

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- County Boundaries

0 0.5 1 Miles

ETDM EST FDOT

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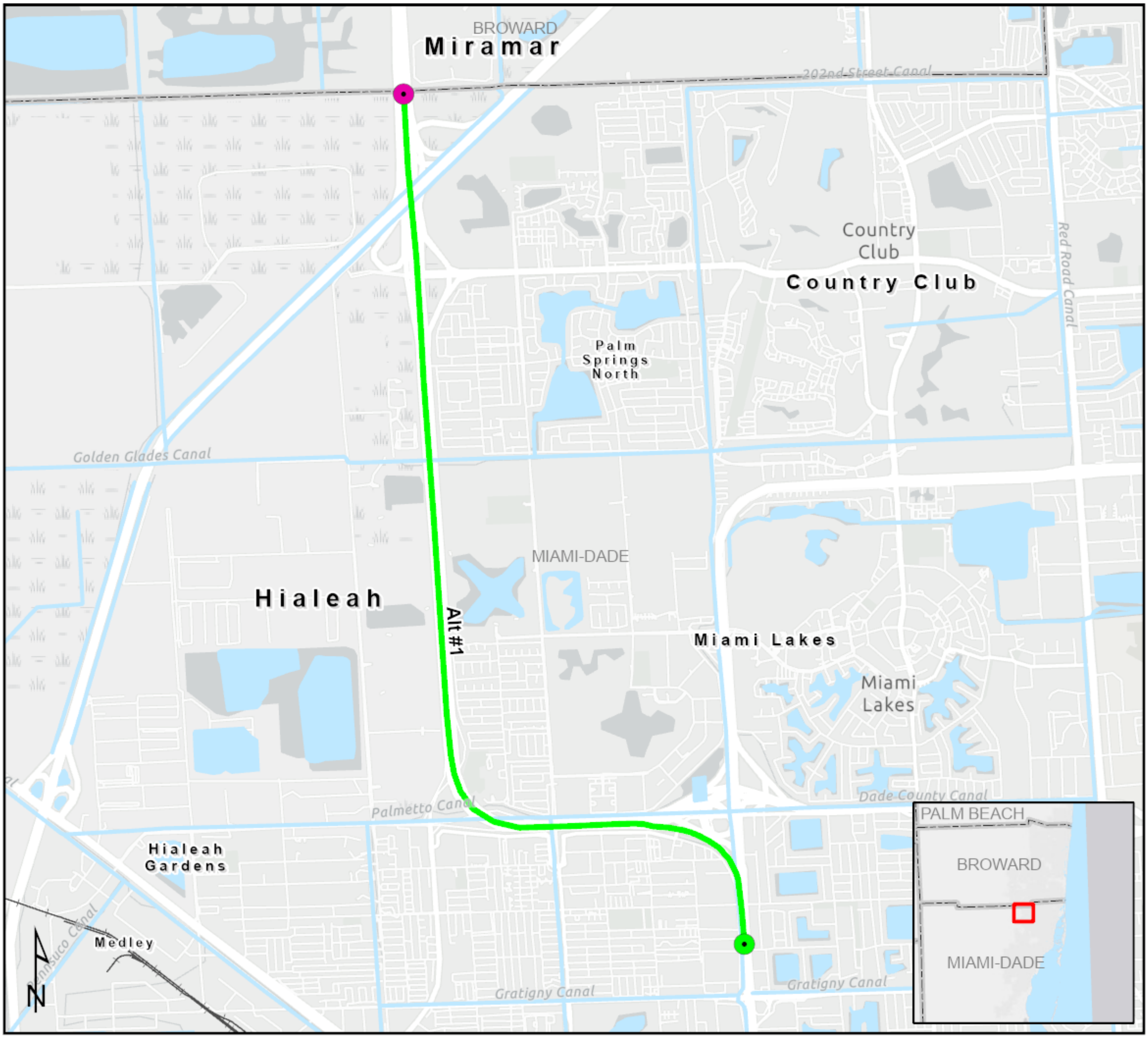
Creation Date: 5/1/2025 3:00 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Analysis Area Base

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

0 0.5 1 Miles

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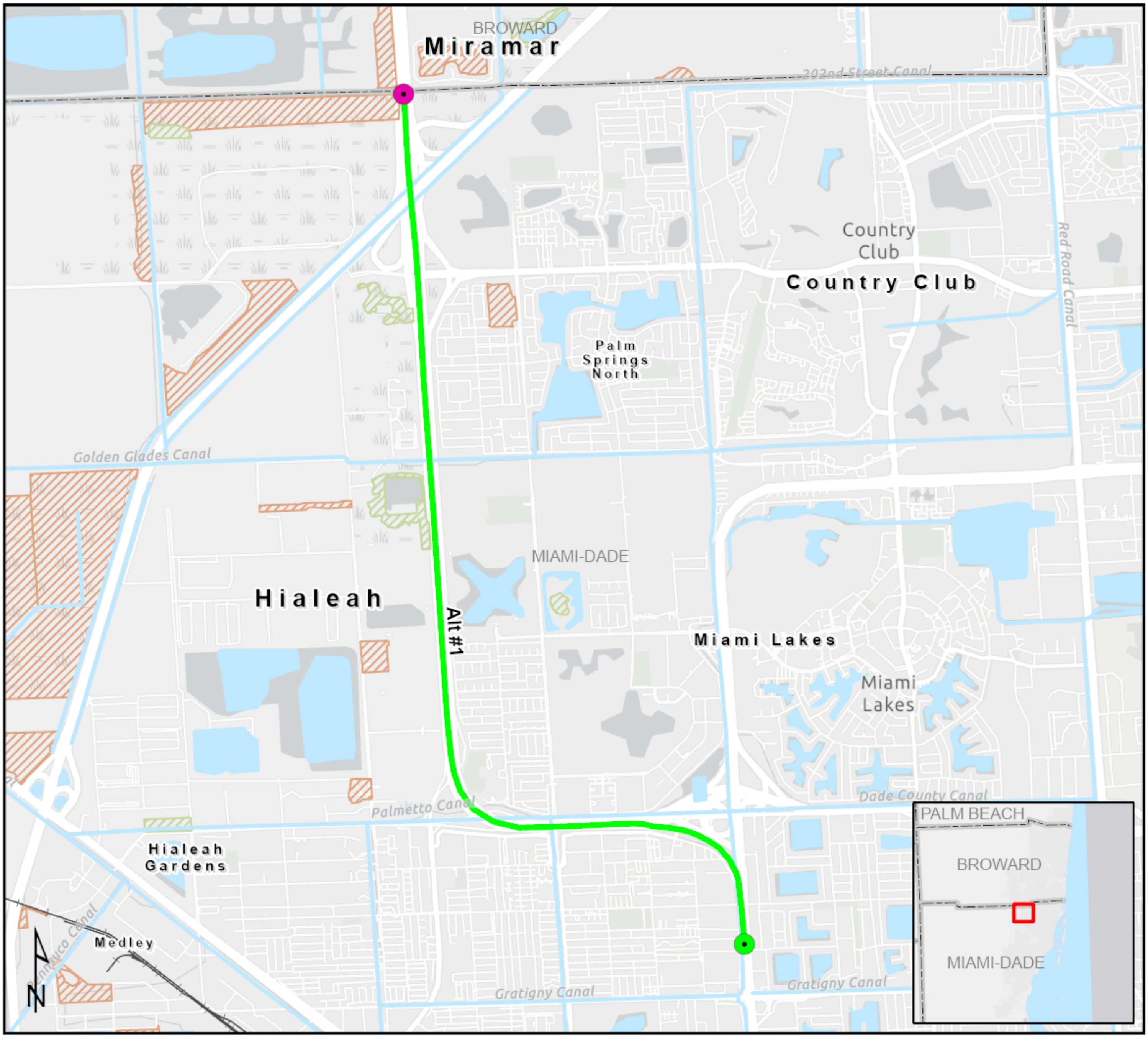
14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Coastal and Marine

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

WMD FLUCCS Wetlands

- Vegetated Non-forested Wetland
- Wetland Hardwood Forest

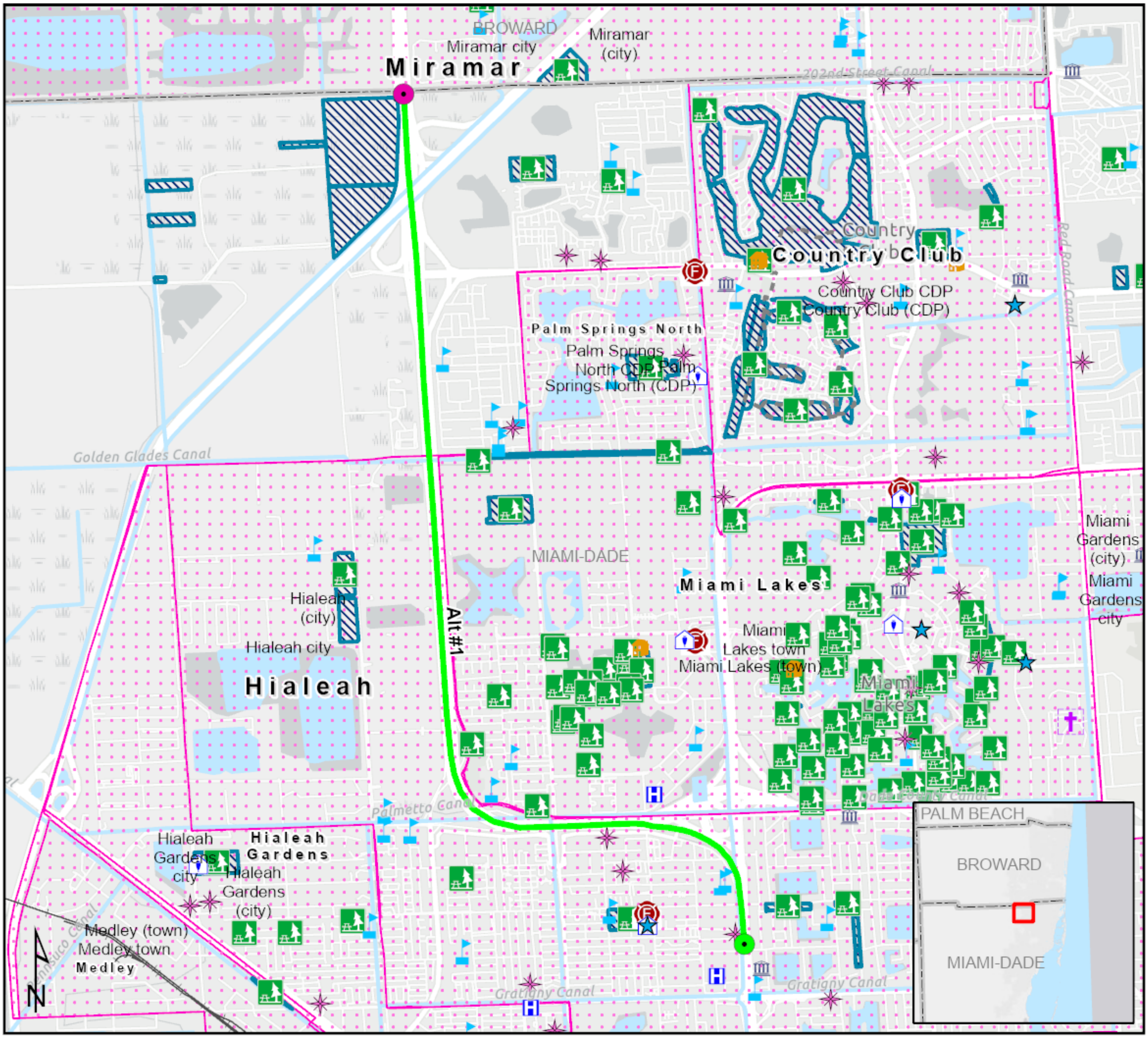
0 0.5 1 Miles

Creation Date: 5/1/2025 3:00 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Community Services

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- Government
- Cemetery
- Community Center
- Law Enforcement
- Place of Worship
- Cultural Center
- Fire Station
- Hospital
- School
- Park
- Existing Trails
- Conservation or Recreation Area
- Park Boundary
- Community Boundary
- River, Stream or Canal

0 0.5 1 Miles

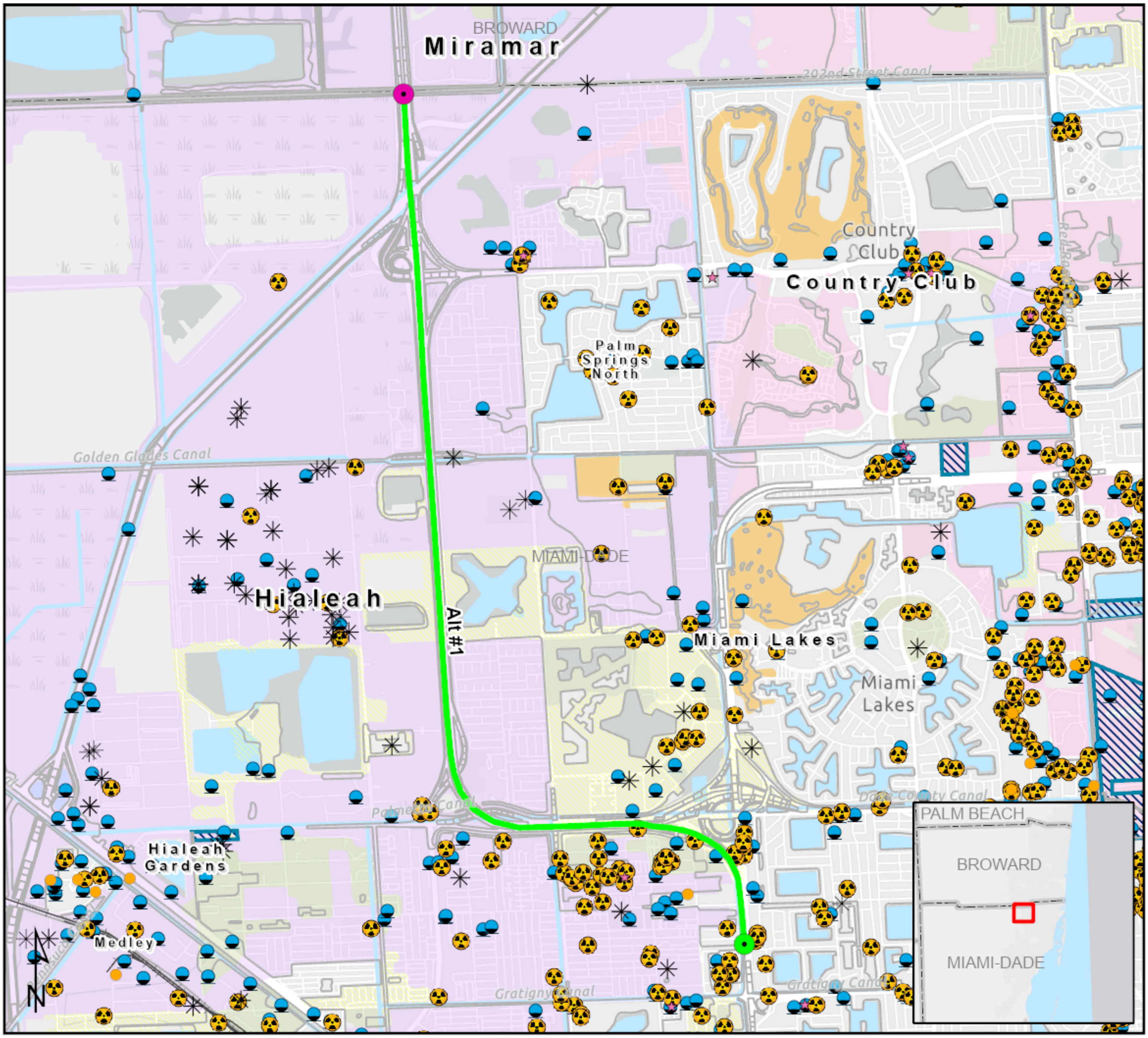
ETDM EST FDOT

Creation Date: 5/1/2025 3:00 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Contamination

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Toxic Release Inventory
- Dry Cleaning Facility
- Solid Waste Facility
- Hazardous Material Site
- FDEP Tanks
- Railroad
- 5 FT Contour
- County Boundaries
- Brownfield Area
- River, Stream or Canal

Soil Drainage

- Well Drained
- Moderately Well Drained
- Somewhat Poorly Drained
- Poorly Drained
- Very Poorly Drained

0 0.5 1 Miles

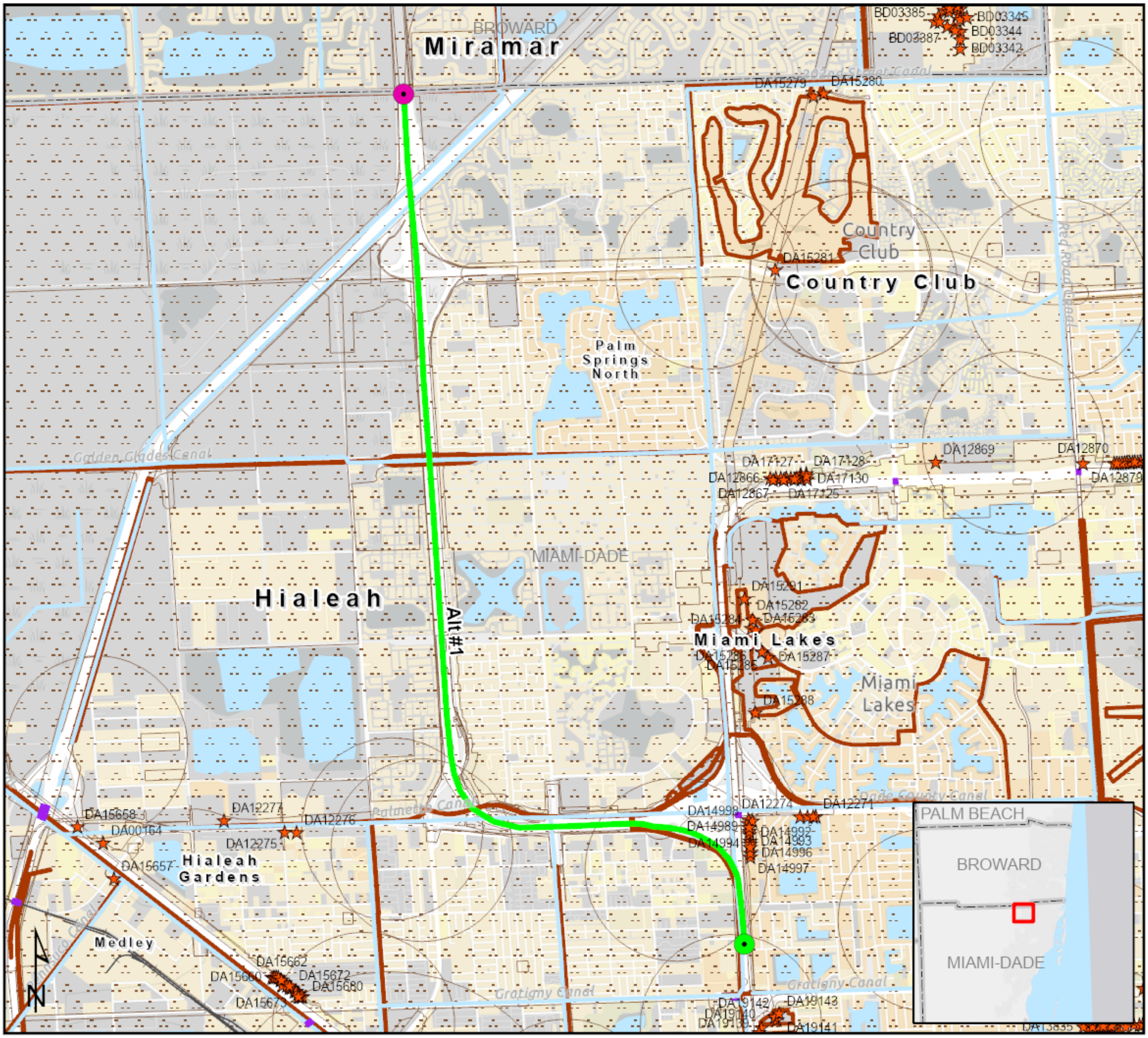
ETDM EST FDOT

Creation Date: 5/1/2025 3:01 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Cultural Resource

ETDM Alternative Terminus
- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Historic Structure
- Historic Bridge
- Railroad
- County Boundaries
- River, Stream or Canal
- Historic Resource Group
- Cultural Resource Field Survey Area
- Parcels (Forty to Forty-nine years old)

Pre & Post 1970
- Pre 1970
- Post 1970
- Parcels with no values

0 0.5 1 Miles

ETDM EST FDOT

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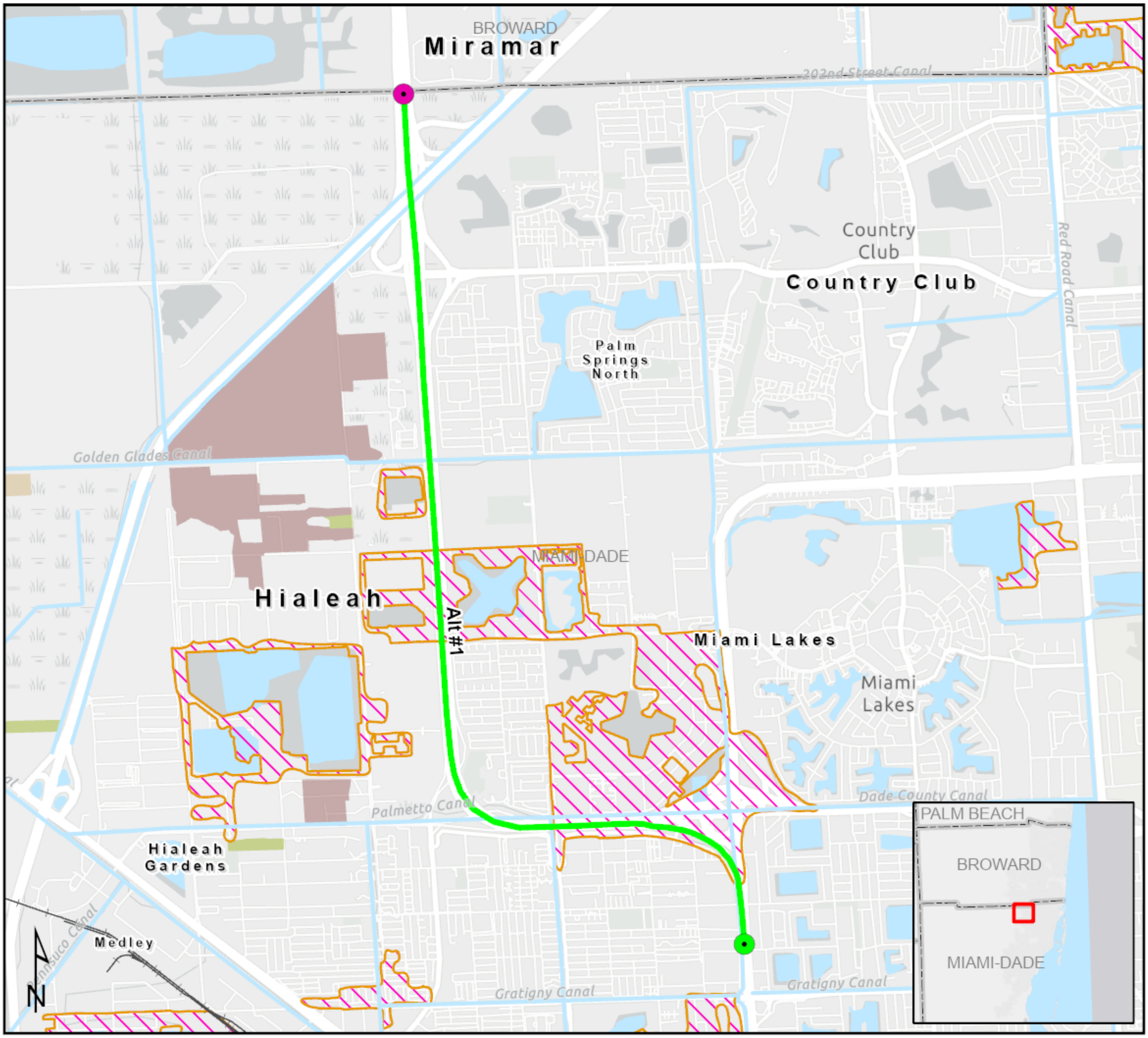
14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Farmlands

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal
- Prime Farmland Soils

WMD FLUCCS Agricultural

- Cropland/Pastureland
- Nurseries/Vineyards
- Rural Open Lands

0 0.5 1 Miles

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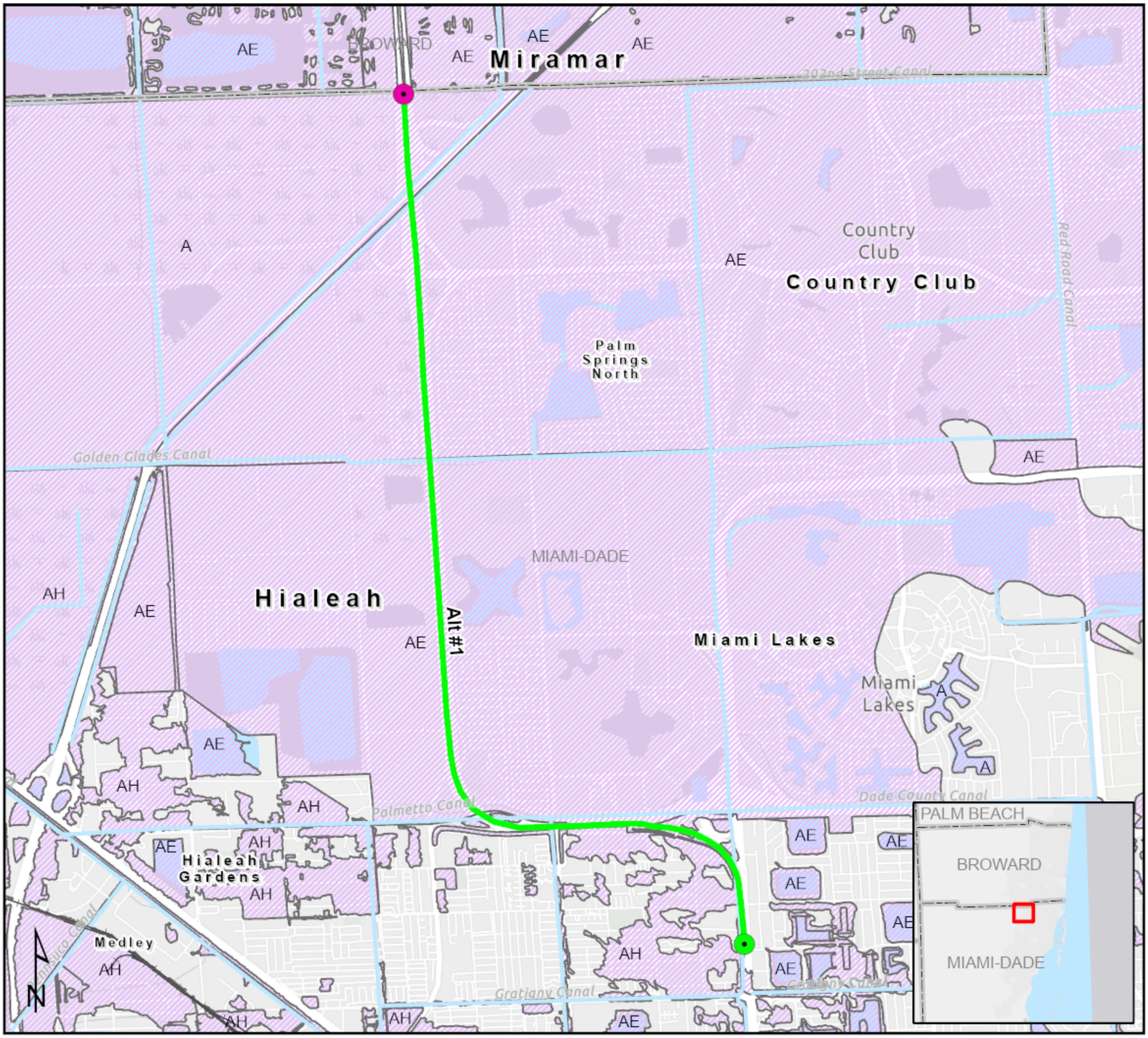

Floodplains

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal
- Special Flood Hazard Area

0 0.5 1 Miles

ETDM EST FDOT

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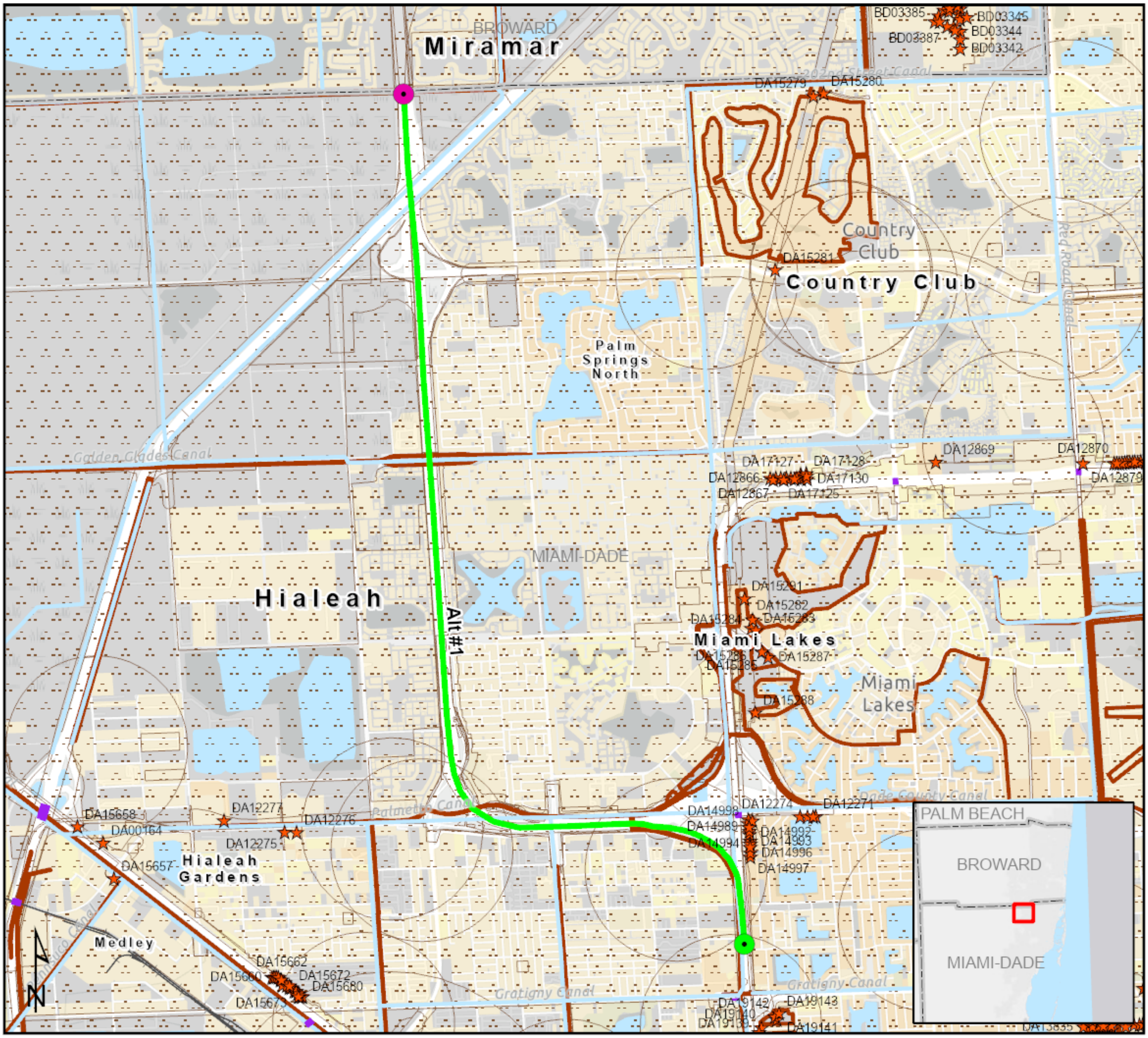


Historic Resource

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Historic Structure
- Historic Bridge
- Railroad
- County Boundaries
- River, Stream or Canal
- Historic Resource Group
- Cultural Resource Field Survey Area
- Parcels (Forty to Forty-nine years old)

Pre & Post 1970

- Pre 1970
- Post 1970
- Parcels with no values

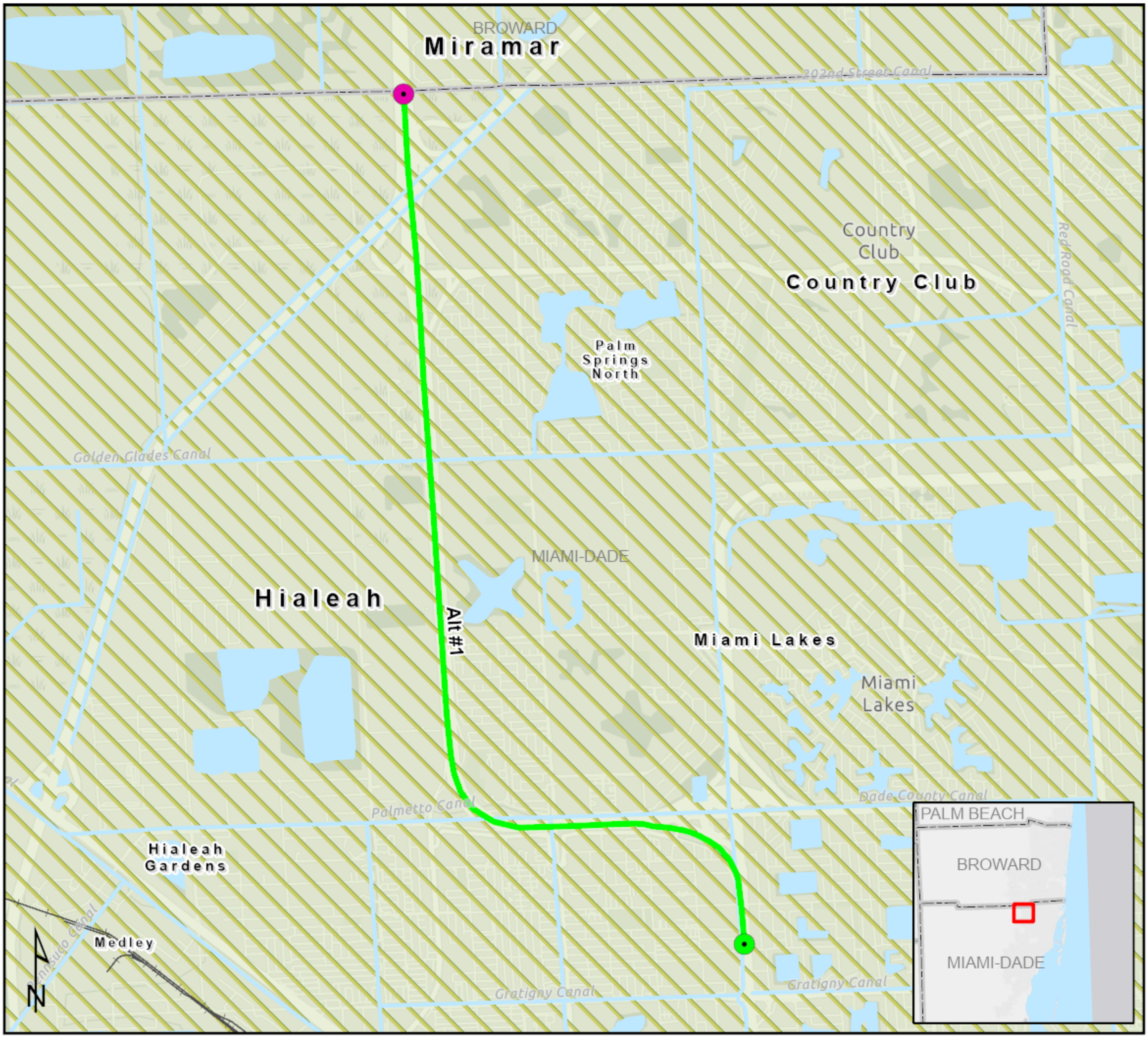
0 0.5 1 Miles

Creation Date: 5/1/2025 3:01 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Hydrogeology

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

Recharge Areas of the Floridan Aquifer

- Disharge < 1

USGS Geological Units (Epoch)

- Pleistocene

0 0.5 1 Miles

ETDM EST FDOT

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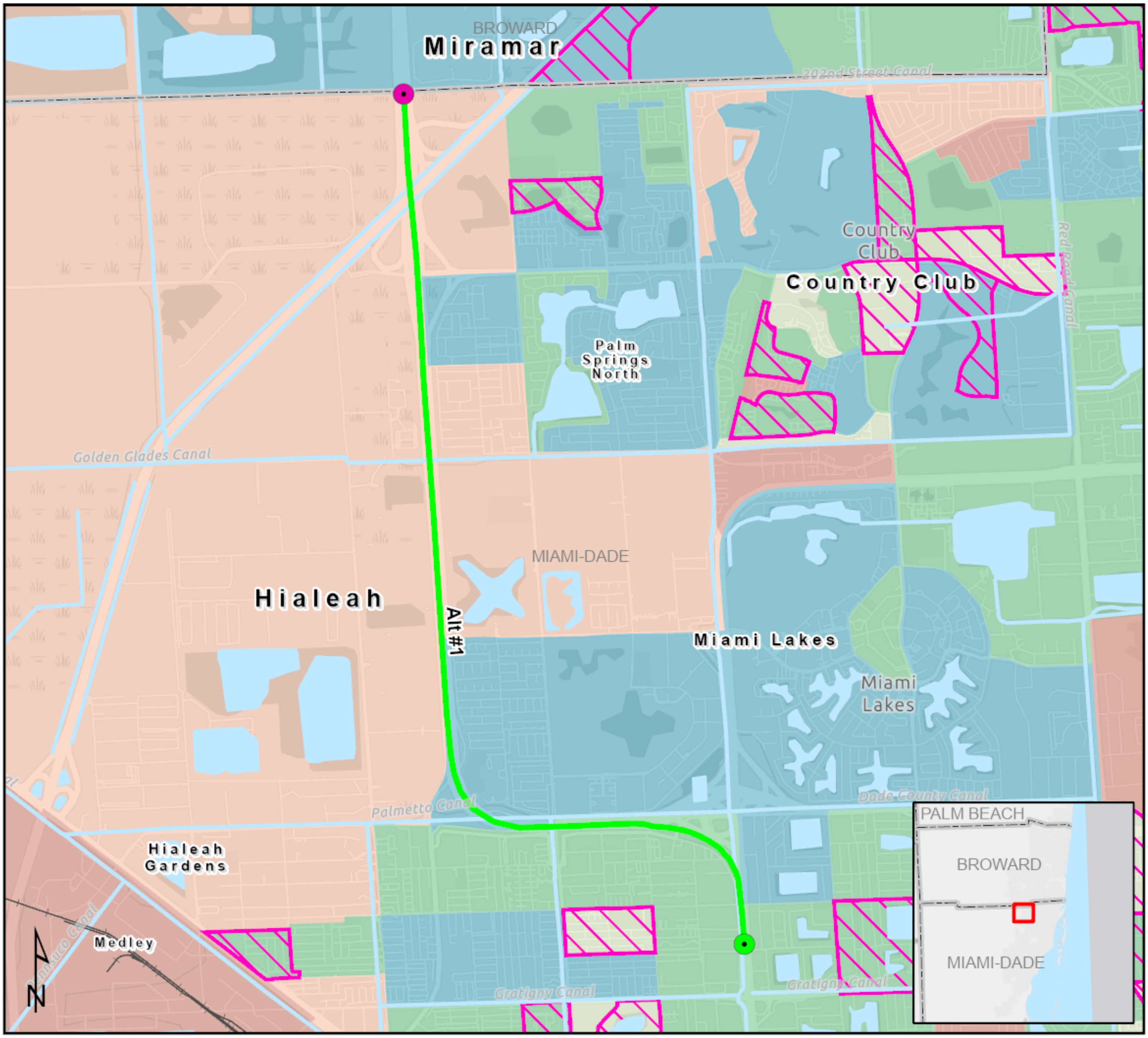


Income

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

Below Poverty (>20%)

Median Household Income

- 0 - 10,000
- 30,000 - 49,999
- 50,000 - 79,999
- 80,000 - 125,000
- > 125,000

0 0.5 1 Miles

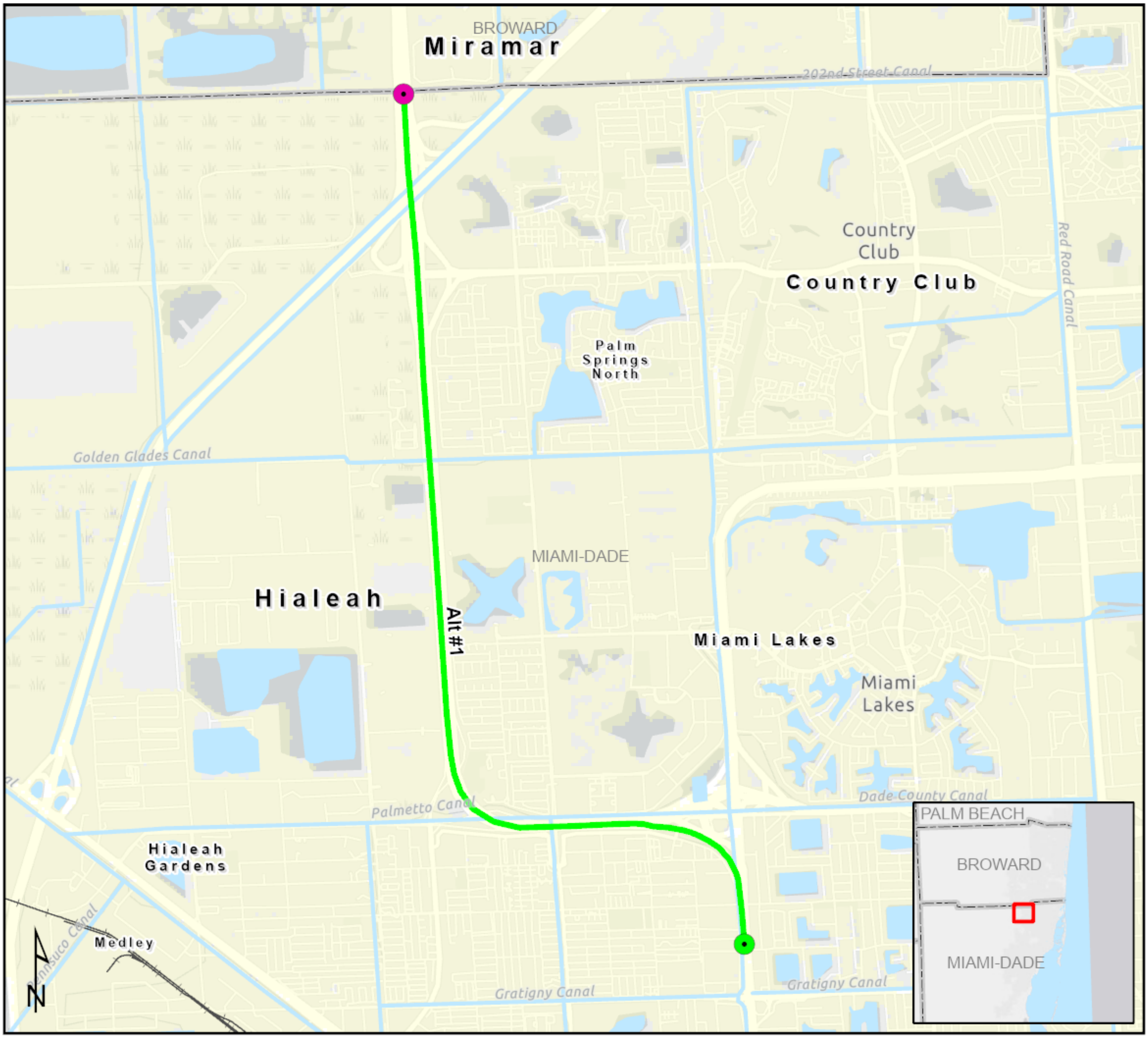
ETDM EST FDOT

Creation Date: 5/1/2025 3:02 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Integrated Wildlife Model

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

IWHRS_2009

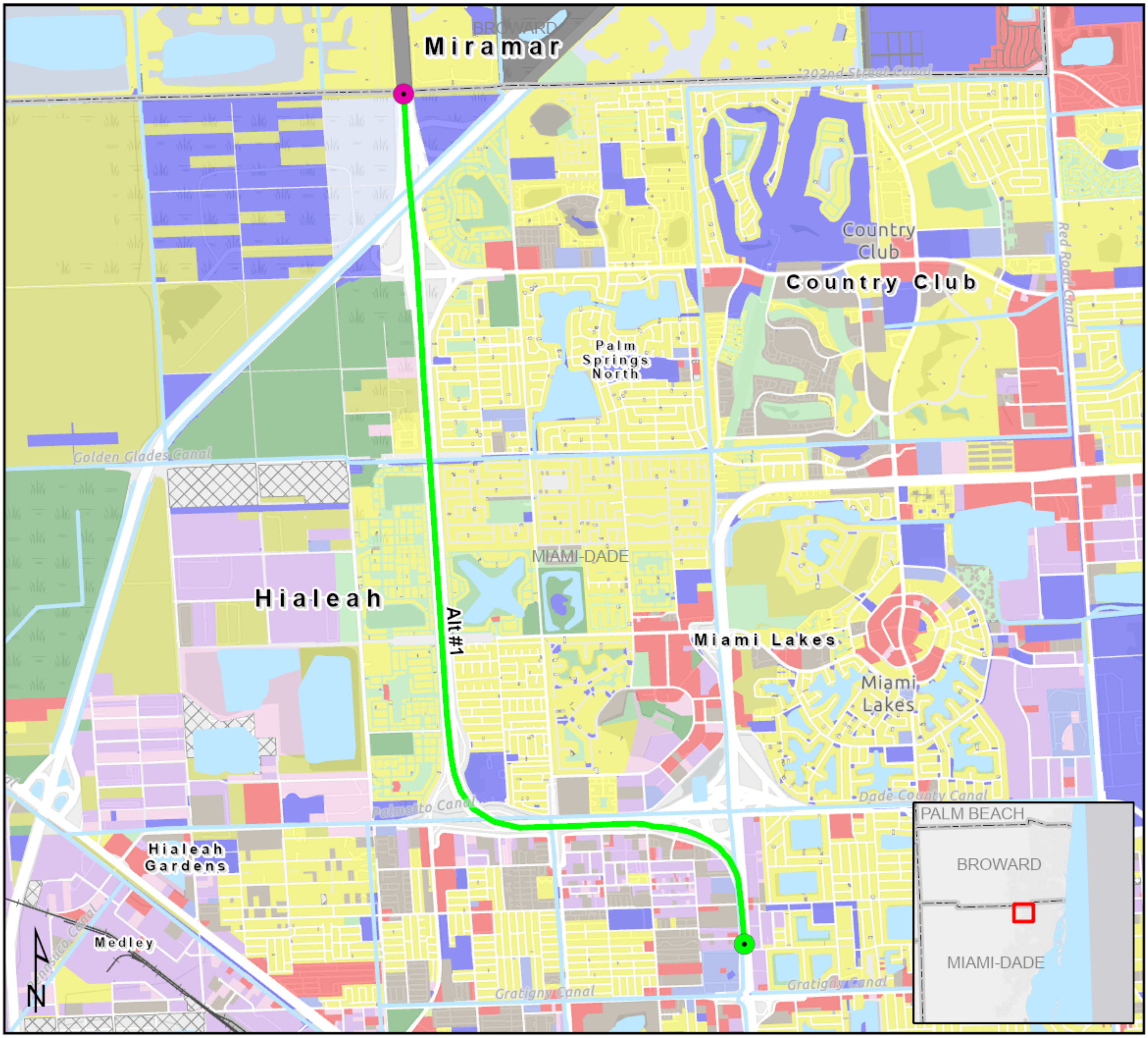
- Low Habitat Quality

0 0.5 1 Miles

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Land Use

ETDM Alternative Terminus
- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

Generalized Land Use (Parcels Derived)
- Acreage Not Zoned For Agriculture
- Agricultural
- Centrally Assessed
- Industrial
- Institutional
- Parcels With No Values
- Public/Semi-Public
- Recreation
- Residential
- Retail/Office
- Right-of-Way
- Vacant Nonresidential
- Vacant Residential
- Water

0 0.5 1 Miles

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Alternative #1

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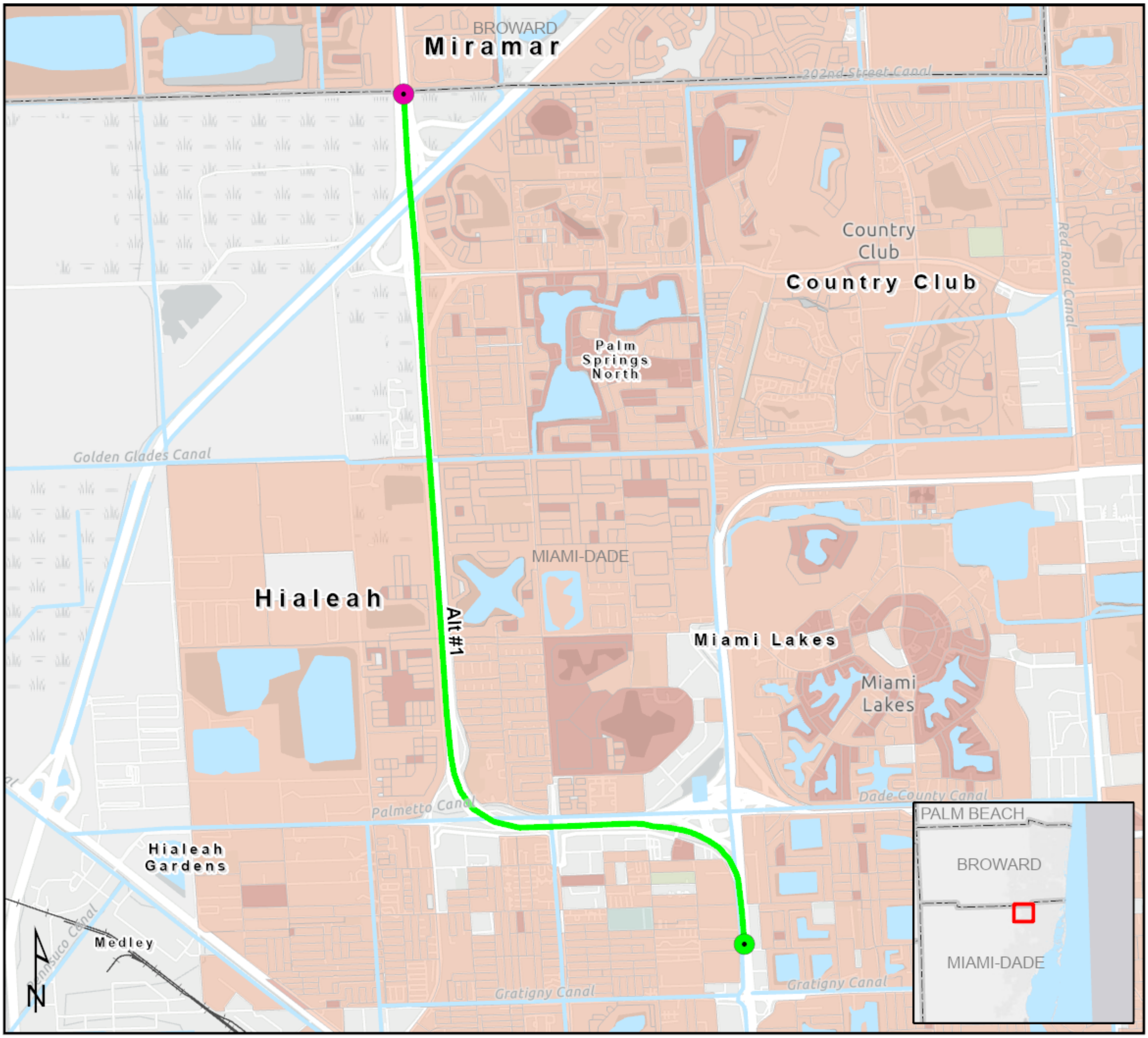

Minority Population

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries

River, Stream or Canal

Percent Minority Population (2020)

- 7 - 20
- 41 - 60
- 61 - 85
- 86 - 100

0 0.5 1 Miles

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14593 - SR 93/I-75

Alternative #1

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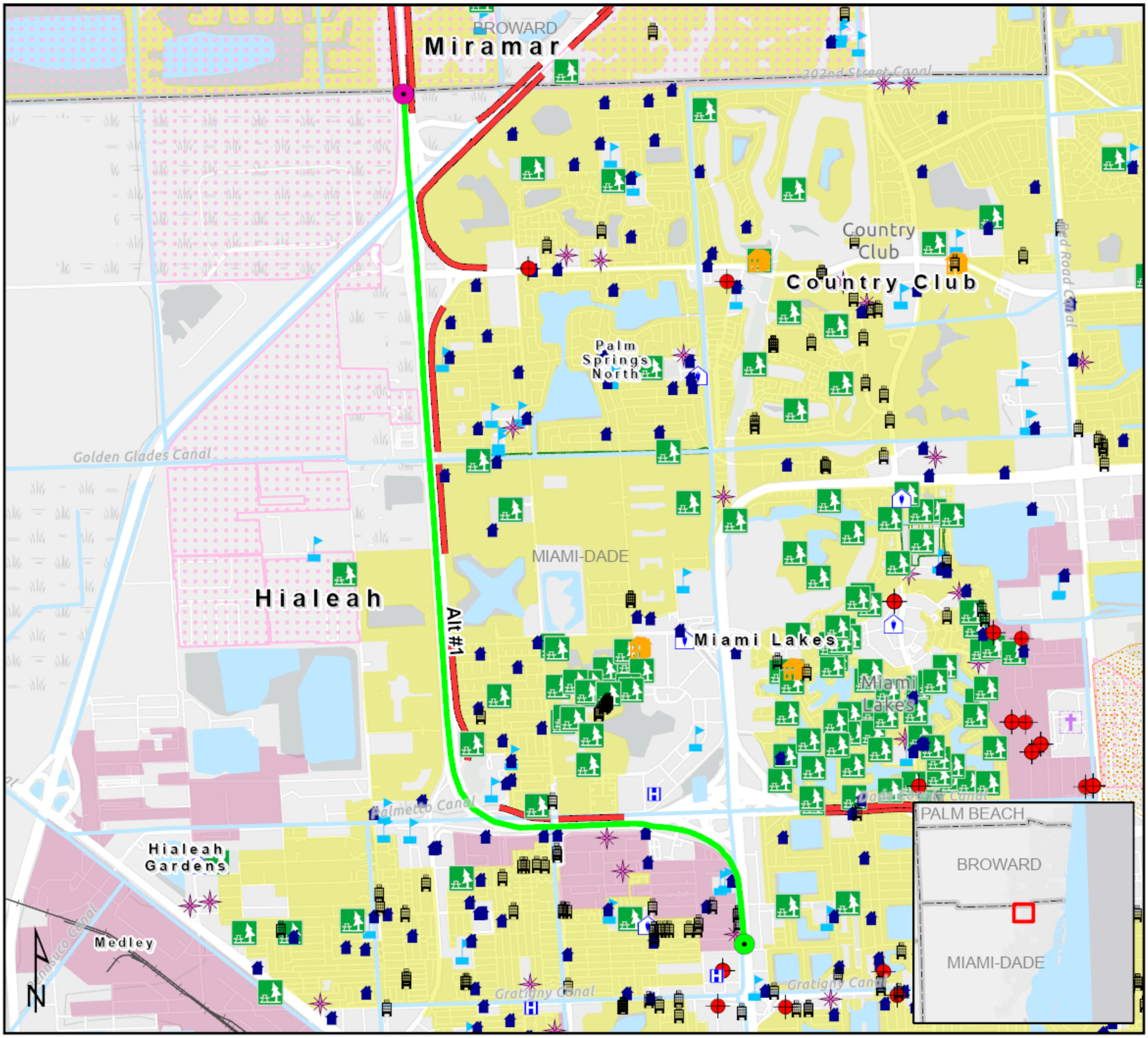

Noise

ETDM Alternative Terminus
- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Condo Owners Associations
- Hospitals
- Laser On-site
- Group Care Facilities
- Cemetery
- Community Center
- Cultural Center
- Park
- Place of Worship
- School
- Noise Barriers
- Railroad
- County Boundaries
- River, Stream or Canal
- National Park Projects
- HUD Renewal
- DRI
- Residential
- Industrial

0 0.5 1 Miles

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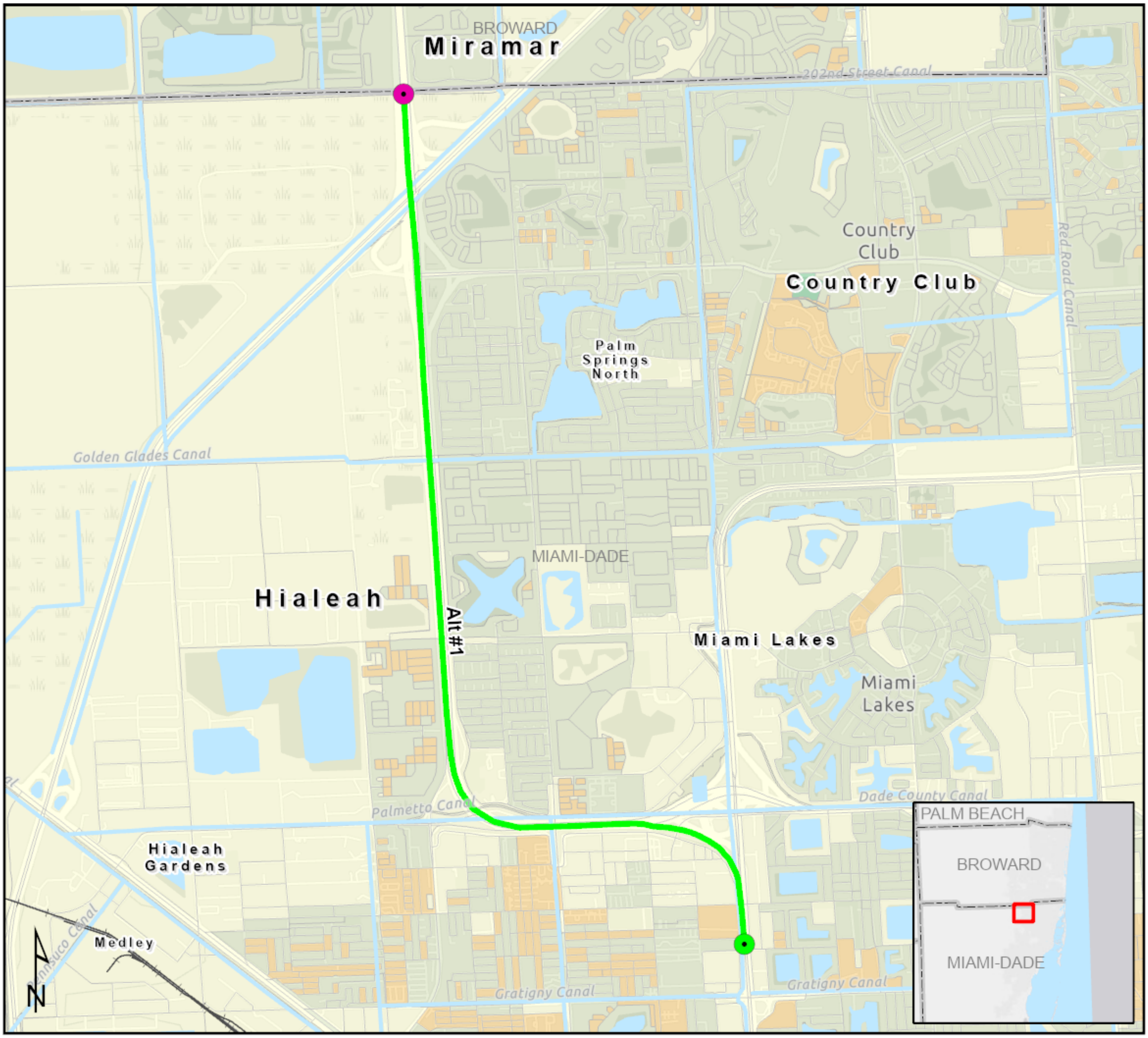

Population Density

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

Population Per Acre (2020)

- 0 - 4.9
- 5 - 29.9
- 30 - 99.9
- 100 - 349.9

0 0.5 1 Miles

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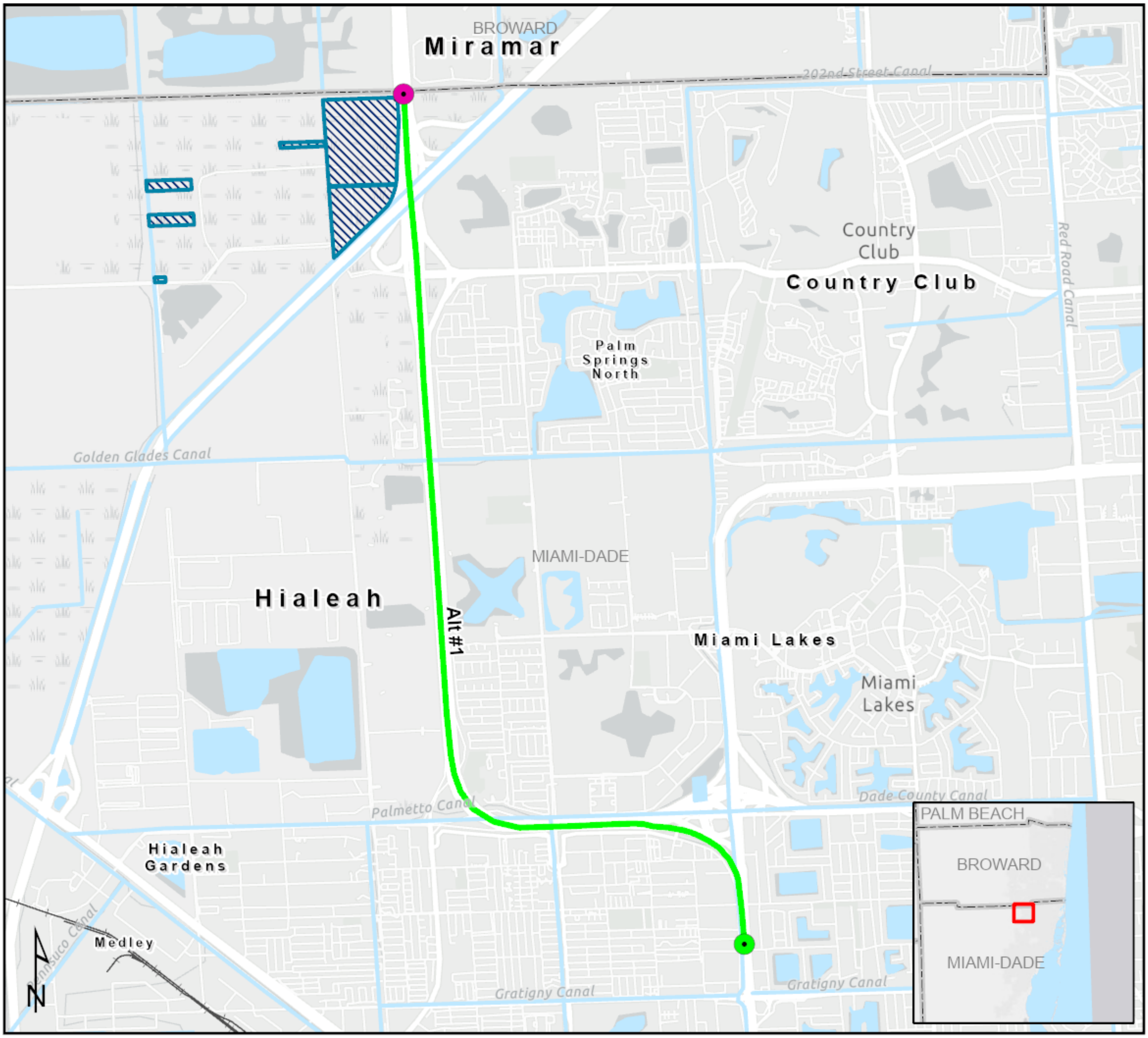
14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Recreational Areas

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- Conservation or Recreation Area
- River, Stream or Canal

0 0.5 1 Miles

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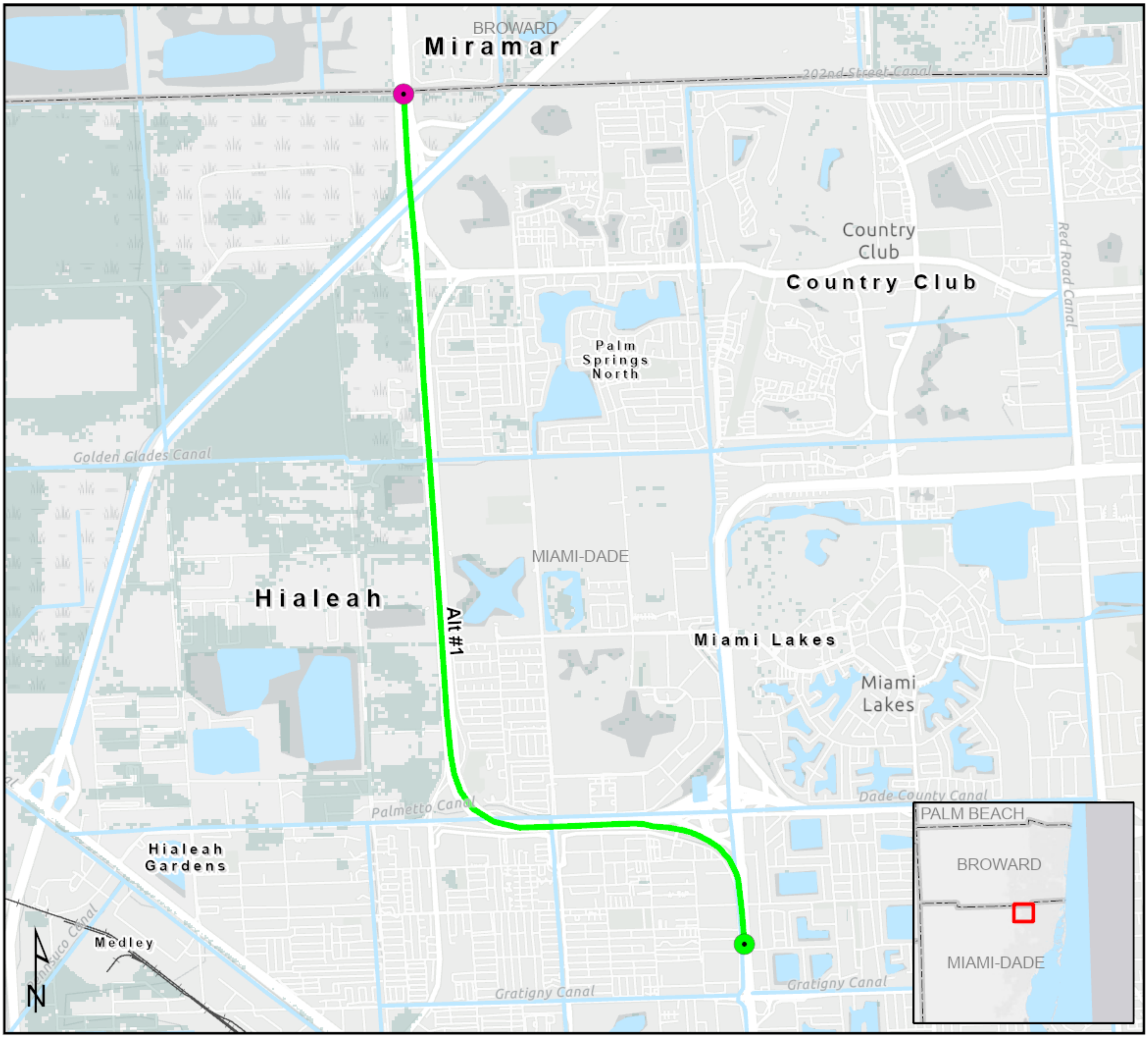

Species Potential

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

Potential Habitat Richness

- 3 - 5 Species

0 0.5 1 Miles

ETDM EST FDOT

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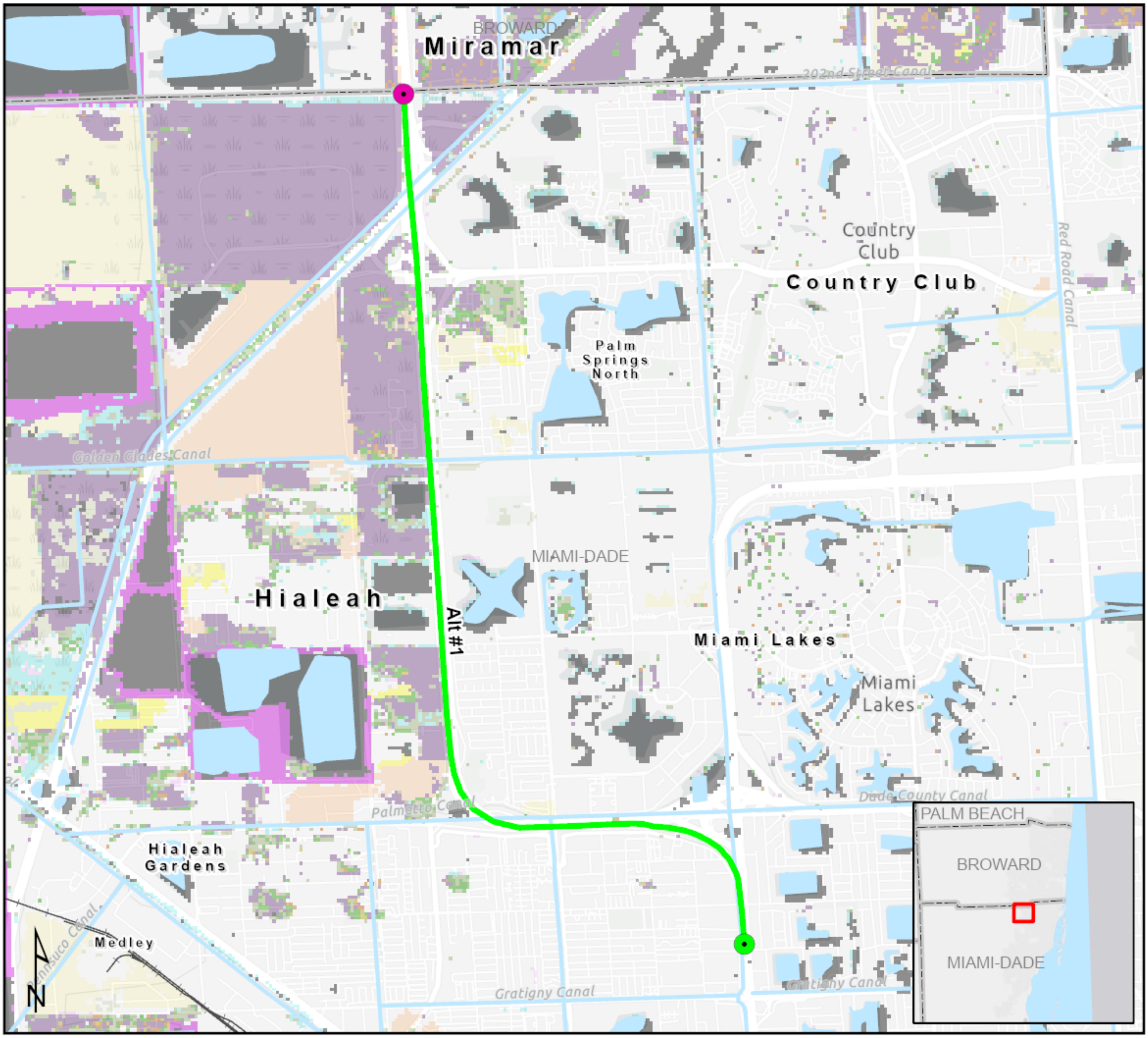


Vegetation

ETDM Alternative Terminus
- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

GFCHAB_2003
- Dry Prairie
- Mixed Hardwood-pine Forest
- Hardwood Hammocks and Forests
- Pinelands
- Freshwater Marsh and Wet Prairie
- Sawgrass Marsh
- Shrub Swamp
- Cypress/Pine/Cabbage Palm
- Mixed Wetland Forest
- Hardwood Swamp
- Open Water
- Shrub and Brushland
- Bare Soil/Clearcut
- Improved Pasture
- Unimproved Pasture
- Row and Field Crops
- Other Agriculture
- Exotic Plants
- High Impact Urban
- Low Impact Urban
- Extractive

0 0.5 1 Miles

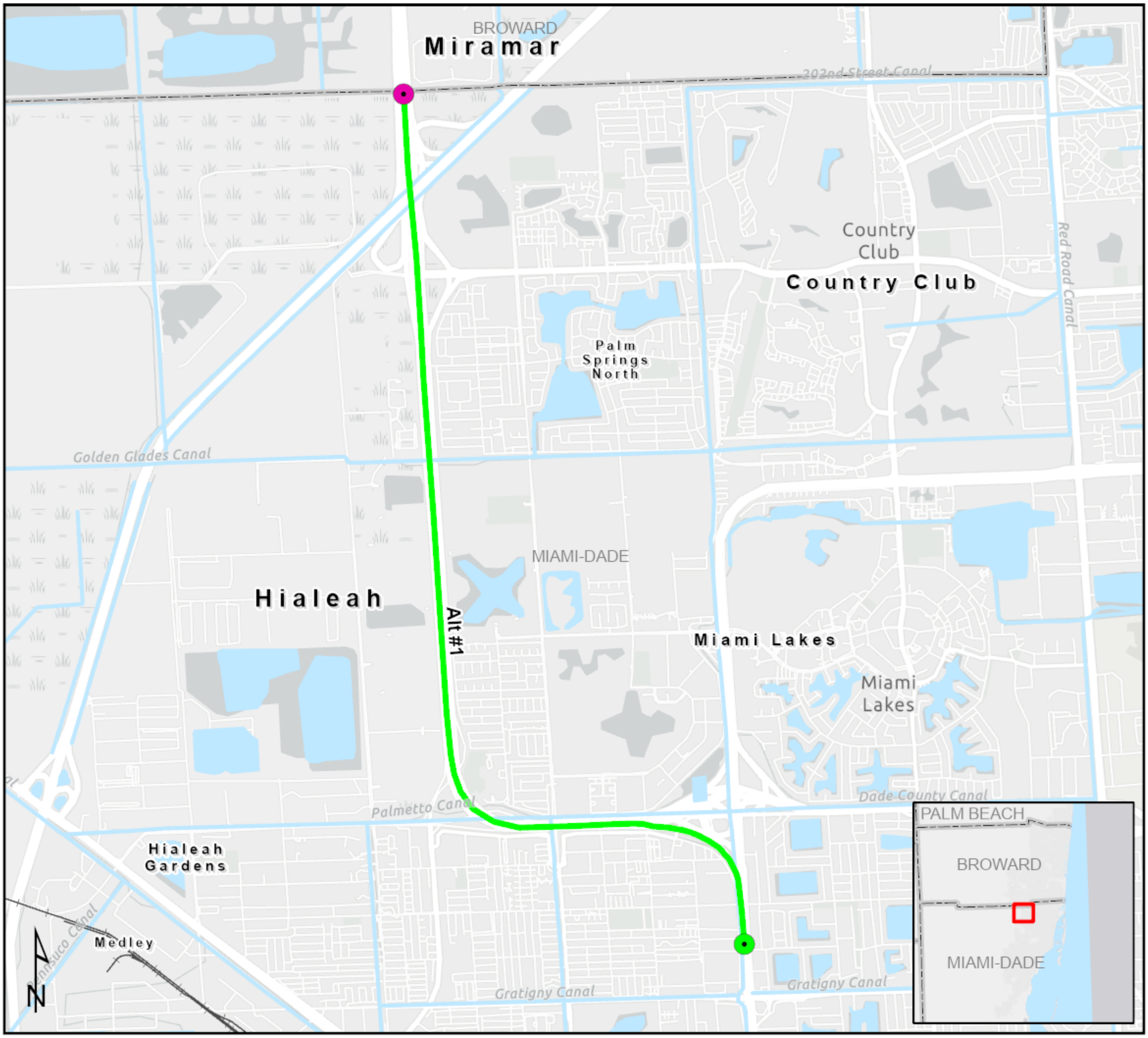
ETDM EST FDOT

Creation Date: 5/1/2025 3:02 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



WATERSS Base

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

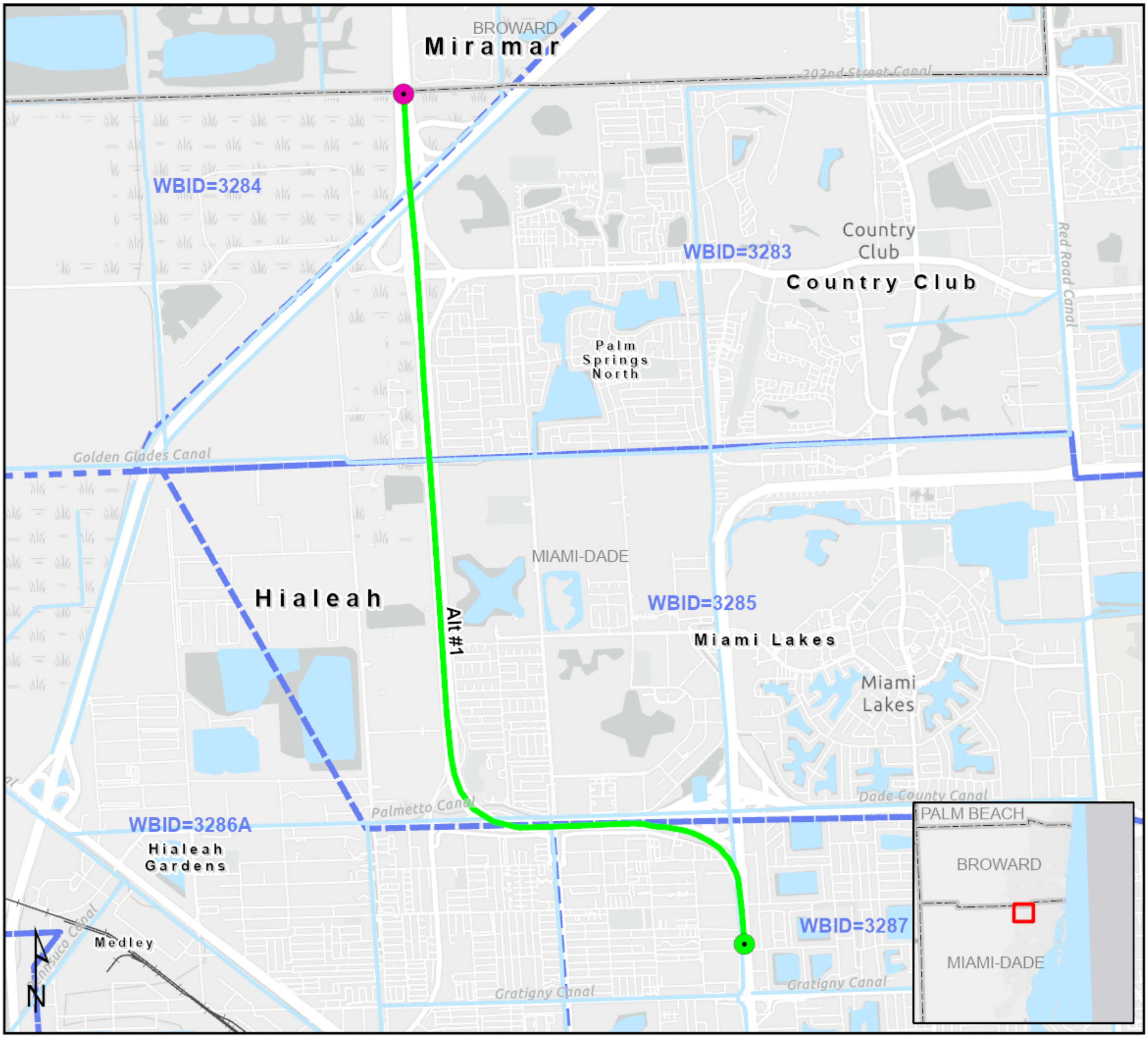
0 0.5 1 Miles

Creation Date: 5/1/2025 3:14 PM

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Water Resource

ETDM Alternative Terminus

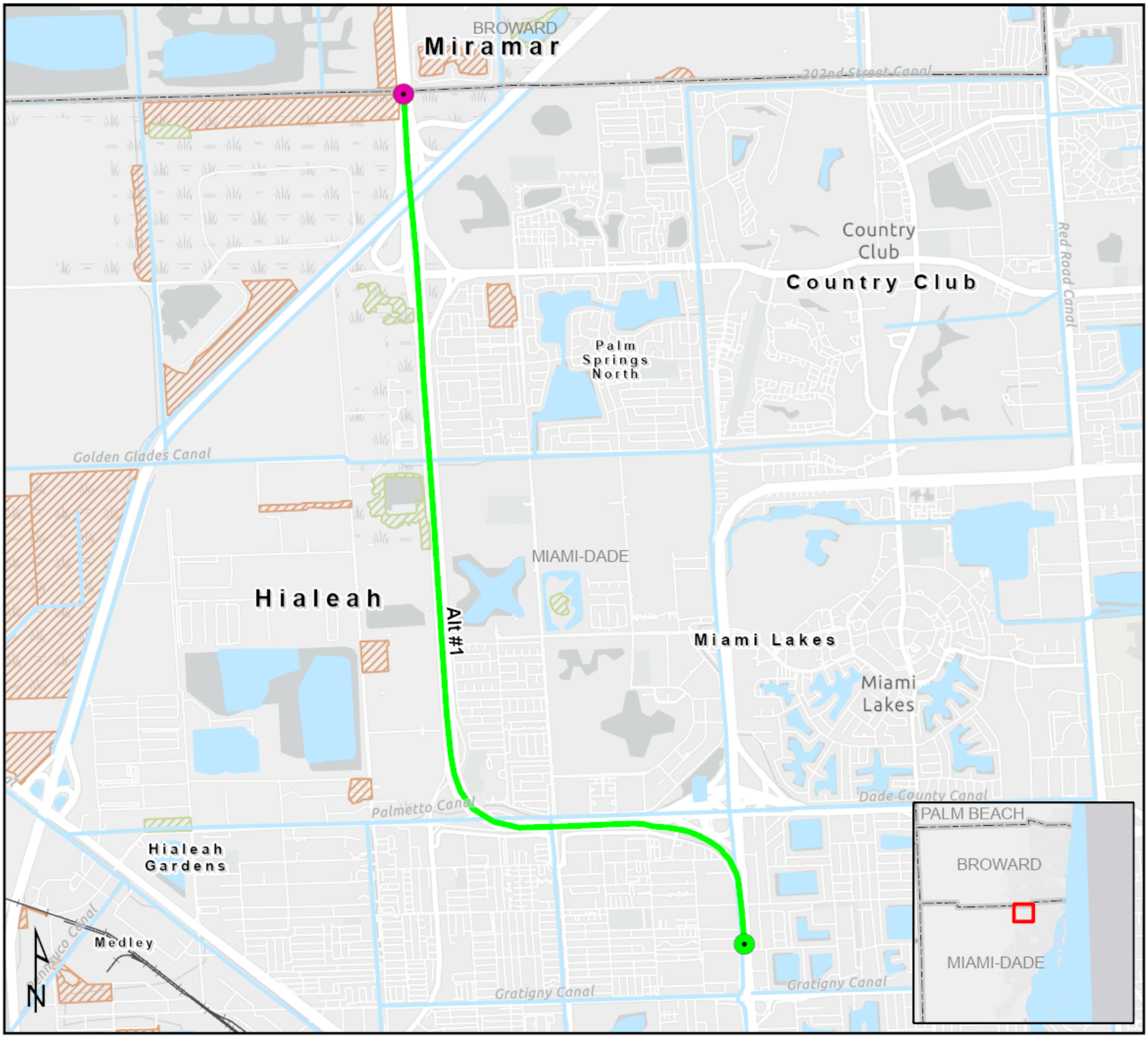
- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal
- Drainage Basin

0 0.5 1 Miles

14593 - SR 93/I-75

Alternative #1

SR 826/Palmetto Expressway TO Broward County Line



Wetlands and Surface Waters

ETDM Alternative Terminus

- Begin
- End
- ETDM Alternative Segment
- ETDM Alternative Poly
- Railroad
- County Boundaries
- River, Stream or Canal

WMD FLUCCS Wetlands

- Vegetated Non-forested Wetland
- Wetland Hardwood Forest

0 0.5 1 Miles

ETDM EST FDOT

Creation Date: 5/1/2025 3:03 PM

Appendix C - I-75 Planning Study Technical Memorandum

I-75 PLANNING STUDY TECHNICAL MEMORANDUM

from SR 826/Palmetto Expressway to Miami-Dade/Broward County line

DATE: September 21, 2022

TO: Ken Jeffries, FDOT District 6

FROM: Eric Penfield, PE, RS&H

COPY: Winston Harris, PE, RS&H

Attachments:
1) Miami-Dade TPO resolution #44-2021
2) Full CD System Concept Sketch
3) Loop Interchange Concept Sketch
4) 2045 Southeast Regional Planning Model (SERPM) Model Volume Output – No Build Scenario
5) 2045 Southeast Regional Planning Model (SERPM) Model Volume Output – Full CD System Scenario
6) 2045 Southeast Regional Planning Model (SERPM) Model Volume Output – Loop Interchange Scenario
7) Ramp Roadway Capacity Analyses Summary Tables
8) DIRC Meeting Notes

I. Introduction

In September 2021, the Miami-Dade Transportation Planning Organization (TPO) passed Resolution #44-2021, which requested the Florida Department of Transportation (FDOT) to study a new or modified interchange access to I-75 between SR 860/Miami Gardens Drive and NW 138 Street. TPO board members expressed concern about traffic congestion along this 3-mile segment of I-75 in northwest Miami-Dade County. The concern is that the lack of interchange access connections to the interstate is contributing to congestion. TPO Resolution #44-2021 is included as **Attachment #1**.

FDOT, in response to the resolution, commissioned this study to conceptually identify and evaluate a possible interchange access connection to I-75 located between SR 860/Miami Gardens Drive and NW 138 Street. This planning study involved an evaluation of 2045 conditions, and analysis of future daily traffic volumes to estimate impacts to the future transportation network under two different interchange scenarios. Conceptual layouts for two different potential interchange configurations were also prepared. This was done to identify potential impacts upon right-of-way and nearby residential and commercial properties.

The study area is depicted in **Figure 1**.

<u>Overview of Previous Interchange Evaluations</u> **–** Beginning in 2006, FDOT undertook a series of studies to evaluate the I-75 corridor from SR 826/Palmetto Expressway to I-595. As part of the resultant I-75 Project Development and Environment (PD&E) Study which led to several capacity improvements including the addition of managed lanes along I-75, new interchanges at NW 170 Street and NW 154 Street were evaluated. The Project Development Summary Report (PDSR), along with the I-75 System Interchange Modification Report (SIMR) dated April 2011, found that new individual interchanges at NW 170 Street and NW 154 Street configured in a traditional manner were not recommended based on future traffic demand and new interchange spacing criteria.

Given that traditionally configured interchanges at NW 154 Street and NW 170 Street were considered in previous studies, alternative interchange configurations were prepared and studied for this study in response to TPO Resolution #44-2021.

FDOT

Project Location Map

Figure 1

II. Potential Interchange Locations

Access to and from I-75 in northwest Miami-Dade County is currently provided via two system-to-system interchanges and two service interchanges along the 5.6 mile stretch between the Miami-Dade/Broward County line and 138 Street. The I-75 system-to-system interchanges are with the Homestead Extension of Florida's Turnpike (HEFT) and with SR 826/Palmetto Expressway, while the service interchanges are at SR 860/Miami Gardens Drive and at NW 138 Street. The distance between SR 860/Miami Gardens Drive and NW 138 Street is approximately 3 miles (as measured form the centerline of both roadways). The HEFT interchange includes ramps that comingle with movements at the SR 860/Miami Gardens Drive interchange, while the SR 826/Palmetto Expressway interchange is situated less than one mile east of NW 138 Street.

Consistent with state access management standards, I-75 is considered an Access Class 1 facility. Access Class 1 consists of limited access facilities, which do not provide direct connections to property. These roadways, such as I-75, provide for high speed and high volume traffic movements serving interregional travel needs. Access Class 1 facilities in existing urban areas that are not within a Central Business District have interchange spacing standards of a minimum of 2 miles. (Pursuant to Rule Chapter 14-97 Florida Administrative Code, interchange spacing standards are for the through lanes or mainline of the facility as measured from the centerline of the cross street.)

In addition, there are two east-west local streets that currently cross over I-75 within the study area. They are NW 170 Street and NW 154 Street. NW 170 Street is located about one mile south of SR 860/Miami Gardens Drive, while NW 154 Street is about one mile north of NW 138 Street. The two cross streets themselves are about one mile apart as well. Such close spacing presents challenges to installing new interchange access ramps to I-75 within the segment between SR 860/Miami Gardens Drive and NW 138 Street.

Traditional and partial interchange configurations at both cross streets were explored in an I-75 PD&E Study. Location and Design Concept Acceptance (LDCA) was received in March 2012 for the PD&E Study recommended improvements. The I-75 PD&E Study Project Development Summary Report (PDSR) and the I-75 SIMR, dated April 2011, found that full interchanges on I-75 between SR 860/Miami Gardens Drive and 138 Street were not recommended since the future traffic demand did not support either new interchange access connection. Partial interchanges were also not recommended due to Federal

Highway Administration (FHWA) policy stating new access should provide for all traffic movements. (FHWA Policy does, however, note that partial interchanges may be considered on a case-by-case basis.) Additionally, the interchange spacing guidelines for the interchanges fail to meet Access Management standards, which recommend a 2-mile spacing for new interchanges in existing urban areas. Finally, feedback from local residents and the surrounding neighborhoods at the time of the PD&E Study indicated that new interchanges at either location were not supported by the local community.

Given this history, two new alternative interchange access concepts were developed that minimize interchange spacing concerns; collectively serve the surrounding local community; and provide access for all movements. They are a Full Collector-Distributor (CD) System and a Loop Interchange.

<u>Full CD System</u> – This access concept provides a one-way, north-south frontage road (or collector-distributor road) immediately adjacent to both sides of I-75. The frontage road would consist of two lanes and be continuous between SR 860/Miami Gardens Drive and NW 138 Street, linking between existing I-75 on- and off-ramps. It would provide grade-separated access for NW 170 Street and NW 154 Street traffic such that drivers on those cross streets could travel along the frontage roads to access I-75. Access from northbound I-75 would ultimately shift to an egress point just north of NW 138 Street, while the northbound ingress connection would be situated just south of SR 860/Miami Gardens Drive. Access from southbound I-75 would occur at an off-ramp located just south of SR 860/Miami Gardens Drive, while ingress to southbound I-75 would occur via an on-ramp just north of NW 138 Street. **Attachment #2** includes a schematic of the Full CD System concept.

<u>Loop Interchange</u> – This access concept is contained to just between NW 170 Street and NW 154 Street. Direct interchange access to I-75 would be provided for from drivers to/from both cross streets although such access would be accommodated by a single, joint “interchange”. This would be accomplished by a one-way loop circulator roadway system between NW 170 Street and NW 154 Street and parallel to I-75. It would serve all movements and funnel traffic to an appropriate ramp. This loop circulator road would consist of two lanes. New on- and off-ramp connections to northbound and southbound I-75 would be located between NW 170 Street and NW 154 Street, which reduces spacing concerns by maximizing the distance from an adjacent interchange’s nearest ramp. **Attachment #3** includes a conceptual schematic of the Loop Interchange.

III. Future Traffic Analysis

A sketch-planning level traffic analysis was conducted to evaluate probable change in 2045 traffic volume under the two alternative access concepts when compared to the future 2045 transportation network without new access (i.e. the No Build network). The probable change represents a traffic diversion given the conceptual modifications to the roadway network.

Additionally, a traffic operations analysis was conducted of the roadway segments and ramp roadways for the No Build and two alternative access concepts. Based on the current TPO-approved 2045 daily Southeast Regional Planning Model (SERPM) model and its output volumes, this planning level analysis evaluated future estimated roadway segments to ascertain general levels of service in 2045 under the No Build network. Also, the 2045 roadway network was evaluated under both alternative access concepts to determine their impact upon capacity and level of service.

To conduct such analyses, future year (2045) SERPM 8 volumes were developed for the No Build network, as well as the two alternative access concepts. First, a review of the SERPM 2045 cost feasible model was conducted to assess whether the No Build model includes the planned transportation network and projected land development in the study area. Based on this review, the following revisions were made to the 2045 model network:

- It is assumed that vehicular traffic will be allowed to use NW 154 Street and NW 170 Street to travel eastbound and westbound over I-75.

- NW 154 Street was extended as a two-lane high speed (40 mph) interrupted facility from NW 87 Avenue to NW 97 Avenue.

- NW 170 Street was extended as a two-lane high speed (40 mph) interrupted facility from NW 87 Avenue to NW 97 Avenue.

SERPM model daily traffic volume output plots of the 2045 No Build roadway network are included in **Attachment #4**.

Next, building upon the No Build model network, the Full CD System access concept was modeled with the CD roads as two-lane, high speed (50 mph), uninterrupted flow one-way facilities. Similarly for the Loop Interchange, the loop system roadway was modeled as a two-lane, high speed (50 mph), uninterrupted flow one-way facility. SERPM model (2045) output plots showing daily volumes for the Full CD System concept and the Loop Interchange concept are included in **Attachment #5** and **Attachment #6**, respectively.

<u>Traffic Diversion</u> **–** Under the No Build network, SERPM modelled 2045 daily volumes were reported along I-75 and other roadway segments within the study area. Future 2045 SERPM model output daily volumes were also reported for the Full CD System and Loop Interchange alternative access concepts. The raw future model volumes for the two alternative access concepts were then compared against the model volumes under the No Build scenario to evaluate the traffic volume diversion for strategic roadway segments within the study area.

<u>Full CD System Alternative</u> - As summarized in **Table 1**, results from the No Build model indicated that I-75 between SR 860/Miami Gardens Drive and NW 138 Street would accommodate about 217,000 vehicles per day (which includes traffic volume in the general use lanes and the express lanes). However, if the Full CD System alternative were developed, it is anticipated that traffic volumes on this portion of I-75 could decrease by about 58,000 vehicles per day. Much of this diverted volume would utilize the new parallel CD roadways. Drivers using the CD roadways would experience reduced travel time particularly for trips originating in the communities between SR 860/Miami Gardens Drive and NW 138 Street.

Other notable traffic diversions are anticipated along NW 170 Street. West of I-75, NW 170 Street is expected to experience a 20% higher daily volume in 2045 (which equates to about 6,000 total vehicles per day on NW 170 Street) under the Full CD System alternative compared to the No Build alternative. This projected traffic volume increase likely results from the direct access to the HEFT interchange at NW 170 Street, as well as improved overall access to development near NW 170 Street under this alternative.

However, east of I-75, NW 170 Street is projected to have a lower volume than the anticipated 2045 No Build traffic volume. By 2045, daily volumes on this section of NW 170 Street would be nearly 10,000 vehicles (or about 33%) less under the Full CD System alternative. This indicates drivers would use other routes to arrive at their destination thereby lessening the demand on NW 170 Street east of I-75.

Along NW 154 Street west of I-75, a decrease from the anticipated 2045 No Build traffic volume is expected under the Full CD System alternative. Traffic diversion analysis indicates about 3,000 vehicles per day would be diverted away from this portion of NW 154 Street. This diversion is about 25% of the 2045 daily volume expected with the No Build network.

TABLE 1
DIVERSION ANALYSIS OF 2045 DAILY VOLUMES

ROADWAY	FROM	TO	2045 No Build Model AADT*	2045 Full CD System		2045 Loop Interchange	
				AADT*	Diversion from No Build	AADT*	Diversion from No Build
I-75	HEFT	SR 860/Miami Gardens Dr	147,494	143,237	-4,257	161,978	14,484
I-75	SR 860/Miami Gardens Dr	NW 170 Street	217,080	158,882	-58,198	216,379	-701
I-75	NW 170 Street	NW 154 Street	217,080	158,882	-58,198	187,405	-29,675
I-75	NW 154 Street	NW 138 Street	217,080	158,884	-58,196	217,651	571
I-75	NW 138 Street	SR 826/Palmetto Expwy	261,596	269,624	8,028	257,717	-3,879
SR 860/Miami Gardens Dr	west of I-75	I-75	90,041	84,882	-5,159	80,227	-9,814
SR 860/Miami Gardens Dr	I-75	NW 87 Avenue	63,250	66,421	3,171	63,088	-162
SR 860/Miami Gardens Dr	NW 87 Avenue	NW 82 Avenue	44,116	48,970	4,854	48,051	3,935
NW 170 Street	HEFT	NW 102 Avenue	89,491	90,819	1,328	79,208	-10,283
NW 170 Street	NW 102 Avenue	NW 97 Avenue	29,356	36,372	7,016	28,578	-778
NW 170 Street	NW 97 Avenue	I-75	30,113	36,015	5,902	41,031	10,918
NW 170 Street	I-75	NW 87 Avenue	30,113	20,418	-9,695	19,456	-10,657
NW 170 Street	NW 87 Avenue	NW 82 Avenue	18,897	16,017	-2,880	15,078	-3,819
NW 154 Street	HEFT	NW 102 Avenue	11,626	8,167	-3,459	10,551	-1,075
NW 154 Street	NW 102 Avenue	NW 97 Avenue	13,452	10,860	-2,592	14,176	724
NW 154 Street	NW 97 Avenue	I-75	19,371	30,553	11,182	23,758	4,387
NW 154 Street	I-75	NW 87 Avenue	19,371	20,143	772	25,428	6,057
NW 154 Street	NW 87 Avenue	NW 82 Avenue	28,059	25,936	-2,123	28,454	395
NW 138 Street	NW 102 Avenue	NW 97 Avenue	76,353	76,179	-174	74,765	-1,588
NW 138 Street	NW 97 Avenue	I-75	76,194	72,481	-3,713	67,869	-8,325
NW 97 Avenue	north of NW 170 Street	NW 170 Street	47,658	55,264	7,606	51,938	4,280
NW 97 Avenue	NW 170 Street	NW 154 Street	49,237	57,777	8,540	41,689	-7,548
NW 97 Avenue	NW 154 Street	NW 138 Street	34,450	33,280	-1,170	31,163	-3,287
NW 87 Avenue	SR 860/Miami Gardens Dr	NW 170 Street	25,088	20,919	-4,169	17,451	-7,637
NW 87 Avenue	NW 170 Street	NW 154 Street	21,137	18,295	-2,842	14,820	-6,317
NW 87 Avenue	NW 154 Street	I-75	28,282	29,874	1,592	29,293	1,011
NW 82 Avenue	SR 860/Miami Gardens Dr	NW 170 Street	6,790	5,528	-1,262	5,219	-1,571
NW 82 Avenue	NW 170 Street	NW 154 Street	10,116	9,345	-771	8,694	-1,422

** - Raw SERPM model output volumes.*

NW 154 Street east of I-75 is expected to have a noticeably higher volume of traffic under the Full CD System alternative. Assuming this new access, 2045 daily volumes on NW 154 Street east of I-75 would be 11,000 vehicles per day higher (or more than 55%) as compared to the No Build network. This reflects the attractiveness of the route to more quickly access I-75 and nearby destinations using NW 154 Street east of I-75.

SR 860/Miami Gardens Drive west of I-75 is a roadway that will serve the yet-to-be-built American Dream Miami and Graham Properties developments. Expected to generate more than 100,000 trips per day by 2045, these two developments which are incorporated into the future year model volume projects, will significantly impact SR 860/Miami Gardens Drive east and west of I-75. Under the Full CD System alternative, 2045 daily volumes are projected to be about 5,000 vehicles (or about 5%) less west of I-75 as compared to the No Build network, as drivers have alternative routes to access I-75. However, east of I-75, daily volumes on SR 860/Miami Gardens Drive are expected to slightly increase. Traffic is projected to increase by about 4,000 vehicles per day (or about 6%) by 2045 under this access alternative.

Loop Interchange Alternative - Under the Loop Interchange configuration, daily traffic volumes on I-75 between NW 170 Street and NW 154 Street are expected to decrease by nearly 30,000 vehicles in 2045. However, daily traffic volumes on the remaining segments of I-75 north and south of the Loop Interchange will remain essentially unchanged when compared to the No Build network.

The Loop Interchange configuration also provides an attractive route for NW 170 Street west of I-75. Under this access alternative, 2045 daily volumes are projected to increase by 10,000 vehicles (or about 33% more traffic) when compared to the No Build network.

East of I-75, NW 170 Street is projected to have less traffic volume. Future (2045) daily volumes on NW 170 Street immediately east of I-75 would be lower by 10,000 vehicles (or about 33%) under the Loop Interchange alternative. Drivers would use other routes besides NW 170 Street lessening vehicular demand on this roadway east of I-75.

Along NW 154 Street west of I-75, a negligible change in daily traffic volume is expected under the Loop Interchange alternative. Traffic diversion analysis indicates the daily volume on this portion of NW 154 Street would be similar in 2045 as compared with the No Build network.

Under the Loop Interchange alternative, NW 154 Street east of I-75 is expected to realize a traffic increase of about 5,000 vehicles per day in 2045. This is a 25% increase from the No Build network daily volumes. This portion of NW 154 Street east of I-75 reduces travel times for drivers under this access alternative relative to the No Build network, but its utility is confined to the limited area served by the Loop Interchange (i.e. between NW 154 Street and NW 170 Street).

SR 860/Miami Gardens Drive west of I-75 is a roadway that will serve the approved yet unbuilt American Dream Miami and Graham Properties developments in 2045. Under the Loop Interchange alternative, 2045 daily volumes are projected to be about 10,000 vehicles (or about 11%) less on SR 860/Miami Gardens Drive west of I-75 as compared to the No Build network.

However, daily volumes on SR 860/Miami Gardens Drive immediately east of I-75 are expected to remain similar to the No Build network in 2045. The roadway segment on SR 860/Miami Gardens Drive east of NW 87 Avenue is projected to modestly increase by about 4,000 vehicles per day (or 9%) under this access alternative.

Traffic Operations **–** Given the traffic diversion associated with the two access alternatives, the resultant raw 2045 SERPM model output volumes were reviewed to ascertain the roadway segment's general traffic operations. This capacity analysis is based upon volume-to-capacity ratios, as well as levels of service, using daily volumes. (For I-75, daily volumes and roadway capacity analyses were simplified by considering the general use lanes and managed lanes as a single facility.)

Roadway capacity was approximated based on FDOT's 2020 Q/LOS Handbook Generalized Service Volume tables. Consistent with FDOT methodology, non-state roadways receive reduction adjustments to its capacity given the facility's characteristics. For example, a non-state roadway receives a 10% reduction in its maximum service volume capacity when compared to a state road. Further, there is an additional 5% capacity reduction for a 4-lane undivided facility that does not include left-turn lanes.

The number of lanes for each roadway facility within the study was determined from the SERPM model network. This model network is created to be consistent with the locally adopted Long Range Transportation Plans, as well as committed improvements for private developments. Such committed improvements include items required to be built by the American Dream Miami and Graham Properties projects as part of the vesting of their development rights. These improvements are embedded within the No Build network, as well as the two access alternatives. The SERPM model networks are reflective of the cost feasible long range plan.

A summary of the roadway capacity analyses is included in **Table 2**, while the ramp roadway capacity analyses are provided in **Attachment #7**.

Full CD System Alternative – Given the modified roadway network under the Full CD System alternative, several facilities are expected to operate differently in 2045 when compared to the performance of the No Build network. With a lower 2045 volume on I-75, portions of I-75 from SR 860/Miami Gardens Drive to NW 138 Street could improve from an estimated LOS E to LOS C. Volume-to-capacity ratios on I-75 could decrease from 1.07 to 0.78, indicating better operations as compared to the No Build network. The remaining segments of I-75 in the study area are projected to function relatively unchanged to the No Build network.

TABLE 2

CAPACITY ANALYSIS OF ROADWAY SEGMENTS

ROADWAY	FROM	TO	2045 No Build Model					2045 Full CD System					2045 Loop Interchange				
			AADT*	Lanes	Capacity	V/C	LOS	AADT*	Lanes	Capacity	V/C	LOS	AADT*	Lanes	Capacity	V/C	LOS
I-75	HEFT	SR 860/Miami Gardens Dr	147,494	10LX	203,600	0.72	C	143,237	10LX	203,600	0.70	C	161,978	10LX	203,600	0.80	D
I-75	SR 860/Miami Gardens Dr	NW 170 Street	217,080	10LX	203,600	1.07	E	158,882	10LX	203,600	0.78	C	216,379	10LX	203,600	1.06	E
I-75	NW 170 Street	NW 154 Street	217,080	10LX	203,600	1.07	E	158,882	10LX	203,600	0.78	C	187,405	10LX	203,600	0.92	D
I-75	NW 154 Street	NW 138 Street	217,080	10LX	203,600	1.07	E	158,884	10LX	203,600	0.78	C	217,651	10LX	203,600	1.07	E
I-75	NW 138 Street	SR 826/Palmetto Expwy	261,596	10LX	203,600	1.28	F	269,624	10LX	203,600	1.32	F	257,717	10LX	203,600	1.27	F
SR 860/Miami Gardens Dr	west of I-75	I-75	90,041	6LD	59,900	1.50	F	84,882	6LD	59,900	1.42	F	80,227	6LD	59,900	1.34	F
SR 860/Miami Gardens Dr	I-75	NW 87 Avenue	63,250	6LD	59,900	1.06	E	66,421	6LD	59,900	1.11	E	63,088	6LD	59,900	1.05	E
SR 860/Miami Gardens Dr	NW 87 Avenue	NW 82 Avenue	44,116	6LD	59,900	0.74	C	48,970	6LD	59,900	0.82	C	48,051	6LD	59,900	0.80	C
NW 170 Street	HEFT	NW 102 Avenue	89,491	6LD	53,910	1.66	F	90,819	6LD	53,910	1.68	F	79,208	6LD	53,910	1.47	F
NW 170 Street	NW 102 Avenue	NW 97 Avenue	29,356	6LD	53,910	0.54	C	36,372	6LD	53,910	0.67	C	28,578	6LD	53,910	0.53	C
NW 170 Street	NW 97 Avenue	I-75	30,113	2L	12,744	2.36	F	36,015	2L	12,744	2.83	F	41,031	2L	12,744	3.22	F
NW 170 Street	I-75	NW 87 Avenue	30,113	2L	12,744	2.36	F	20,418	2L	12,744	1.60	F	19,456	2L	12,744	1.53	F
NW 170 Street	NW 87 Avenue	NW 82 Avenue	18,897	2L	12,744	1.48	F	16,017	2L	12,744	1.26	F	15,078	2L	12,744	1.18	F
NW 154 Street	HEFT	NW 102 Avenue	11,626	2L	12,744	0.91	D	8,167	2L	12,744	0.64	C	10,551	2L	12,744	0.83	C
NW 154 Street	NW 102 Avenue	NW 97 Avenue	13,452	2L	12,744	1.06	E	10,860	2L	12,744	0.85	D	14,176	2L	12,744	1.11	E
NW 154 Street	NW 97 Avenue	I-75	19,371	2L	12,744	1.52	F	30,553	2L	12,744	2.40	F	23,758	2L	12,744	1.86	F
NW 154 Street	I-75	NW 87 Avenue	19,371	2L	12,744	1.52	F	20,143	2L	12,744	1.58	F	25,428	2L	12,744	2.00	F
NW 154 Street	NW 87 Avenue	NW 82 Avenue	28,059	4LD	35,820	0.78	C	25,936	4LD	35,820	0.72	C	28,454	4LD	35,820	0.79	C
NW 138 Street	NW 102 Avenue	NW 97 Avenue	18,631	6LD	53,910	0.35	C	19,756	6LD	53,910	0.37	C	16,681	6LD	53,910	0.31	C
NW 138 Street	NW 97 Avenue	I-75	18,631	6LD	53,910	0.35	C	19,756	6LD	53,910	0.37	C	16,681	6LD	53,910	0.31	C
NW 97 Avenue	north of NW 170 Street	NW 170 Street	47,658	4LD	35,820	1.33	F	55,264	4LD	35,820	1.54	F	51,938	4LD	35,820	1.45	F
NW 97 Avenue	NW 170 Street	NW 154 Street	49,237	4LD	35,820	1.37	F	57,777	4LD	35,820	1.61	F	41,689	4LD	35,820	1.16	F
NW 97 Avenue	NW 154 Street	NW 138 Street	34,450	4LD	35,820	0.96	D	33,280	4LD	35,820	0.93	D	31,163	4LD	35,820	0.87	D
NW 87 Avenue	SR 860/Miami Gardens Dr	NW 170 Street	25,088	4LD	35,820	0.70	C	20,919	4LD	35,820	0.58	C	17,451	4LD	35,820	0.49	C
NW 87 Avenue	NW 170 Street	NW 154 Street	21,137	4LD	35,820	0.59	C	18,295	4LD	35,820	0.51	C	14,820	4LD	35,820	0.41	C
NW 87 Avenue	NW 154 Street	I-75	28,282	4LD	35,820	0.79	C	29,874	4LD	35,820	0.83	C	29,293	4LD	35,820	0.82	C
NW 82 Avenue	SR 860/Miami Gardens Dr	NW 170 Street	6,790	2L	12,744	0.53	C	5,528	2L	12,744	0.43	C	5,219	2L	12,744	0.41	C
NW 82 Avenue	NW 170 Street	NW 162 Street	10,116	2L	12,744	0.79	C	9,345	2L	12,744	0.73	C	8,694	2L	12,744	0.68	C
NW 82 Avenue	NW 162 Street	NW 154 Street	7,990	4L	34,029	0.23	C	7,854	4L	34,029	0.23	C	6,553	4L	34,029	0.19	C

** - Raw SERPM model output volumes.*
Capacity is based on FDOT's 2020 Q/LOS Handbook Generalized Service Volume tables. Non-State roadways receive reduction adjustments to capacity.
Number is Lanes is based on what is presently in the SERPM model.

The parallel collector-distributor roadway system will consist of two lanes in each direction of travel between SR 860/Miami Gardens Drive and NW 138 Street. With 2-lanes of capacity the CD roads should operate at LOS C and LOS D with volume-to-capacity ratios between 0.50 and 0.92.

NW 170 Street is modeled as a 6-lane divided facility generally west of I-75, while narrowing to a 2-lane facility east of NW 97 Avenue and west of I-75. Given the anticipated traffic diversions west of I-75, NW 170 Street will operate unchanged under the Full CD System alternative when compared to the No Build network. The segment of NW 170 Street from NW 97 Avenue to I-75 is expected to have an increase in traffic volume that will result in its volume-to-capacity ratio increasing to 2.83 (a 20% increase over the No Build network). This indicates more congestion than in the No Build Alternative can be expected in 2045 on this portion of NW 170 Street under the Full CD System alternative.

Conversely, NW 170 Street east of I-75 is projected to experience a lower volume-to-capacity ratio under the Full CD System alternative than the No Build alternative. Diverted traffic volumes will result in a decreased volume-to-capacity ratio of 1.60, which is a reduction of 33%. While this road is projected to operate at LOS F in 2045 with or without the Full CD System alternative, this equates to less congestion for the motoring public under the access alternative.

NW 154 Street is modeled as a 2-lane roadway west of I-75 and on most of the roadway east of I-75. With lower 2045 daily traffic volumes under the Full CD System alternative west of I-75, volume-to-capacity ratios on NW 154 Street are expected to decrease from an estimated ### in the No Build, to 0.85 or less. This equates to about 20% less congestion when compared to the No Build network. However, the segment of NW 154 Street from NW 97 Avenue to I-75 is expected to have more congestion in 2045 than the No Build volume, and the corresponding volume-to-capacity ratio will be more than 55% higher (2.40) under the Full CD System alternative. The remaining sections of NW 154 Street east of I-75 will operate relatively unchanged to the No Build network.

SR 860/Miami Gardens Drive is evaluated as a 6-lane divided arterial in the 2045 SERPM model. Model capacity analysis indicates that this arterial will operate at LOS E or better for the segments east of I-75 under the Full CD System alternative. Volume-to-capacity ratios will vary between 1.11 and 0.82, which are similar to 2045 values for the No Build network. This indicates that the Full CD System alternative is not expected to significantly impact future operating conditions of SR 860/Miami Gardens Drive, as compared to the No Build network.

Ramp Roadways – Under the Full CD System alternative, most of the ramp roadways will consist of one lane. These ramps linking the collector-distributor system to/from I-75 are expected to accommodate volume-to-capacity ratios ranging between 0.19 and 0.74. The corresponding level of service would be LOS C.

There are two ramp roadways where two lanes are necessary to accommodate the anticipated 2045 daily volumes. They are the I-75 southbound on-ramp from the CD System just south of NW 154 Street, and the I-75 northbound off-ramp to the CD System just south of NW 138 Street. Two-lane ramps at these locations will result in LOS C and volume-to-capacity ratios of 0.56 and 0.57, respectively.

A summary of the roadway capacity analyses is included in **Table 2**, while the ramp roadway capacity analyses are included in **Attachment #7**.

Loop Interchange Alternative – This interchange alternative provides direct access to I-75 between NW 170 Street and NW 154 Street, which is facilitated by a loop circulation system adjacent to I-75. When compared to the performance of the No Build network, this short segment of I-75 is expected to operate at an improved level of service and reduced volume-to-capacity ratio. This is attributable to the parallel loop system that will attract vehicles away from I-75. The interstate from NW 170 Street to NW 154 Street will improve from LOS E to operate at LOS C. Volume-to-capacity ratios on this segment of I-75 will decrease from 1.07 in the No Build to 0.92. The remaining segments of I-75 in the study area are projected to function relatively unchanged to the No Build network.

The parallel loop system will consist of two lanes in each direction of travel between NW 170 Street and NW 154 Street. The capacity of a 2-lane system will permit the loop network to operate at LOS C for the southbound direction and LOS E for the northbound direction. This corresponds to volume-to-capacity ratios of 0.69 and 1.06, respectively.

NW 170 Street is modeled as a 6-lane divided facility generally west of I-75, while narrowing to a 2-lane facility east of NW 97 Avenue. The traffic diversions west of I-75 will result in the operations of NW 170 Street to be unchanged under the Loop Interchange alternative when compared to the No Build network. The segment of NW 170 Street from NW 97 Avenue to I-75 is expected to have an increase in traffic volume that will result in its volume-to-capacity ratio increasing to 3.22 (a 36% increase over the No Build network). This indicates more congestion can be expected in 2045 on this portion of NW 170 Street under the Loop Interchange alternative.

Conversely, NW 170 Street east of I-75 is projected to have less volume under the Loop Interchange alternative when compared to the No Build network. Reduced traffic will result in a better volume-to-capacity ratio of 1.53, which is a reduction of 36%. this road is expected to operate at LOS F in either No Build or the Loop Interchange alternative, but the Loop Interchange alternative equates to less congestion on this street segment.

NW 154 Street is modeled as a 2-lane facility west of I-75 and most of the segment east of I-75. The roadway west of I-75 experiences little change in the 2045 model volumes when compared to the No Build network. As a result, NW 154 Street west of I-75 will operate unchanged with volume-to-capacity ratios nearly the same as those reported for the No Build network. However, the segment of NW 154 Street from NW 97 Avenue to I-75 and from I-75 to NW 87 Avenue will have more traffic volume in 2045. The corresponding volume-to-capacity ratio will increase more than 31% to 2.00 under the Full CD System alternative. The level of service on NW 154 Street for either the No Build or Loop Interchange alternative will be LOS F. The remaining sections of NW 154 Street east of I-75 will operate relatively unchanged to the No Build network.

SR 860/Miami Gardens Drive is planned as a 6-lane divided arterial in 2045. Model capacity analysis indicates that this arterial will operate at LOS E or better for the segments east of I-75 under the Loop Interchange alternative. Volume-to-capacity ratios will vary between 1.05 and 0.80, which are similar to 2045 congestion measurements for the No Build network. This indicates that the Loop Interchange alternative is not expected to significantly impact future operating conditions of SR 860/Miami Gardens Drive, as compared to the No Build network.

Ramp Roadways – Under the Loop Interchange alternative, the northbound and southbound on- and off-ramp roadways facilitating access to/from I-75 via the Loop circulator system will consist of one lane. These ramps are expected to have 2045 volume-to-capacity ratios ranging between 0.51 and 0.83. The corresponding levels of service would be LOS C and LOS D indicating acceptable operating conditions.

Four ramp roadways serving both SR 860/Miami Gardens Drive and NW 138 Street access are projected to be 2 lanes to accommodate 2045 daily volumes. They are:

- I-75 southbound on-ramp from SR 860/Miami Gardens Drive.
- I-75 southbound off-ramp to NW 138 Street
- I-75 northbound on-ramp from NW 138 Street
- I-75 northbound off-ramp to SR 860/Miami Gardens Drive

Two-lane ramps at these locations will result in LOS C operating conditions. Volume-to-capacity ratios between 0.45 and 0.61 are anticipated, which is reflective of acceptable traffic conditions.

A summary of the roadway capacity analyses for the Loop Interchange alternative is included in **Table 2**, while the ramp roadway capacity analyses are included in **Attachment #7**.

IV. Concept Design and Possible Impacts

Sketch-planning level concepts were prepared for the Full CD System alternative and the Loop Interchange alternative. The conceptual design layout of the roadway network facilities was prepared consistent with current FDOT design standards. No design variances or exceptions are assumed for either alternative, and possible impacts upon current infrastructure and right-of-way represent a worst-case scenario.

Full CD System Alternative – With a 2-lane collector-distributor system parallel to I-75 between NW 138 Street and SR 860/Miami Gardens Drive, a set of possible impacts and needs were identified. While much of the CD system can be accommodated within the existing right-of-way, there are sections near NW 154 Street, NW 170 Street, and SR 860/Miami Gardens Drive where limited right-of-way is needed.

Right-of-Way - In all four quadrants of the NW 154 Street overpass, a modest amount of right-of-way would be needed. Overall, it is estimated that a strip of additional right-of-way for approximately 1,300 linear feet would be needed based on the width of the new roadway system needed for the Full CD System alternative.

At NW 170 Street, right-of-way impacts are estimated in the southeast, northeast, and northwest quadrants of the overpass. The needed additional right-of-way will extend a total distance of about 1,100 linear feet.

Finally, a short segment of additional right-of-way would also be needed adjacent to the I-75 southbound on-ramp for the full CD System alternative concept. Located in the northwest corner of the interchange, a 200-linear foot corner clip of right-of-way would be needed to accommodate the concept.

Noise Walls – In the four quadrants of the NW 154 Street overpass, and three quadrants of the NW 170 Street overpass, where right-of-way impacts are anticipated, noise walls are currently present. Given the noted right-of-way impacts, it is also expected that the noise walls located within those short segments would need to be replaced. This equates to approximately 2,400 linear feet of noise walls that would be impacted by the Full CD System alternative.

Drainage - The swales adjacent to I-75 are currently used for roadway drainage. Because the Full CD System alternative utilizes this space for the roadway improvements, drainage accommodations are substantially impacted. Preliminarily, there appear to be two possible methods to mitigate the drainage impacts. The first option would be to use shared-use drainage in coordination with the development and adjacent borrow pit properties west of I-75, presuming sufficient capacity is available and can be obtained. Alternatively, a second option could be using French drain systems throughout the project. It is noted that additional analysis is necessary to determine if such a drainage system could accommodate the area's needs.

Structures – Under the Full CD System alternative, it is presumed that NW 154 Street and NW 170 Street across I-75 will be open to vehicular traffic. To accommodate the concept and anticipated traffic under this alternative, the existing bridges over I-75 at both cross streets will need to be replaced.

Access Management – Rule 14-97.003 of the Florida Administrative Code (FAC), recommends a 2-mile spacing for new interchanges in existing urban areas. Within the study area, NW 170th Street is less than one mile from the SR 860/Miami Gardens Drive interchange while NW 154th Street is less than one mile from the NW 138th Street interchange. Although the Full CD System alternative modifies the new access connections to I-75, their general location along the I-75 corridor remains unchanged. Therefore, the access management spacing along the interstate corridor remains unchanged and adheres to the interchange spacing criteria outlined in Rule 14-97.

Estimate Construction Cost – To construct the Full CD System alternative, it is estimated that it would cost approximately $130 million. This does not include the cost of right-of-way.

Change in Patterns and Driver Expectations – Concern was expressed regarding the change in access ingress and egress locations for the Full CD System Alternative, and its potential impacts upon driver expectancy. Northbound I-75 drivers who wish to exit the interstate to SR 860/Miami Gardens Drive would have to exit nearly 2.7 miles south of SR 860/Miami Gardens Drive at the proposed egress just north of NW 138 Street and travel along the CD roadway. Similarly, southbound I-75 drivers who intend to exit the freeway to access NW 138 Street would have to use the proposed egress located just south of SR 860/Miami Gardens Drive, which is about 2.7 miles north of the intended destination. The proposed egress to the CD roadway is situated some distance away from some destinations, which may not meet driver expectancy as people generally anticipate exiting freeway facilities closer to their intended destination roadway.

Related Plans and Projects

The Miami-Dade Expressway Authority (MDX) is planning to extend SR 924/Gratigny Parkway west to the Homestead Extension of Florida's Turnpike (HEFT). This roadway extension project (LRTP #92404) includes access ramp connection to I-75. Preliminary engineering, right-of-way, and construction of the improvement project are programmed to occur between 2031 and 2035.

Coordination

Project briefing meetings were held in August and September 2022 with the District 6 Secretary, District 6 Design Engineer, Central Office administrators, and Federal Highway Administration (FHWA) officials. The Full CD System Alternative was also presented to the District Interchange Review and Coordination (DIRC) meeting on September 13, 2022. No fatal flaws for the Full CD System Alternative were noted by these officials, and general support for additional study was expressed. A summary of the DIRC meeting is included in **Attachment #8**.

Loop Interchange Alternative – This alternative provides a loop network with 2 lanes in each direction of travel between NW 170 Street and NW 154 Street. Given its conceptual layout, possible impacts and needs were identified. While much of the Loop Interchange can be accommodated within the existing right-of-way, there are sections between NW 154 Street and NW 170 Street where limited right-of-way is needed.

Right-of-Way - In the northeast and northwest quadrants of the NW 154 Street overpass, a modest amount of right-of-way would be needed. Overall, it is estimated that approximately 300 linear feet of right-of-way is affected along the east and west edges of the Loop Interchange roadway conceptual design.

At NW 170 Street, right-of-way impacts are estimated only in the southeast quadrant of the overpass. This is estimated to affect about 200 linear feet.

Noise Walls – In the northeast and northwest quadrants of the NW 154 Street overpass and southeast quadrant of the NW 170 Street overpass where right-of-way impacts are anticipated, noise walls are currently present. Because of right-of-way impacts from the Loop Interchange alternative, it is also expected that the noise walls located within those short segments would be replaced. This equates to approximately 500 linear feet of noise walls that would be impacted by the Loop Interchange alternative.

Drainage - The swales adjacent to I-75 are currently used for roadway drainage. The Loop Interchange alternative utilizes this space between NW 154 Street and NW 170 Street for roadway improvements. As a result, drainage is substantially impacted. These impacts may be mitigated through shared-use drainage with the development and adjacent borrow pit properties west of I-75, presuming sufficient capacity is available and can be obtained, or French drain systems could be implemented. It is noted that additional analysis is necessary to determine if such a drainage system could accommodate the area's needs.

Structures – The Loop Interchange alternative assumes that vehicular traffic will be allowed to travel along NW 154 Street and NW 170 Street across I-75. To accommodate the concept and anticipated traffic under this alternative, the bridges over I-75 at both cross streets will need to be replaced.

Access Management – The interchange spacing guidelines for the new access connections to I-75 fail to meet Rule 14-97.003 of the Florida Administrative Code (FAC), which recommends a 2-mile spacing for new interchanges in existing urban areas. NW 170th Street is less than one mile from the SR 860/Miami Gardens Drive interchange while NW 154th Street is less than one mile from the NW 138th Street interchange. Therefore, while the Loop Interchange maximizes the distance between access connections, the new ingress and egress between NW 154 Street and NW 170 Street does not meet the spacing guidelines.

Estimate Construction Cost – To construct the Loop Interchange alternative, it is estimated that it would cost approximately $45 million. This does not include the cost of right-of-way or other supporting phases.

Change in Patterns and Driver Expectations – Reservations about the Loop Interchange Alternative's one-way loop circulator roadway system between NW 170 Street and NW 154 Street were identified. Specifically, drivers exiting the interstate and approaching either cross street are confronted with an elevated tee intersection operating under a traffic control condition (i.e. vehicles must stop prior to completing a requisite turn maneuver). Concern for the safety of motorists on the loop circulator roadway traveling through the tee intersections was noted. Off-ramps that abruptly end at tee intersections may also not meet driver expectancy as motorists are not anticipating such a configuration and have fewer recovery options if traveling at a high speed as compared to a traditional diamond interchange.

Coordination

Project briefing meetings were held in August 2022 with the District 6 Secretary, District 6 Design Engineer, Central Office administrators, and Federal Highway Administration (FHWA) officials. Officials expressed safety and operational concerns regarding the Loop Interchange concept. These included high exit speeds from I-75 followed by Tee-intersection ramp termini, and circuitous routes that may not meet driver expectancy. As a result of these concerns, the Loop Interchange Alternative was not supported by these officials for additional study.

V. Interchange Access Request Process

If FDOT were to pursue additional connections to I-75 between SR 860/Miami Gardens Drive and NW 138 Street, there is an established process governing new interchange access. Access to the Interstate Highway System is governed by the Federal Highway Administration (FHWA) pursuant to Title 23, United States Code (U.S.C.), Section 111. As part of FHWA policy, proposed access should connect to a public road only and provide for all traffic movements, although exceptions for partial interchanges are allowed on a case-by-case basis.

To evaluate any proposed interstate access, an Interchange Access Request (IAR) must be prepared. An IAR to modify or add access to an interstate facility consists of two parts:

(1) Determination of the safety, operational, and engineering (SO&E) acceptability of the access request consistent with state and federal requirements; and

(2) Approval of the National Environmental Policy Act (NEPA) document that covers the environmental requirements for the proposed improvements.

The first part of an interstate access request consists of two policy point requirements. As part of the first policy point, state and federal authorities must agree that the new or modified interchange do not adversely impact safety or traffic operations of the interstate facility or local street network. Those facilities include the interstate itself; interchange ramps; ramp terminal intersections, and local streets near the new access. Second, the proposed interchange access must connect to a public road and provide for all traffic movements. (It is noted that less than “full interchanges” may be considered on a case-by-case basis.) These two policy point requirements ensure that adequate access control to limited access facilities are provided for the public’s safety and mobility.

The second part constitutes the completion of the NEPA document [Project Development and Environment (PD&E) study]. NEPA approval typically occurs after the safety, operations, and engineering is determined to be acceptable. Projects involving interstate right of way are federal actions, and as such, must follow the NEPA procedures. After the NEPA document is approved, FDOT must submit an IAR approval request to the Federal Highway Administration (FHWA).

FHWA's signature constitutes the Affirmative Determination of the SO&E and approval of the IAR.

Specifically for the interchange access alternatives noted within this technical memorandum, there are several procedural steps that are needed to obtain access approval.

- A new Project Development and Environment (PD&E) Study or possibly a re-evaluation of the I-75 PD&E Study from SR 826/Palmetto Expressway to SR 869/Sawgrass Expressway must be undertaken. This is particularly critical under the Loop Interchange alternative due to a change in the access connections to the interstate corridor. As part of the PD&E Study multiple alternatives can be evaluated, as well as the potential traffic, engineering, environmental, social, and economic impacts, costs, and benefits. Such a document would require approval by FDOT and potentially FHWA.

- An Interchange Access Request (IAR) document would be needed to analyze the traffic safety and operations of a proposed new connection or modification. This would need to demonstrate via operational and safety analyses that the proposed interchange access request does not have a significant adverse impact on the safety and operation of the Interstate facility or the local street network. This document would require approvals by FDOT and FHWA.

- The Miami-Dade TPO's Long Range Transportation Plan would need to be amended to include the new interchange access project.

- Neither the State of Florida nor local governments have allocated funding in the current Work Programs for the study, design, or construction of a new interchange connection at I-75 and NW 170 Street, NW 154 Street, or other configuration. The identification of sufficient funds is necessary for such a project to ultimately advance to at least the first phase (PD&E), and ultimately to completion.

Collectively, the preparation of the necessary IAR and NEPA documentation and approvals along this segment of I-75 may require 30 months to complete. It is noted that both tasks may proceed concurrently, although NEPA approval can only occur after the interchange access report has been approved.

VI. Findings

The Miami-Dade Transportation Planning Organization (TPO) passed a resolution in September 2021 requesting the Florida Department of Transportation (FDOT) to study a new or modified interchange access to I-75 between SR 860/Miami Gardens Drive and NW 138 Street. Concern was expressed about traffic congestion along I-75 within this segment in northwest Miami-Dade County, and it was theorized that the lack of interchange access connections to the interstate is contributing to this congestion. In response to this resolution FDOT studied two possible interchange access alternatives to I-75 between SR 860/Miami Gardens Drive and NW 138 Street. They were a Full Collector-Distributor (CD) System alternative, and a Loop Interchange alternative.

The Full CD System access concept provides a one-way, north-south frontage road immediately adjacent and parallel to I-75. The frontage road would consist of two lanes and be located between SR 860/Miami Gardens Drive and NW 138 Street, linking to existing on- and off-ramps. It would provide grade-separated access to NW 170 Street and NW 154 Street such that drivers on those cross streets could access I-75 at existing ingress and egress points at SR 860/Miami Gardens Drive and NW 138 Street. The Full CD System alternative does not increase the number of new access connections to I-75, but rather modifies existing on- and off-ramps located near NW 138 Street and SR 860/Miami Gardens Drive. This alternative diverts a larger amount of the 2045 traffic volume away from I-75 onto the new CD system, and a longer segment of the interstate is positively affected by this traffic diversion. However, the Full CD System alternative does impact more right-of-way; it costs more; requires considerable advanced signing to inform drivers of upcoming ingress/egress; and would necessitate replacement of more noise wall segments and drainage infrastructure. State and federal officials indicated the Full CD System alternative was sufficiently viable to warrant additional study, if so desired by local officials.

The Loop Interchange access concept is located just between NW 170 Street and NW 154 Street. Direct interchange access to I-75 would be provided for drivers to/from both cross streets although such access would be accommodated by a single, joint “interchange”. A one-way loop circulator roadway system between NW 170 Street and NW 154 Street (and parallel to I-75) would be provided that accommodates all movements and funnels traffic to an appropriate ramp. This loop circulator would consist of two lanes. New ramp connections to I-75 would be located between NW 170 Street and NW 154 Street, which reduces spacing concerns by maximizing the distance from the adjacent interchange’s nearest ramp. However, such new ramp connections would not satisfy Access

Management spacing criteria for interchanges. The Loop Interchange alternative impacts right-of-way, noise walls, and drainage although considerably less than the other alternative. Its construction cost is also less. While it does divert traffic volume away from I-75, the diversion is less than the other alternative and it reduces congestion on a shorter segment of I-75 between NW 154 Street and NW 170 Street (e.g. a one-mile segment). Finally, the unique geometric configuration of the Loop Interchange requires a circuitous route for some local street drivers attempting to access I-75, which may lead to some driver confusion. Because of these safety and operational concerns, state and federal officials indicated the Loop Interchange alternative was not viable for additional study.

If an interchange alternative is further considered along I-75 between NW 138 Street and SR 860/Miami Gardens Drive, there are several procedural steps that must occur to obtain interchange approval. A PD&E Study (either a new study or a re-evaluation of the previous study) and an Interchange Access Report (IAR) must be prepared and approved by FDOT and FHWA. The IAR must document operational and safety analyses of the proposed interchange access. Such analyses would need to indicate that the interchange access does not have an adverse impact on the safety and operation of the Interstate facility or the local street network. In addition, the Miami-Dade TPO's Long Range Transportation Plan must be amended to reflect a new interchange project. Finally, funding would have to be identified for the study, design, and construction of the new interchange alternative.

Overall, it appears that direct access to I-75 via NW 154 Street and/or NW 170 Street could be accomplished from an engineering standpoint. No physical objections have been identified as part of this sketch-planning study. However, new or modified access to an existing interstate facility requires a rigorous assessment of engineering and environmental issues prior to any agency approval. Further, continued and unwavering local support from nearby municipalities and residents for such access is crucial if new or modified interchange access to I-75 between NW 138 Street and SR 860/Miami Gardens Drive is to be realized.

Attachment 1

Miami-Dade TPO resolution #44-2021

TPO RESOLUTION #44-2021

RESOLUTION URGING THE FLORIDA DEPARTMENT OF TRANSPORTATION TO STUDY A NEW OR MODIFIED ACCESS TO INTERSTATE-75 BETWEEN NW 138TH STREET AND STATE ROAD 860/NW 186TH STREET/MIAMI GARDENS DRIVE TO IMPROVE ACCESS AND CONNECTIVITY

WHEREAS, the Interlocal Agreement creating and establishing the Miami-Dade Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the Miami-Dade Transportation Planning Organization (TPO), in its role as the MPO, provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, the TPO Governing Board is charged with making transportation planning decisions in the Miami Urbanized Area; and

WHEREAS, the Interstate-75 corridor and surrounding areas in Miami-Dade County are heavily congested; and

WHEREAS, conditions are further exacerbated due to limited egress and ingress to the facility specifically in the area between NW 138th Street and State Road 860/NW 186th Street/Miami Gardens Drive; and

WHEREAS, these conditions potentially create safety hazard for emergency vehicles and motorists; and

WHEREAS, it is anticipated that planned residential and commercial development in the area will further deteriorate conditions; and

WHEREAS, an analysis of this area will help identify solutions for this critical corridor,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION (TPO) IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA, that this Board hereby urges the Florida Department of Transportation to study a new or modified access to Interstate-75 between NW 138th Street and State Road 860/NW 186th Street/Miami Gardens Drive to improve access and connectivity.

The adoption of the foregoing resolution was Sponsored and moved by Board Member Rene Garcia. The motion was seconded by Board Member Jose "Pepe" Diaz, and upon being put to a vote, the vote was as follows:

Chairman Oliver G. Gilbert III -Aye
Vice Chairman Juan Carlos Bermudez -Aye

Board Member Philippe Bien-Aime -Absent
Board Member Danielle Cohen Higgins -Aye
Board Member Oscar De La Rosa -Absent
Board Member Jose "Pepe" Diaz -Aye
Board Member Rene Garcia -Aye
Board Member Perla T. Hantman -Absent
Board Member Keon Hardemon -Aye
Board Member Rodney Harris -Absent
Board Member Sally A. Heyman -Aye
Board Member Eileen Higgins -Aye
Board Member Vince Lago -Aye
Board Member Steven D. Losner -Absent
Board Member Roberto Martell -Aye
Board Member Joe A. Martinez -Absent
Board Member Kionne L. McGhee -Aye
Board Member Jean Monestime -Aye
Board Member Raquel A. Regalado -Aye
Board Member Rebeca Sosa -Aye
Board Member Javier D. Souto -Aye
Board Member Micky Steinberg -Aye
Board Member Francis Suarez -Absent

The Chairperson thereupon declared the resolution duly passed and approved this 30th day of September 2021.

TRANSPORTATION PLANNING ORGANIZATION

By Zainab Salim

Zainab Salim, Clerk
Miami-Dade TPO

TRANSPORTATION PLANNING ORGANIZATION
IN ITS ROLE AS MIAMI-DADE MPO
FLORIDA
TPO

Attachment 2

Full CD System Concept Sketch

I-75 PLANNING STUDY

Attachment 3

Loop Interchange Concept Sketch

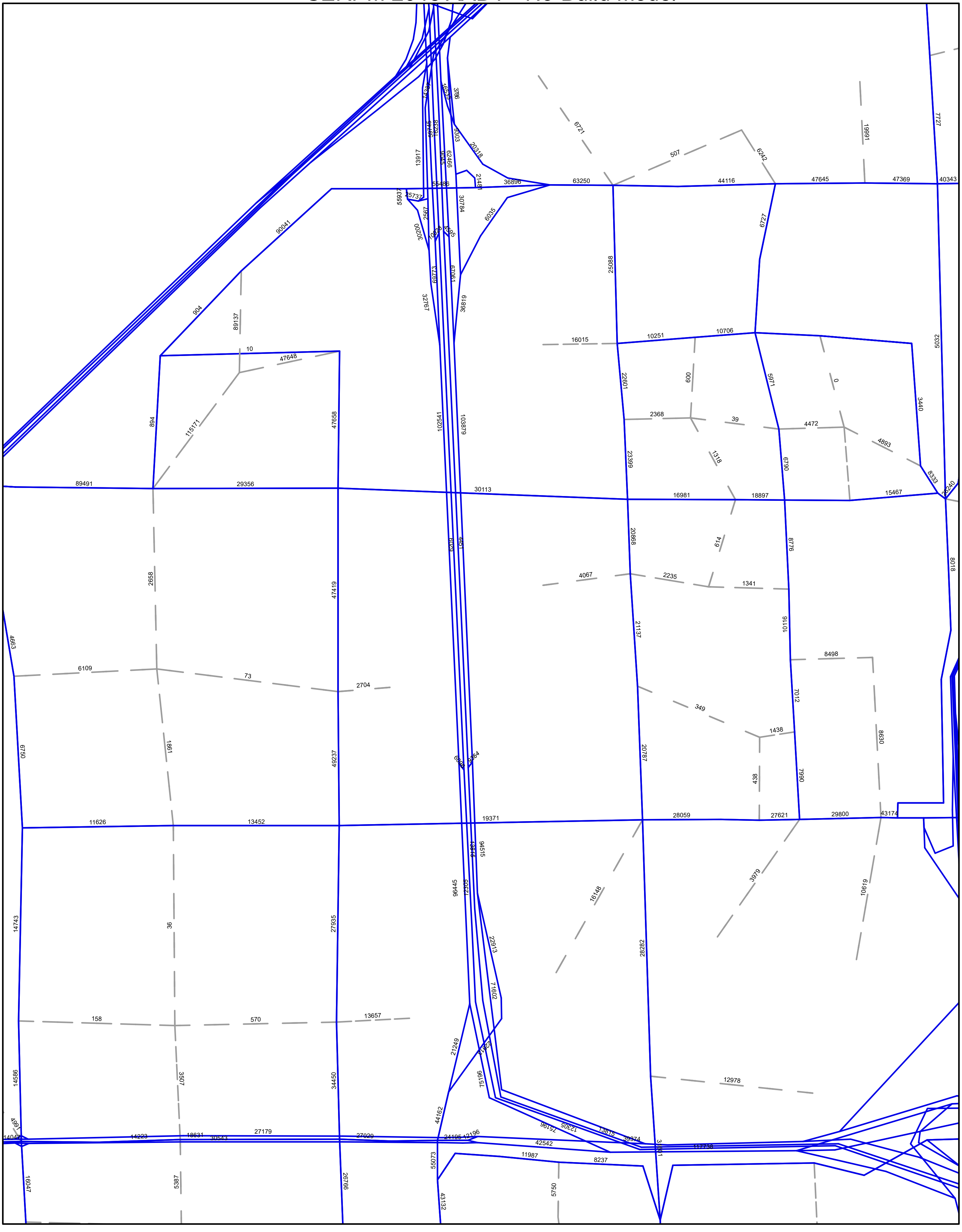

BRIDGE TO BE REPLACED
PROPOSED RIGHT-OF-WAY
NOISE WALL TO BE REPLACED
PROPOSED RIGHT-OF-WAY
NOISE WALL TO BE REPLACED
SOUTHBOUND
FRONTAGE ROAD
EXIST. RIGHT-OF-WAY
BRIDGE TO BE REPLACED
EXIST. RIGHT-OF-WAY
75
75
SOUTHBOUND EXPRESS LANES
NORTHBOUND EXPRESS LANES
75
EXIST. RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
NOISE WALL TO BE REPLACED
PROPOSED RIGHT-OF-WAY
NOISE WALL TO BE REPLACED
NORTHBOUND
FRONTAGE ROAD
PROPOSED RIGHT-OF-WAY
NOISE WALL TO BE REPLACED
EXIST. RIGHT-OF-WAY
LEGEND
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
SHOULDER PAVEMENT
MIAMI LAKES DR
NW 154 STREET
NW 170 STREET
I-75 PLANNING STUDY

Attachment 4

2045 Southeast Regional Planning Model (SERPM) Model Volume Output

No Build Scenario

SERPM 2045 AADT - No-Build Model

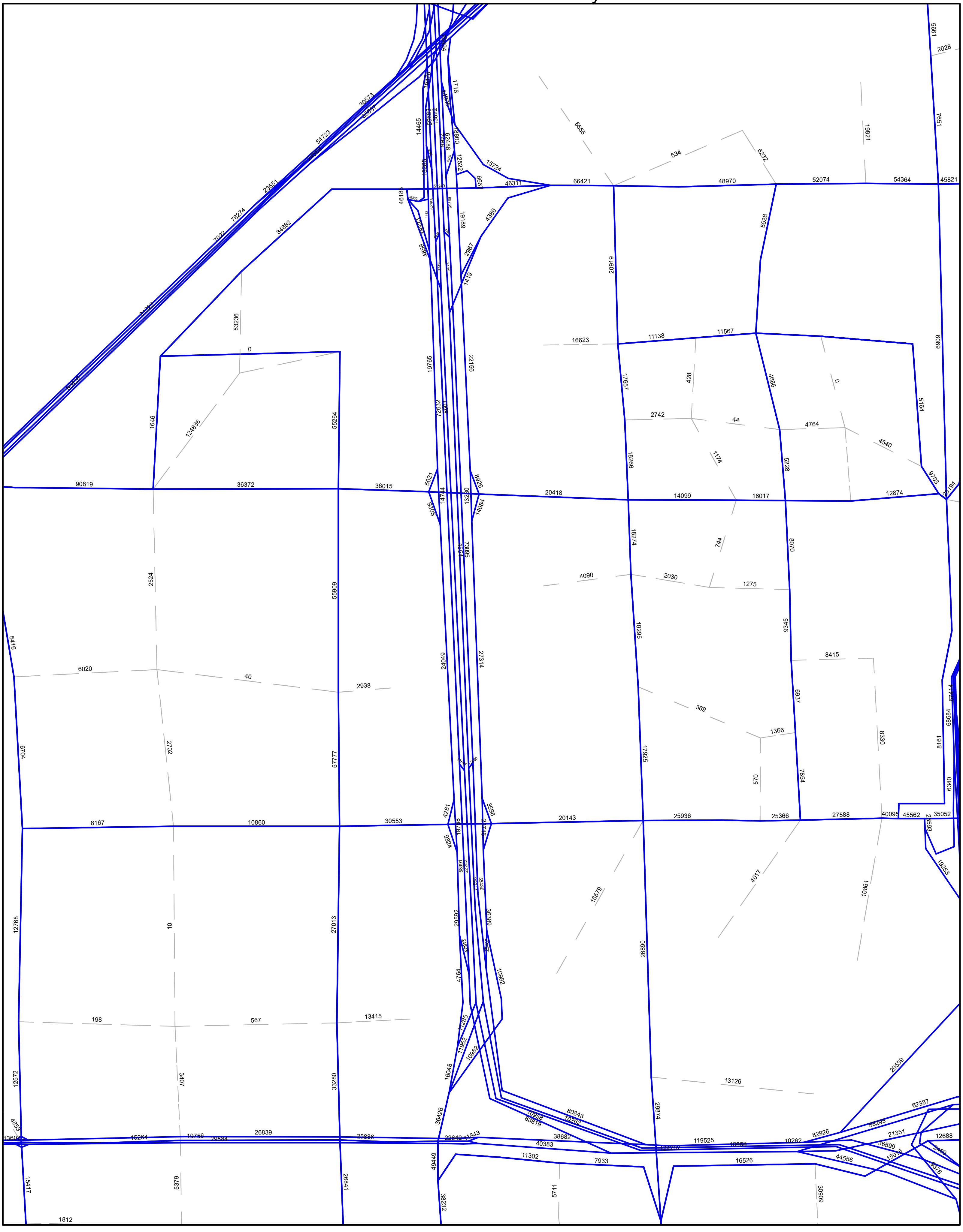


Attachment 5

2045 Southeast Regional Planning Model (SERPM) Model Volume Output

Full CD System Scenario

SERPM 2045 AADT - Full CD System

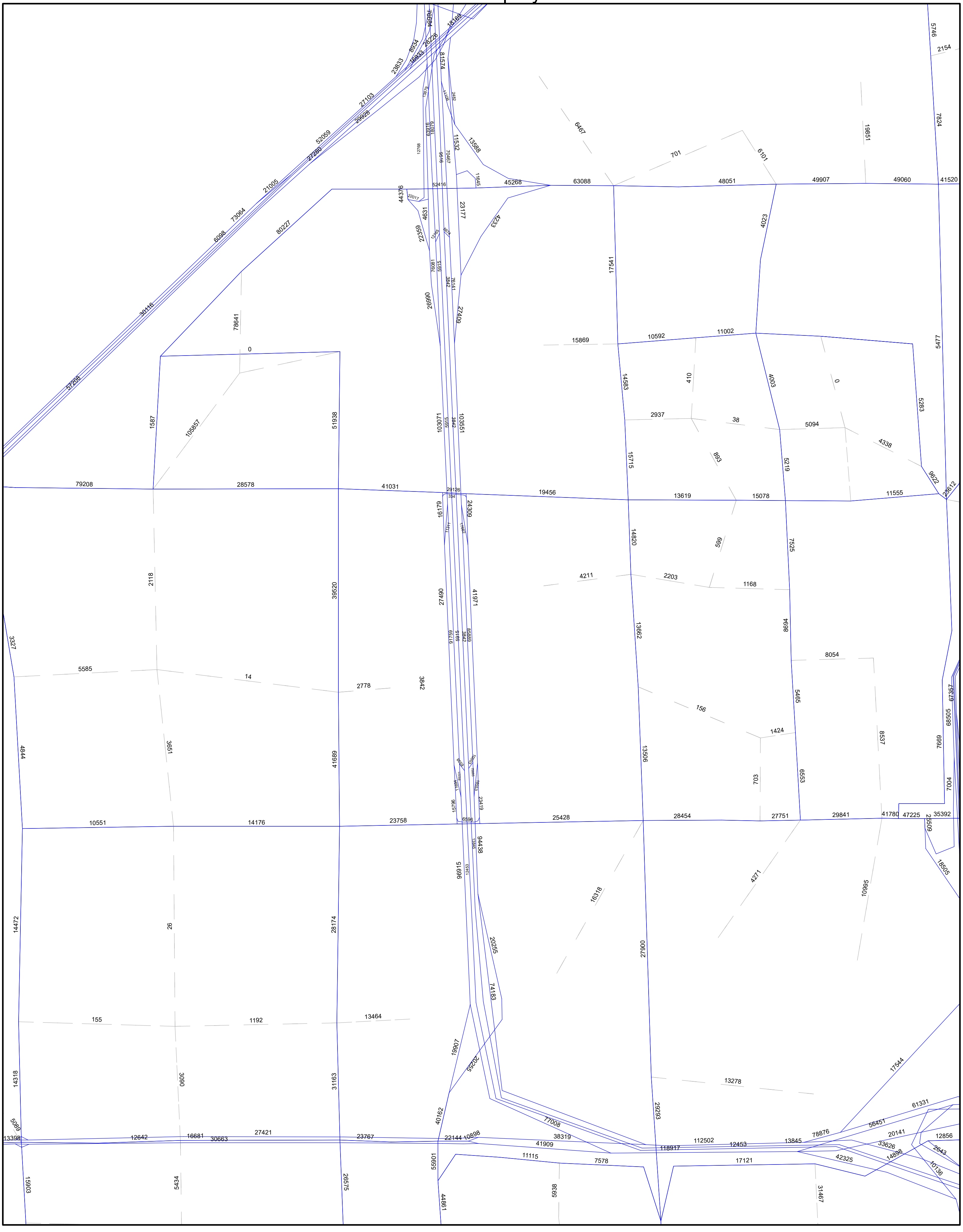


Attachment 6

2045 Southeast Regional Planning Model (SERPM) Model Volume Output

Loop Interchange Scenario

SERPM 2045 AADT - Loop System Alternative



Attachment 7

Ramp Roadway Capacity Analyses Summary Tables

ATTACHMENT 7-1
CAPACITY ANALYSIS OF RAMPS (No Build Scenario)

RAMP		TO/FROM	2045 No Build				
			AADT*	Lanes	Capacity	V/C	LOS
I-75	SB On-Ramp	from SR 860/Miami Gardens Dr	32,767	2L	44,444	0.74	C
I-75	SB Off-Ramp	to NW 138 Street	21,249	2L	44,444	0.48	C
I-75	NB On-Ramp	from NW 138 Street	22,913	2L	44,444	0.52	C
I-75	NB Off-Ramp	to SR 860/Miami Gardens Dr	36,819	2L	44,444	0.83	D

** - Raw SERPM model output volumes.*

Capacity is based on Highway Capacity Manual, Exhibit 14-12. Daily capacity is estimated by applying a Standard K (9%) to the peak hour capacity volume for a ramp roadway with a speed between 30 mph and 40 mph.

ATTACHMENT 7-2

CAPACITY ANALYSIS OF RAMPS & ROADWAYS (Full CD System Scenario)

RAMP		TO/FROM	2045 Full CD System				
			AADT*	Lanes	Capacity	V/C	LOS
I-75	SB Off-Ramp	to CD System (north of SR 860/Miami Gardens Dr)	16,370	1L	22,222	0.74	C
I-75	SB On-Ramp	from CD System (south of NW 154 Street)	24,828	2L	44,444	0.56	C
I-75	NB Off-Ramp	to CD System (north of NW 138 Street)	25,407	2L	44,444	0.57	C
I-75	NB On-Ramp	from CD System (north of SR 860/Miami Gardens Dr)	14,008	1L	22,222	0.63	C
I-75	SB Off-Ramp	to NW 170 Street	5,021	1L	22,222	0.23	C
I-75	SB On-Ramp	from NW 170 Street	9,305	1L	22,222	0.42	C
I-75	SB Off-Ramp	to NW 154 Street	4,281	1L	22,222	0.19	C
I-75	SB On-Ramp	from NW 154 Street	9,824	1L	22,222	0.44	C
I-75	NB Off-Ramp	to NW 154 Street	12,673	1L	22,222	0.57	C
I-75	NB On-Ramp	from NW 154 Street	3,598	1L	22,222	0.16	C
I-75	NB Off-Ramp	to NW 170 Street	14,084	1L	22,222	0.63	C
I-75	NB On-Ramp	from NW 170 Street	8,926	1L	22,222	0.40	C
	ROADWAY	**TO/FROM**					
SB	CD System	from SR 860/Miami Gardens Dr to NW 170 Street	19,765	2L	39,720	0.50	C
SB	CD System	from NW 170 Street to NW 154 Street	24,049	2L	39,720	0.61	D
SB	CD System	from NW 154 Street to NW 138 Street	29,592	2L	39,720	0.75	C
NB	CD System	from NW 138 Street to NW 154 Street	36,389	2L	39,720	0.92	D
NB	CD System	from NW 154 Street to NW 170 Street	27,314	2L	39,720	0.69	C
NB	CD System	from NW 170 Street to SR 860/Miami Gardens Dr	22,156	2L	39,720	0.56	C

** - Raw SERPM model output volumes.*

Capacity is based on Highway Capacity Manual, Exhibit 14-12. Daily capacity is estimated by applying a Standard K (9%) to the peak hour capacity volume for a ramp roadway with a speed between 30 mph and 40 mph.

CD System capacity is based on FDOT's 2020 Q/LOS Handbook Generalized Service Volume tables. Uninterrupted Flow facilities receive a one-way facility capacity adjustment of 0.6.

ATTACHMENT 7-3
CAPACITY ANALYSIS OF RAMPS & ROADWAYS (Loop Interchange Scenario)

	RAMP	TO/FROM	2045 Loop Interchange				
			AADT*	Lanes	Capacity	V/C	LOS
I-75	SB On-Ramp	from SR 860/Miami Gardens Dr	26,990	2L	44,444	0.61	C
I-75	SB Off-Ramp	to NW 138 Street	19,907	2L	44,444	0.45	C
I-75	NB On-Ramp	from NW 138 Street	20,255	2L	44,444	0.46	C
I-75	NB Off-Ramp	to SR 860/Miami Gardens Dr	27,409	2L	44,444	0.62	C
I-75	SB Off-Ramp	to Loop south of NW 154 St	11,311	1L	22,222	0.51	C
I-75	SB On-Ramp	from Loop to SB I-75	11,694	1L	22,222	0.53	C
I-75	NB Off-Ramp	to Loop from NB I-75	18,553	1L	22,222	0.83	D
I-75	NB On-Ramp	from Loop to NB I-75	17,662	1L	22,222	0.79	D
	ROADWAY	**TO/FROM**					
SB	Loop Roadway	from NW 170 Street to NW 154 Street	27,490	2L	39,720	0.69	C
NB	Loop Roadway	from NW 154 Street to NW 170 Street	41,971	2L	39,720	1.06	E

** - Raw SERPM model output volumes.*
Capacity is based on Highway Capacity Manual, Exhibit 14-12. Daily capacity is estimated by applying a Standard K (9%) to the peak hour capacity volume for a ramp roadway with a speed between 30 mph and 40 mph.
Loop Roadway capacity is based on FDOT's 2020 Q/LOS Handbook Generalized Service Volume tables. Uninterrupted Flow facilities receive a one-way facility capacity adjustment of 0.6.

Attachment 8

District Interchange Review Committee Notes

September 13, 2022

MEETING NOTES

Project: I-75 Planning Study

Meeting Place: Virtual

Meeting Date: September 13, 2022
Meeting Time: 9:00 – 10:00 am

Purpose: District Interchange Review Committee (DIRC) Meeting Notes

The findings from a I-75 Planning Study between NW 138th Street and SR 860/Miami Gardens Drive were presented to the District Interchange Review Committee. Potential access to the interstate was explored, and a concept developed to assess its viability.

The Full Collector-Distributor (CD) System concept was presented outlining the accessibility of movements at NW 154 Street and NW 170 Street, as well as its advantages and disadvantages. Mr. Ken Jeffries requested that acceptance for this concept to be advanced so FDOT can program a PD&E study.

DIRC attendees noted several concerns regarding the Full CD concept. These included:

- Coordination with MDX regarding their improvement project involving NW 138 Street near I-75.
- Weaving distance on the frontage road near the ingress/egress points. Too short of a weaving distance would negatively affect operations.
- Driver expectancy, speed, and safety along the frontage road at the terminal intersections with NW 154 Street and NW 170 Street.
- Relinquishment of I-75 bridges at NW 154 Street and NW 170 Street

Overall, no fatal flaws of the concept were expressed, and general support for programming a PD&E study was expressed.

Appendix D - I-75 Corridor Assessment Memorandum

MEMORANDUM

Date: October 12, 2024

To: Kenneth Jeffries

From: Ryan Solis-Rios, PE, PTOE

Subject: **I-75 Corridor Assessment Memorandum**
From State Road 826 to South of Miramar Parkway
Miami-Dade and Broward Counties, Florida

An Interstate 75 (I-75) Corridor Assessment was completed by the Florida Department of Transportation (FDOT) District Six Planning and Environmental Management Office to determine which I-75 planned improvements have been constructed to date and those that have not yet been constructed. An I-75 Project Development and Environment (PD&E) Study was completed on March 2012 by FDOT Districts Four and Six. This study proposed I-75 corridor improvements between State Road 826 (SR 826) in Miami-Dade County and Interstate 595 (I-595) in Broward County. This memorandum has been prepared documenting specifically the corridor assessment between SR 826 and south of Miramar Parkway.

Corridor Assessment Approach

The corridor assessment was completed based on the following efforts:

- Performed a field review of the corridor.
- Obtained and downloaded the most recent photogrammetry of the area.
- Requested, gathered, and reviewed all available files from FDOT D4, FDOT D6, Greater Miami Expressway Agency (GMX), formerly known as Miami-Dade Expressway Authority (MDX), and Florida’s Turnpike Enterprise (FTE) for all corridor projects and adjacent projects.
- Prepared and established an ultimate conditions CADD file with all previously planned projects.
- Evaluated and compared current geometry conditions versus the proposed corridor ultimate improvement conditions.
- Coordinated with FDOT D4, FDOT D6, GMX, FTE, and Miami-Dade County staff.
- Developed schematic line diagrams depicting existing and future corridor improvements.
- Summarized all pending improvements not yet constructed by Financial Project Identification (FPID) number.

I-75 PD&E Studies and Construction Projects

Two PD&E Studies were completed within the corridor assessment area:

I-75 PD&E Study (FPID#s 420669-1-22-01 & 419343-1-22-01) – This study proposed an express lanes system, additional travel lanes, auxiliary lanes, and interchange improvements between SR 826 and I-595. The study obtained Location Design Concept Acceptance in March 2012.

According to the *I-75 PD&E Study Project Development Summary Report,* FDOT District Six identified a breakdown of six individual construction projects in Miami-Dade County for the next phases of Design and Construction. The I-75 PD&E Study recommended construction projects by segments based on the need of the corridor and constructability of the roadway improvements. These segments are summarized below.

- Segment 1 (FPID# 430956-1) – This segment covered SR 826 corridor improvements from NW 103rd Street to NW 154th Street.
- Segment 2 (FPID# 430958-1) This segment covered improvements to the I-75/SR 826 System-to-System Interchange.
- Segment 3 (FPID# 431087-1) This segment covered I-75 corridor improvements and express lanes from SR 826 to the Miami-Dade/Broward County Line.
- Segment 4 (FPID# 431086-1) This segment covered I-75 corridor reconstruction and express lanes from SR 826 to north of NW 138th Street.
- Segment 5 (FPID# 430957-1) This segment covered improvements to the SR 860/Miami Gardens Drive System-to-Service Interchange.
- Segment 6 (FPID# 431084-1) This segment covered improvements to the SR 821/HEFT System-to-Service Interchange.

SR 924/Gratigny Parkway West Extension PD&E Study (MDX# 92404.011) – This study proposed the west extension of SR 924 to the Homestead Extension of Florida's Turnpike (HEFT) and interchange improvements. The extension is co-located with the I-75 corridor between SR 826 and NW 138th Street and co-located with the NW 138th Street corridor between I-75 and US 27/Okeechobee Road. The study obtained Location Design Concept Acceptance in August 2015.

Two construction projects have been completed within the corridor assessment area:

I-75 between SR 924 and NW 170th Street (FPID# 432687-1) – This project built the express lanes and the express lanes direct ramp connection with the SR 826 express lanes to and from the south within Miami-Dade County. The project was opened to traffic in November 2020.

I-75 between NW 170th Street and Miramar Parkway (FPID#s 421707-2, 421707-3 & 421707-8) – This project built the express lanes, Miami Gardens Drive and HEFT Interchange improvements, and the express lanes direct ramp connections with the HEFT. The project covered Miami-Dade and Broward Counties and was opened to traffic in May 2019.

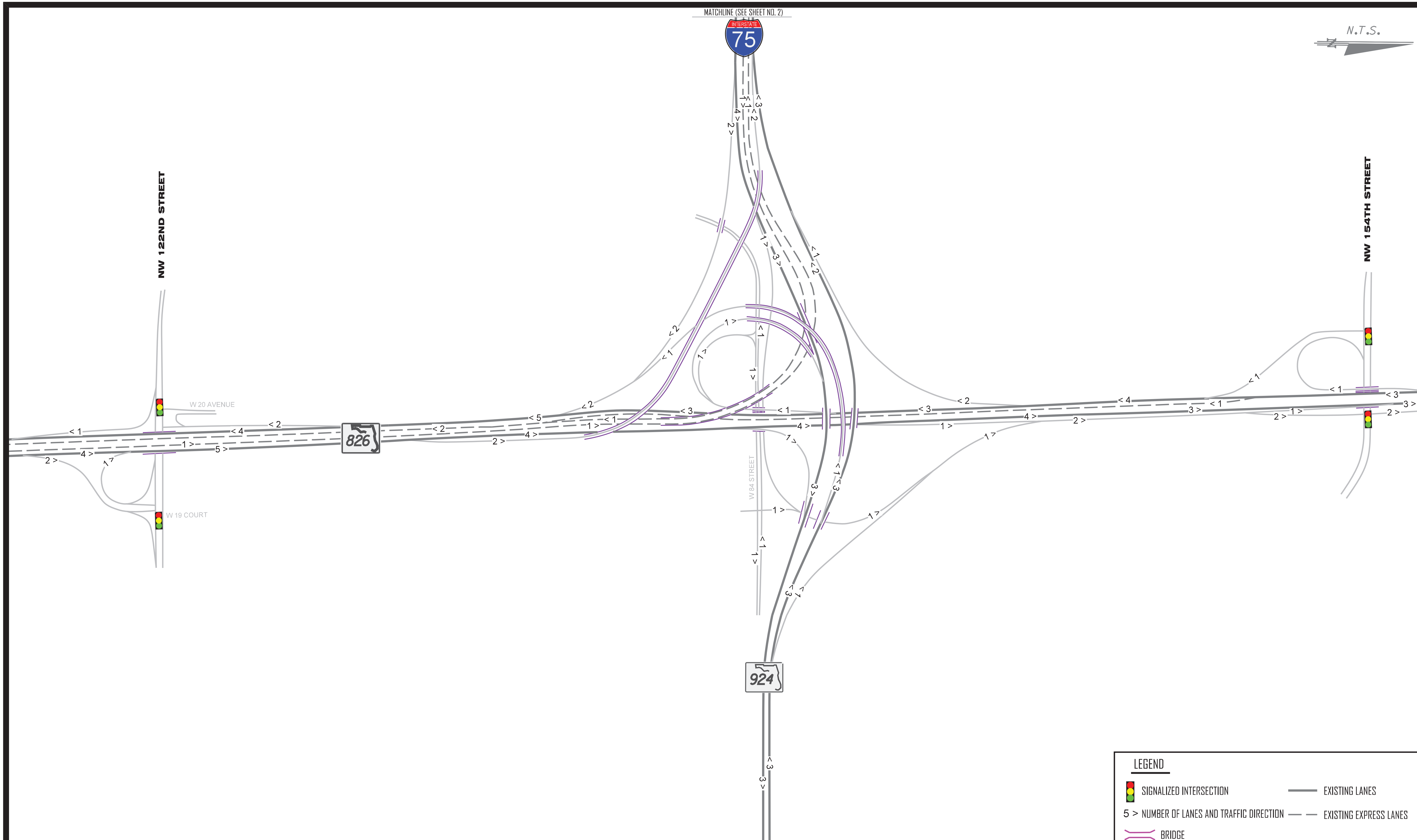
Corridor Assessment Findings

Schematic line diagrams were created to depict existing and future corridor conditions.

Based on a field review and photogrammetry of the area, ***Figure 1*** was created depicting today's existing conditions. This figure shows that the majority of the I-75 PD&E Study Preferred Alternative proposed improvements were constructed. However, when comparing this to the *I-75 PD&E Study Conceptual Plans*, it was observed that some proposed improvements have not been constructed yet. ***Figure 2*** shows all the pending improvements color coded not yet constructed. Some of these improvements include mainline and interchange improvements.

It was also observed from the latest CADD files that some of the proposed improvements constructed were not built in the same alignment as the PD&E Study. In coordination with FDOT D4 and FDOT D6, Alternative Technical Concepts (ATC) were submitted before construction, changing some of the PD&E Study proposed improvement alignments.

According to GMX, the SR 924 West Extension project is on hold waiting for funding to fund the next transportation phases (Design, Right of Way, and Construction). Therefore, no construction has started on these improvements. ***Figure 3*** depicts the SR 924 West Extension pending improvements in **orange**.



LEGEND

SIGNALIZED INTERSECTION

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

EXISTING LANES

EXISTING EXPRESS LANES

FDOT

I-75 (SR 93) CORRIDOR

PRELIMINARY COPY
SUBJECT TO CHANGE

Date: August 2023

EXISTING CONDITIONS
LANE GEOMETRY AND CONFIGURATIONS

FIGURE
1

4

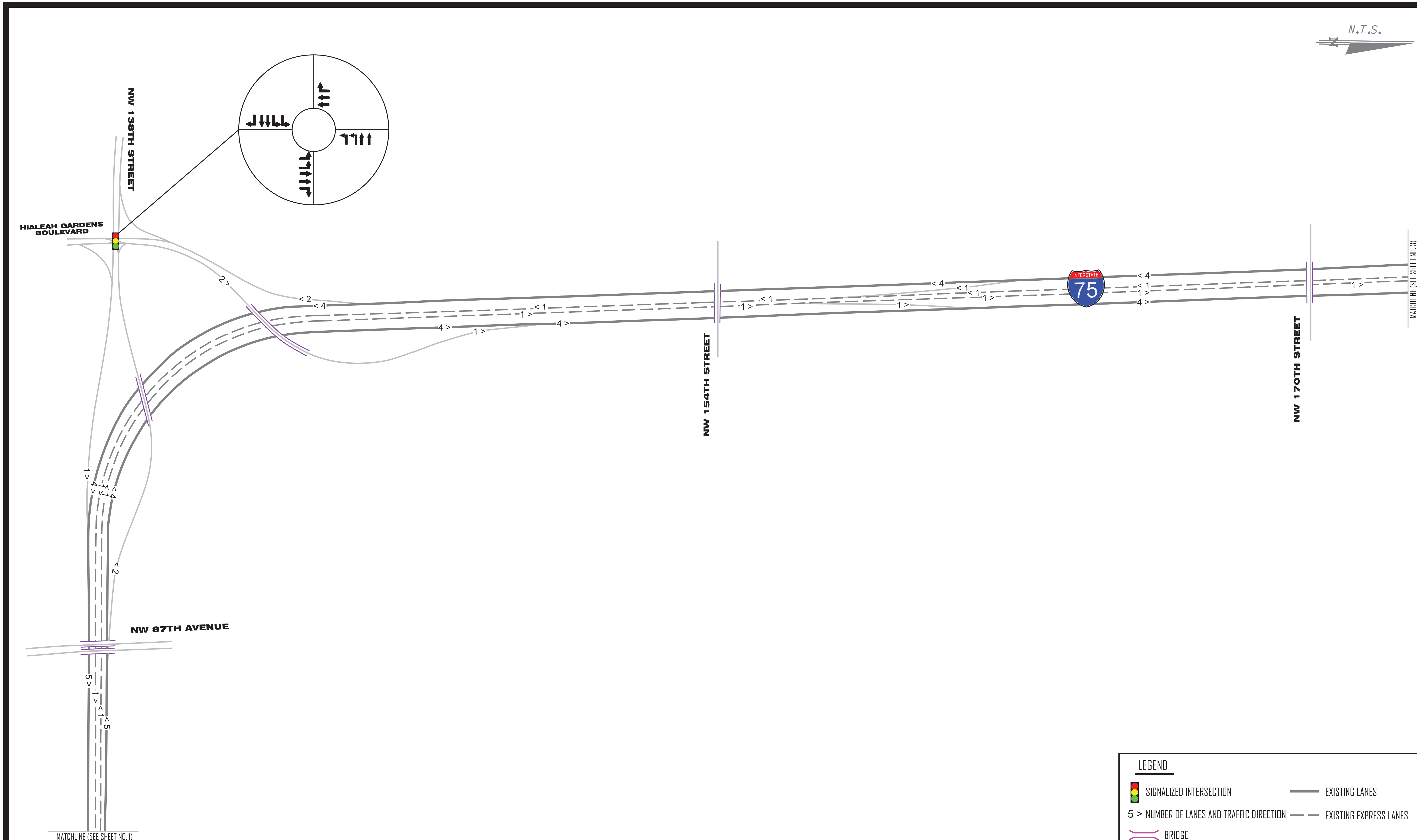


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FIGURE
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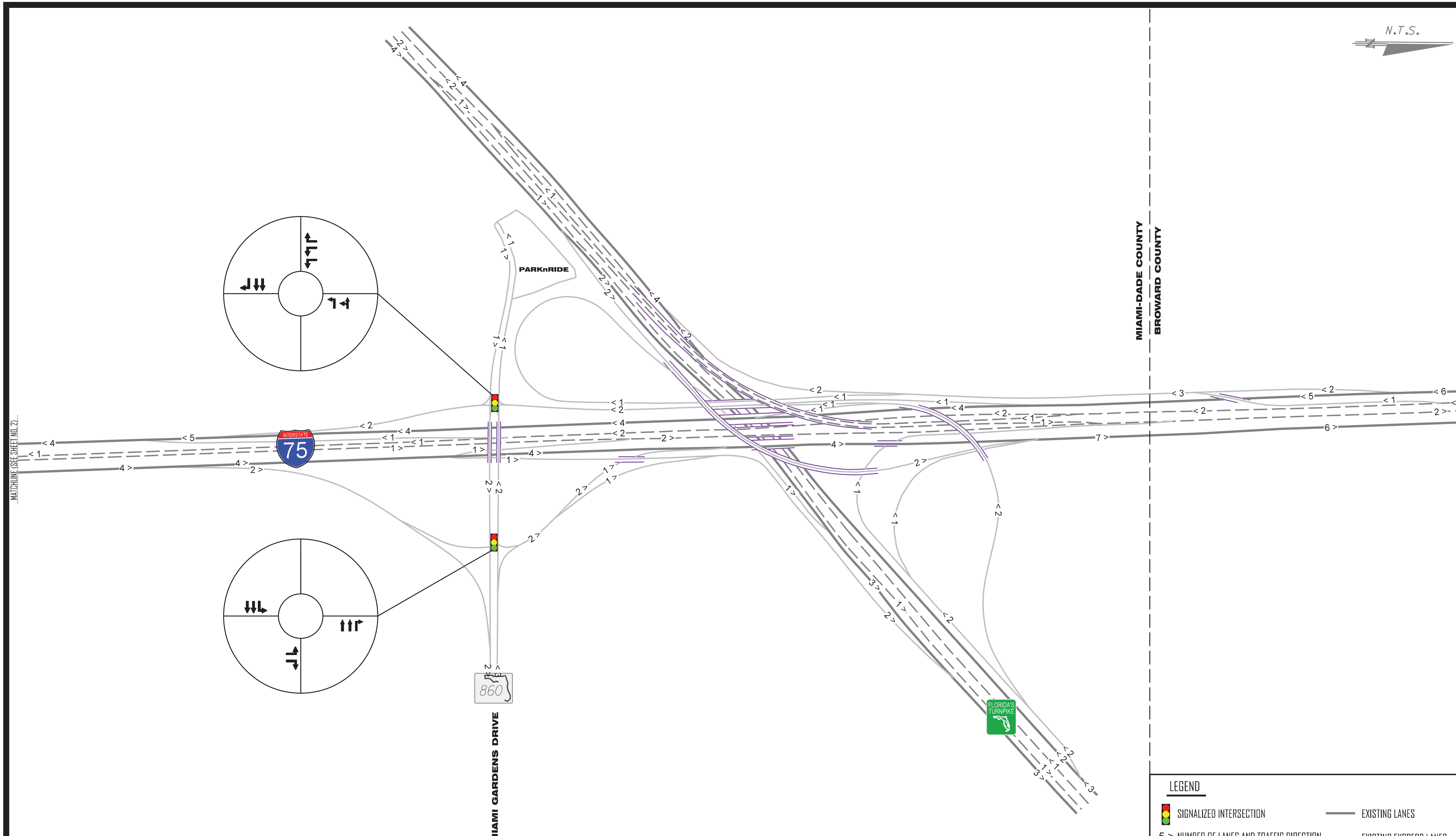

LEGEND

SIGNALIZED INTERSECTION

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

EXISTING LANES

EXISTING EXPRESS LANES

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EXISTING CONDITIONS
LANE GEOMETRY AND CONFIGURATIONS

FIGURE
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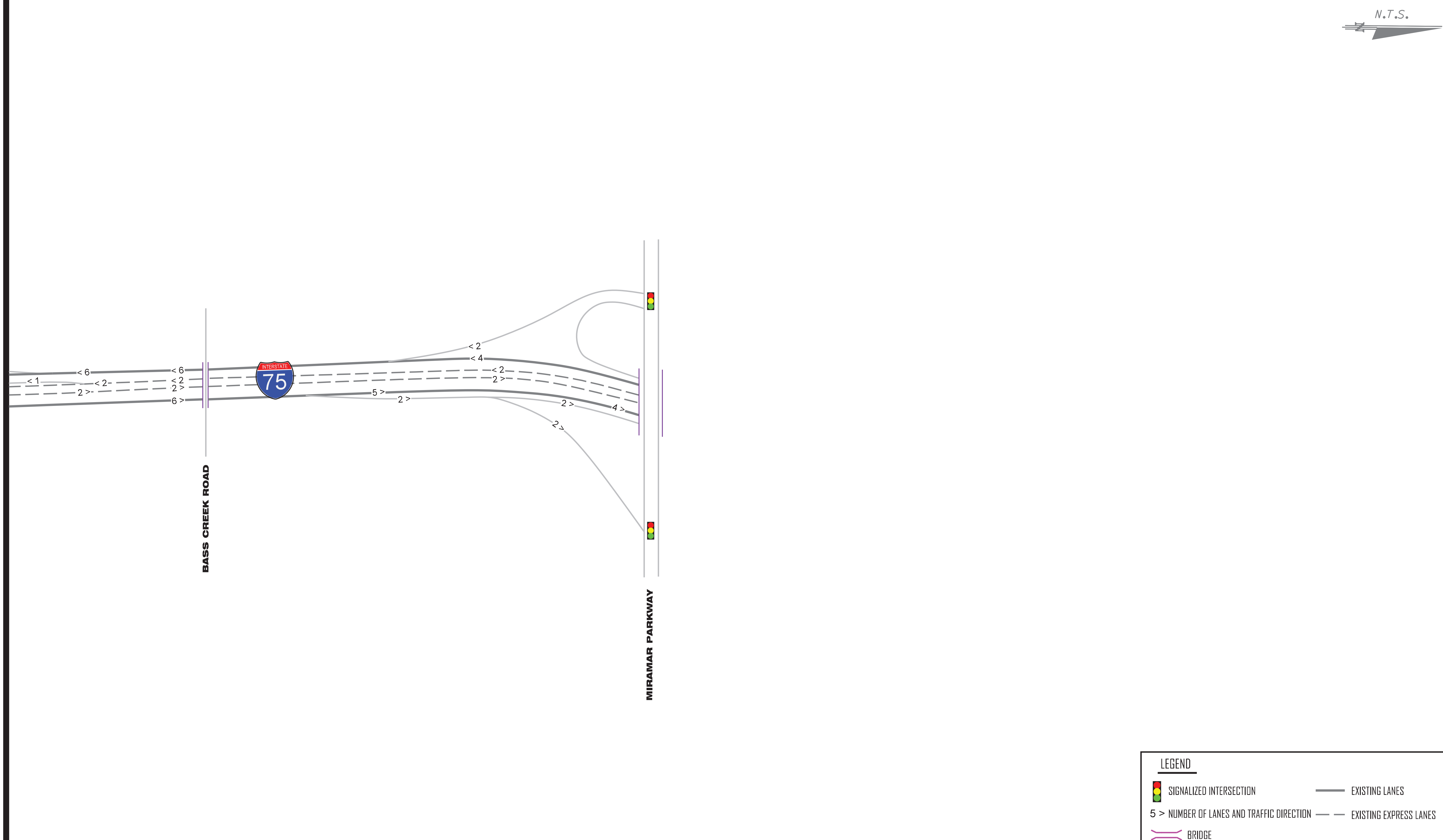

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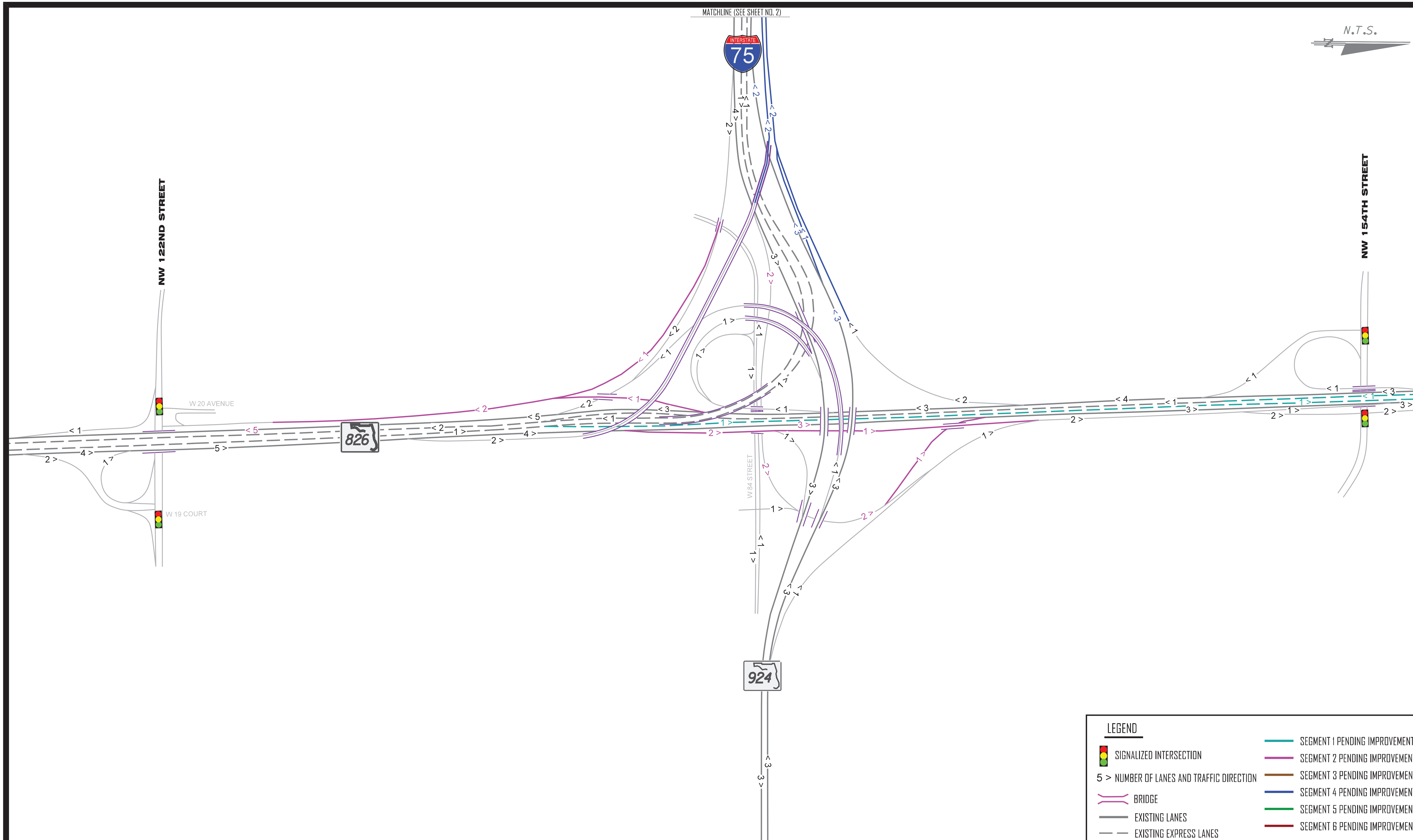


FDOT

South Florida's Vision for I-75

I-75 (SR 93) CORRIDOR

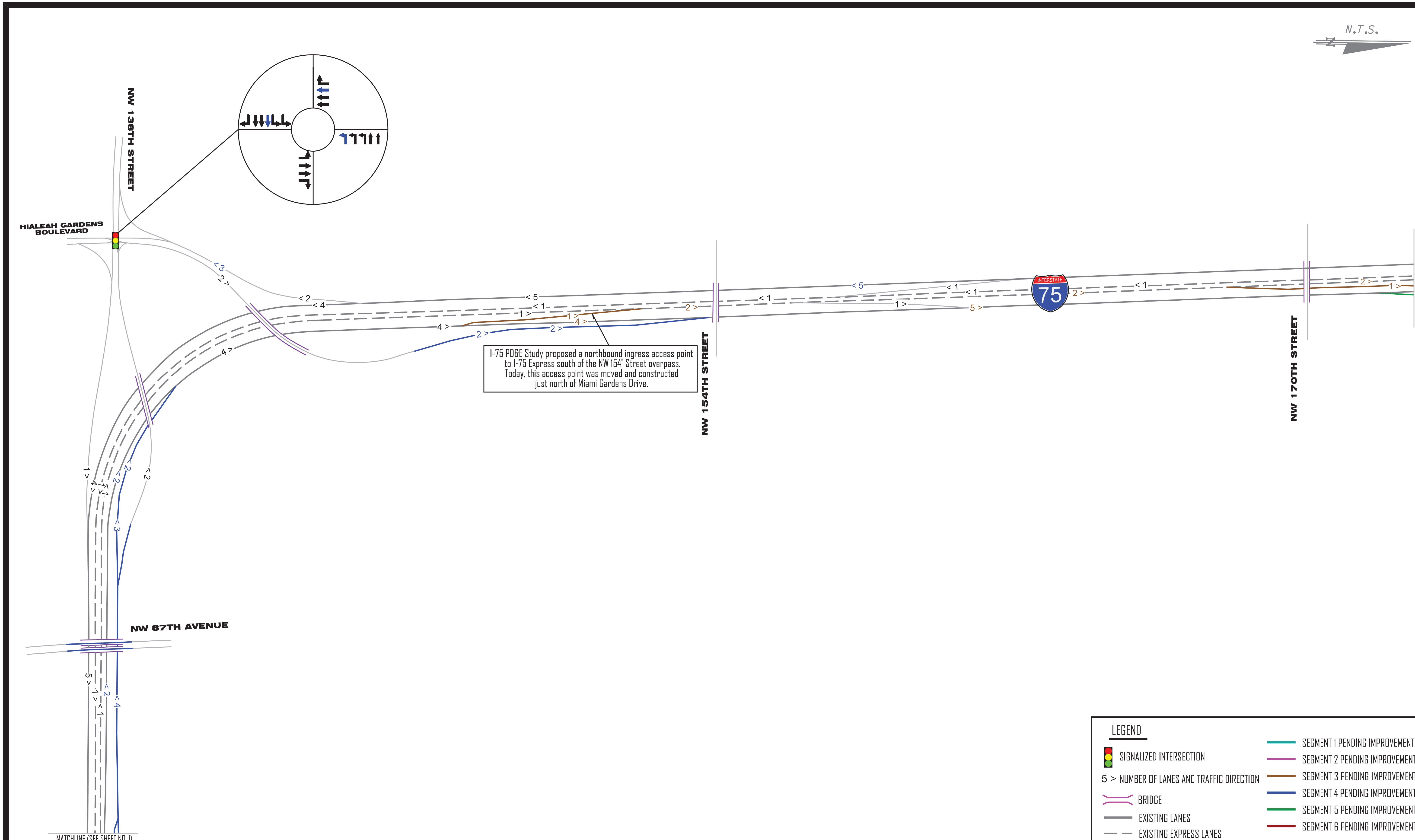
PRELIMINARY COPY
SUBJECT TO CHANGE

Date: August 2023

I-75 PROPOSED IMPROVEMENTS
LANE GEOMETRY AND CONFIGURATIONS

FIGURE
2

8



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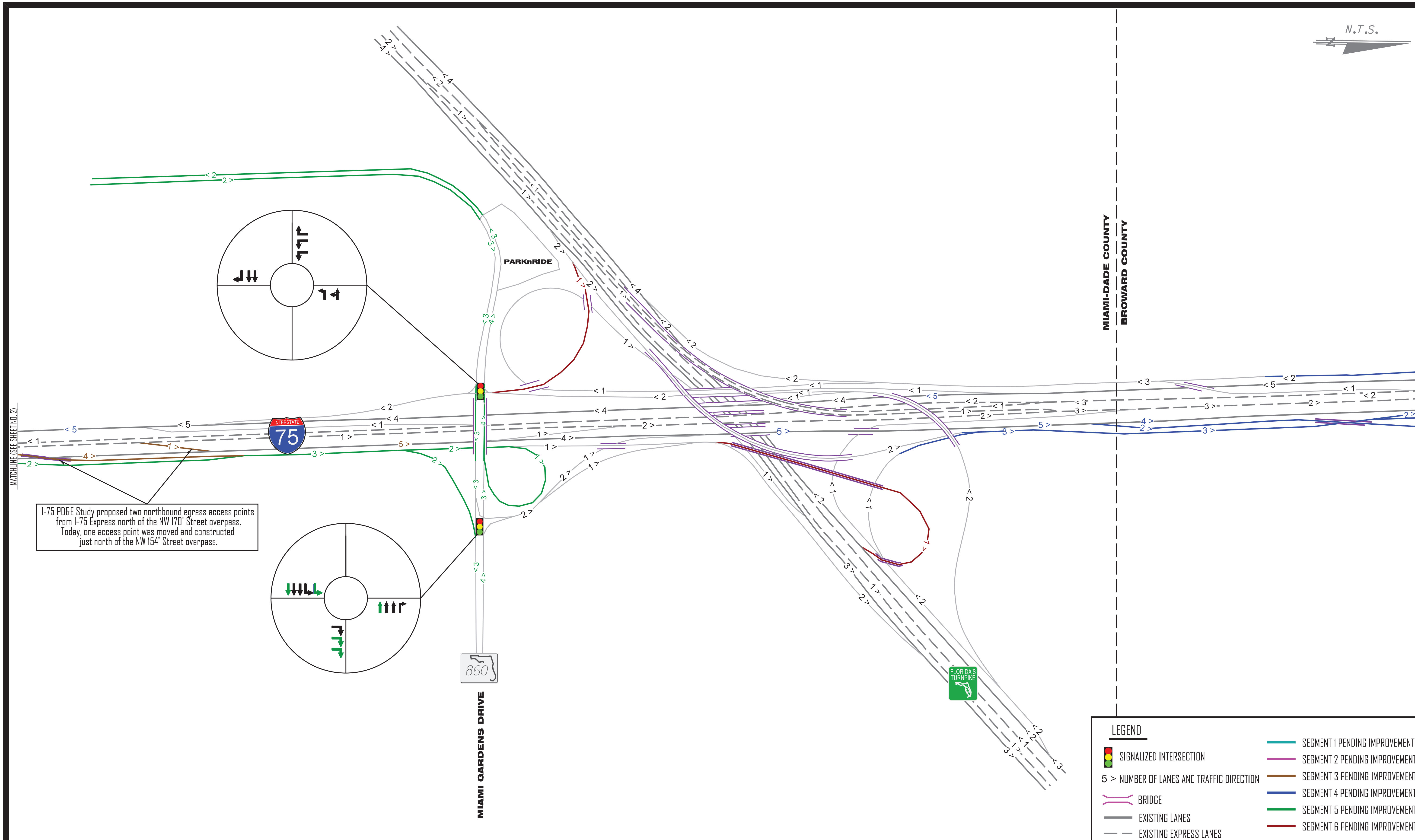
I-75 PROPOSED IMPROVEMENTS
LANE GEOMETRY AND CONFIGURATIONS

FIGURE
2



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South Florida's Vision for I-75

I-75 (SR 93) CORRIDOR

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Date: August 2023

I-75 PROPOSED IMPROVEMENTS LANE GEOMETRY AND CONFIGURATIONS

FIGURE
2

10

N.T.S.

LEGEND

SIGNALIZED INTERSECTION

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

EXISTING LANES

EXISTING EXPRESS LANES

SEGMENT 1 PENDING IMPROVEMENTS

SEGMENT 2 PENDING IMPROVEMENTS

SEGMENT 3 PENDING IMPROVEMENTS

SEGMENT 4 PENDING IMPROVEMENTS

SEGMENT 5 PENDING IMPROVEMENTS

SEGMENT 6 PENDING IMPROVEMENTS

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I-75 (SR 93) CORRIDOR

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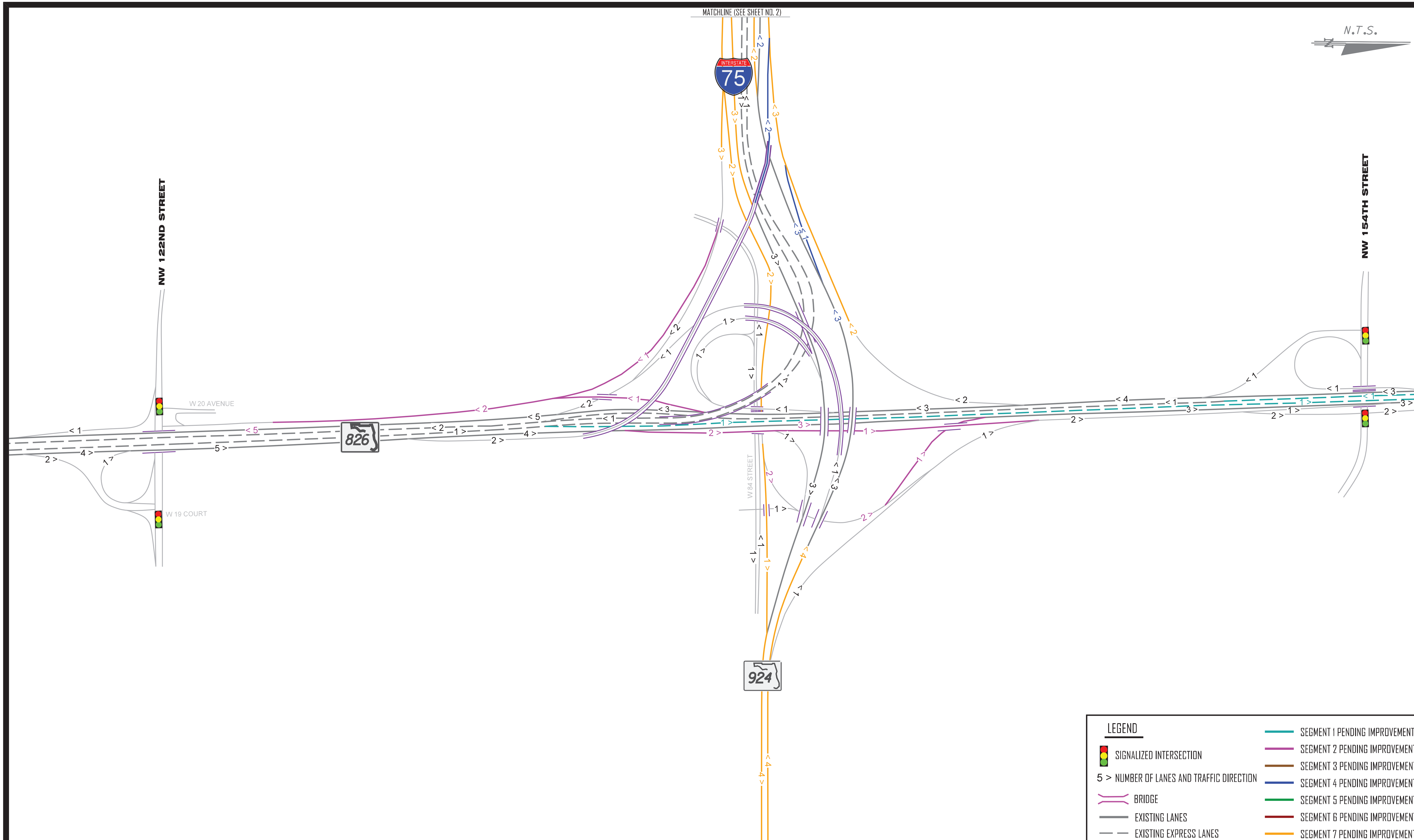
SUBJECT TO CHANGE

Date: August 2023

I-75 PROPOSED IMPROVEMENTS
LANE GEOMETRY AND CONFIGURATIONS

FIGURE
2

11



LEGEND

- SIGNALIZED INTERSECTION
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- EXISTING LANES
- EXISTING EXPRESS LANES
- SEGMENT 1 PENDING IMPROVEMENTS
- SEGMENT 2 PENDING IMPROVEMENTS
- SEGMENT 3 PENDING IMPROVEMENTS
- SEGMENT 4 PENDING IMPROVEMENTS
- SEGMENT 5 PENDING IMPROVEMENTS
- SEGMENT 6 PENDING IMPROVEMENTS
- SEGMENT 7 PENDING IMPROVEMENTS

FDOT

South Florida's Vision for I-75

I-75 (SR 93) CORRIDOR

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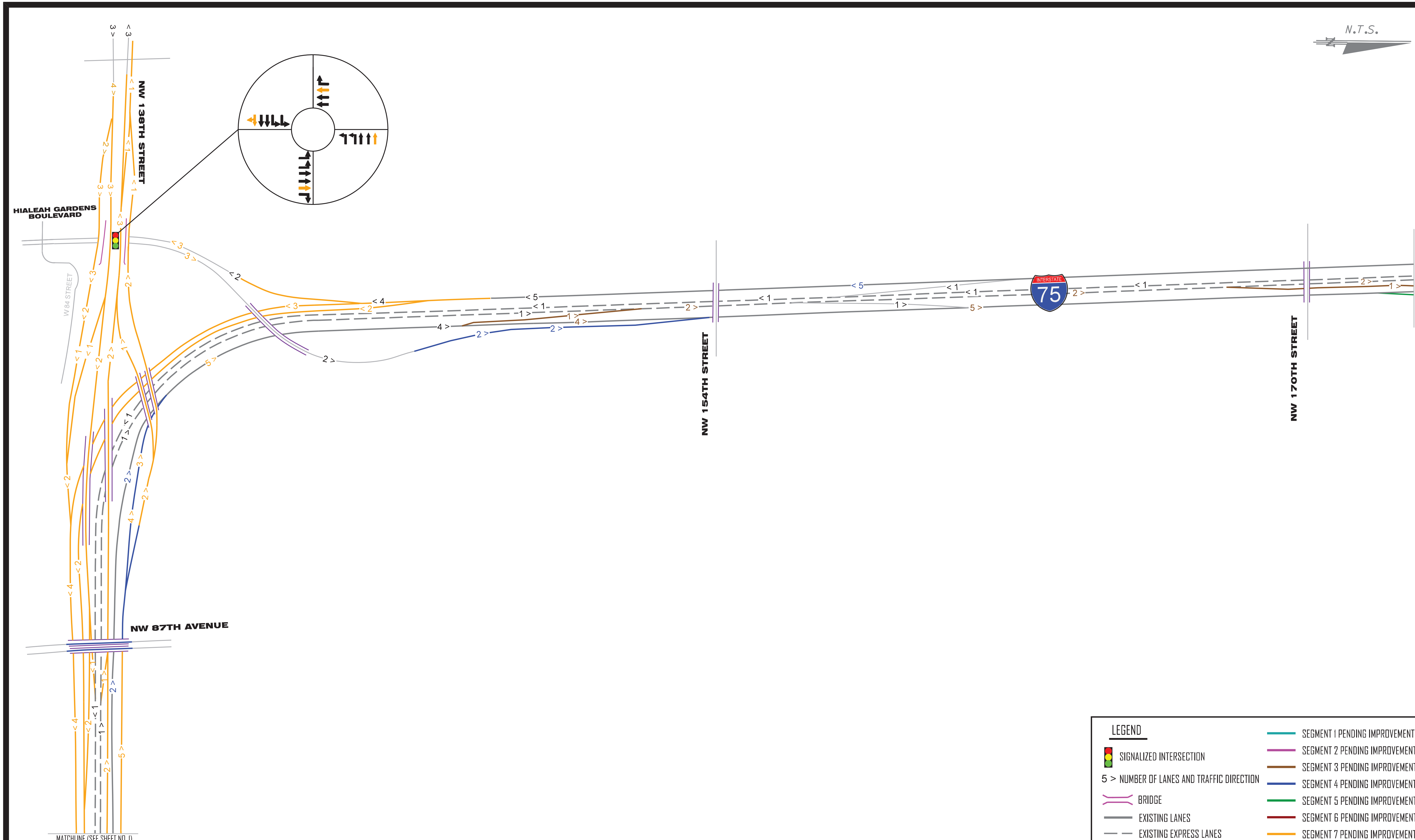
SUBJECT TO CHANGE

Date: August 2023

SR 924 PROPOSED IMPROVEMENTS
LANE GEOMETRY AND CONFIGURATIONS

FIGURE
3



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South Florida's Vision for I-75

I-75 (SR 93) CORRIDOR

PRELIMINARY COPY
SUBJECT TO CHANGE

Date: August 2023

SR 924 PROPOSED IMPROVEMENTS
LANE GEOMETRY AND CONFIGURATIONS

FIGURE
3

Using the same FPID numbers from the *I-75 PD&E Study Project Development Summary Report*, this corridor assessment effort prepared ***Table 1*** listing all the improvements already constructed by FDOT within the I-75 corridor in Miami-Dade County. ***Table 2*** lists all the pending improvements by FPID project number. ***Table 2*** organizes the pending improvements depicted by color in the schematic line diagrams. The table includes the segment number, FPID number, project name, limits, and additional notes describing more details of the pending improvements.

An additional project (Segment 7) was added to ***Table 2***. This project summarizes all the pending improvements from the GMX SR 924 West Extension project.

Coordination with FDOT D4, FTE and Miami-Dade County

Coordination with these agencies occurred during the corridor assessment efforts. According to ***Table 2***, under Segment 4, improvements 4F and 4G were not constructed due to an ATC. According to FDOT D4, the northbound and southbound braided ramps in this area are not needed by the 2040 PD&E Study design year.

According to FDOT D4, FDOT D6, and the corridor consultant at the time of construction, the improvements under Segment 5 were not fully constructed. The current interchange improvements were designed and implemented with the idea of leaving intact the existing interchange infrastructure until the approval and construction of the potential new American Dream Mall just west of I-75.

According to FTE, improvements under Segment 6 are not needed in the near future. The need of these improvements diminished when the HEFT/NW 170th Street Interchange was approved for construction by a private developer. This interchange, currently under construction, will provide the missing connectivity to the area west of I-75 and will also provide access to the potential new mall. The interchange is anticipated to be completed by the year 2025 together with other HEFT corridor improvements. Access between Florida's Turnpike and I-75 will continue via US 27/NW 138th Street to the south and with the new recently constructed I-75 interchange to the north.

Table 1 – I-75 Corridor Implemented Improvements

Segment	FPID #	Project Name	Limits
1	4309561	Palmetto Expressway (SR 826) Corridor Improvements	From NW 103rd Street to NW 154th Street
Express lanes from I-75 to the south			
Extended northbound outside fourth travel lane from I-75 to south of NW 154th Street			
2	4309581	I-75/SR 826 Interchange	System-to-System Interchange
New express lane direct connection ramp between I-75 southbound and SR 826 southbound			
New express lane direct connection ramp between SR 826 northbound and I-75 northbound			
3	4310871	I-75 Corridor Improvements and Express Lanes	From SR 826 to the Miami-Dade/Broward County Line
Express lanes (one in each direction between SR 826 and Miami Gardens Drive)			
Express lanes (two in each direction between Miami Gardens Drive and north of the Miami-Dade/Broward County Line)			
Express lane northbound egress north of NW 154th Street			
Express lane northbound ingress just north of Miami Gardens Drive			
Express lane southbound egress just south of Miami Gardens Drive			
Express lane southbound ingress north of NW 154th Street			
4	4310861	I-75 Corridor Reconstruction and Express Lanes	From SR 826 to north of NW 138th Street
Express lanes (one in each direction)			
I-75/NW 138th Street Ramp Terminal Intersection - 2nd northbound left-turn lane			
5	4309571	SR 860/Miami Gardens Drive Interchange	System-to-Service Interchange
Converted the interchange to a full Diamond Interchange configuration			
Widened northbound off-ramp to two lanes			
I-75/Miami Gardens Drive Northbound Ramp Terminal Intersection - New signalized intersection, new northbound left-turn lane and eastbound left-turn lane			
New Southbound Ramp Terminal Signalized Intersection			
Miami Gardens Drive - Extended two lanes in each direction to the west to the I-75 southbound ramp terminal			
Miami Gardens Drive - Extended one lane in each direction to the west from the I-75 southbound ramp terminal to the new Park and Ride lot			
6	4310841	SR 821/HEFT Interchange	System-to-Service Interchange
New ramp connection between Miami Gardens Drive and HEFT northbound			
New ramp connection between I-75 northbound and HEFT northbound			
New ramp connection between HEFT northbound and I-75 express lanes northbound			
New ramp connection between HEFT northbound and I-75 northbound			
New ramp connection between HEFT northbound and I-75 southbound			
New ramp connection between HEFT northbound and Miami Gardens Drive			
New ramp connection between I-75 southbound express lanes and HEFT northbound and southbound			

Table 2 – I-75 Corridor Pending Improvements

Segment	FPID #	Project Name	Limits	Notes
1	4309561	Palmetto Expressway (SR 826) Corridor Improvements	From NW 103rd Street to NW 154th Street	
A. Extend one express lane in each direction from I-75 to the north				-
2	4309581	I-75/SR 826 Interchange	System-to-System Interchange	
A. New SR 826 northbound two-lane off-ramp to SR 924 eastbound and NW 154th Street				Combines two exits into one
B. Widen I-75 southbound off-ramp to SR 826 northbound to two lanes				-
C. New I-75 southbound one-lane off-ramp direct connection to SR 826 northbound				Bypasses SR 826 northbound CD system between I-75 and NW 154th Street
D. Relocate north the one-lane off-ramp from SR 826 southbound to NW 122nd Street				Removes SR 826 mainline weaving section between I-75 and NW 122nd Street Eliminates direct access from SR 924 to NW 122nd Street
E. New one-lane ramp from I-75 southbound to NW 122nd Street				Removes SR 826 mainline weaving section between I-75 and NW 122nd Street
3	4310871	I-75 Corridor Improvements and Express Lanes	From SR 826 to the Miami-Dade/Broward County Line	
A. I-75 PD&E Study proposed a northbound ingress access point to I-75 Express south of the NW 154th Street overpass				Today, this access point was moved and constructed just north of Miami Gardens Drive.
B. New I-75 northbound auxiliary lane between NW 138th Street and Miami Gardens Drive				-
C. I-75 PD&E Study proposed two northbound egress access points (one grade separated and one at-grade) from I-75 Express north of the NW 170th Street overpass.				Today, one access point was moved and constructed at-grade just north of the NW 154th Street overpass
D. Add a second express lane northbound from NW 138th Street to south of Miami Gardens Drive				-
4	4310861	I-75 Corridor Reconstruction and Express Lanes	From SR 826 to north of NW 138th Street	
A. New I-75 northbound CD system between SR 826 and NW 138th Street				Removes I-75 mainline weaving section Serves SR 826 and SR 924
B. Extend bridge structure from SR 826 northbound on-ramp to I-75 northbound to land on the I-75 northbound CD system				-
C. Widen I-75 northbound on-ramp from NW 138th Street from one lane to two lanes				-
D. Replace NW 87th Avenue overpass				-
E. NW 138th Street ramp terminal improvements: o Additional southbound thru lane for a total of 3 thru lanes o Additional westbound left-turn lane for a total of 3 left-turn lanes o Additional eastbound thru lane for a total of 3 thru lanes				-
F. I-75 northbound braided ramp between on-ramps from HEFT and off-ramp to Miramar Parkway				Removes I-75 northbound mainline weaving section. According to FDOT D4, the braided ramp is not needed by the 2040 PD&E Study design year.
G. I-75 southbound braided ramp between on-ramp from Miramar Parkway and off-ramp to HEFT				Removes I-75 southbound mainline weaving section. According to FDOT D4, the braided ramp is not needed by the 2040 PD&E Study design year.
5	4309571	SR 860/Miami Gardens Drive Interchange	System-to-Service Interchange	
A. Construct an I-75 northbound CD system serving Miami Gardens Drive and HEFT				This CD will also include the reconfiguration of the northbound to westbound ramp to a loop ramp
B. Miami Gardens Drive west extension to NW 97th Avenue				-
C. Widen Miami Gardens Drive to three lanes in each direction				-
D. Miami Gardens Drive east ramp terminal improvements: o Additional eastbound left-turn lane for a total of 2 left-turn lanes o Two additional northbound right-turn lanes for a total of 3 right-turn lanes				-
6	4310841	SR 821/HEFT Interchange	System-to-Service Interchange	
A. Ramp connection from I-75/Miami Gardens Drive to HEFT southbound				This ramp could possibly serve 75 Express if the northbound grade separated access point on I-75 northbound is constructed. According to FTE, this ramp connection is not needed in the near future.
B. New HEFT northbound off-ramp to Miami Gardens Drive				According to FTE, this off-ramp is not needed in the near future.
7	92404.011	SR 924 West Extension	Corridor Extension and System-to-System Interchange	
A. Add auxiliary lanes along SR 924 east of SR 826 in both directions to and from the east for a total of four lanes in each direction				-
B. Additional Lane along the I-75 northbound CD system between SR 826 and NW 138th Street				-
C. Extend SR 924 to the west (to HEFT) as two lanes in each direction co-located with the I-75 corridor between I-75 and NW 138th Street				This may require total reconstruction of the I-75 corridor between SR 826 and NW 138th Street and the replacement of the NW 87th Avenue overpass (if these improvements are constructed first)
D. New westbound egress express lane access point to enter the SR 924 west extension				-
E. New eastbound ingress express lane access point from the SR 924 west extension				-
F. New westbound ramp connection between the northbound I-75 CD system and SR 924 west extension				-
G. New eastbound ramp connection between NW 138th Street and SR 924				-
H. New eastbound ramp connection between the SR 924 west extension and I-75 eastbound				-

I-75 Planning Study

In September 2021, the Miami-Dade Transportation Planning Organization (TPO) passed Resolution #44-2021, which requested FDOT to study a new or modified interchange access to I-75 between SR 860/Miami Gardens Drive and NW 138th Street. TPO board members expressed concerns about traffic congestion along this three-mile segment of I-75 in northwest Miami-Dade County. The main concern is that the lack of interchange access connections to the interstate is contributing to congestion.

FDOT, in response to the resolution, commissioned this study to conceptually identify and evaluate a possible interchange access connection to I-75 located between SR 860/Miami Gardens Drive and NW 138th Street. This planning study involved evaluating 2045 conditions and analyzing future daily traffic in different interchange scenarios. Conceptual layouts for two different potential interchange configurations were also prepared to identify potential impacts upon the right-of-way and nearby residential and commercial properties. The study area is depicted in **Figure 4**.

In response to this resolution, FDOT studied two possible interchange access alternatives to I-75 between SR 860/Miami Gardens Drive and NW 138th Street. They were a Full Collector-Distributor (CD) System alternative and a Loop Interchange alternative. The planning study recommended evaluating further the Full CD System alternative (see **Figure 5)** in the next I-75 PD&E Study.

The Full CD System access concept provides a one-way, north-south frontage road immediately adjacent and parallel to I-75. The frontage road would consist of two lanes and be located between SR 860/Miami Gardens Drive and NW 138th Street, linking to existing on- and off-ramps. It would provide grade-separated access to NW 170th Street and NW 154th Street such that drivers on those cross streets could access I-75 at existing ingress and egress points at SR 860/Miami Gardens Drive and NW 138th Street. The Full CD System alternative does not increase the number of new access connections to I-75 but rather modifies existing on- and off-ramps located near NW 138th Street and SR 860/Miami Gardens Drive. This alternative diverts a larger amount of the 2045 traffic volumes away from I-75 onto the new CD system, and a longer segment of the interstate is positively affected by this traffic diversion.

Overall Roadway Network

Many future projects surrounding the I-75 corridor are still pending. **Figure 6** depicts the existing and proposed projects along SR 826, US 27, Florida's Turnpike, I-75, and cross streets in between. Another adjacent project is the development of the American Dream Mall. **Figure 6** includes the development street network and the pending site plan area in a schematic line diagram. This figure summarizes the existing and proposed roadway network that will serve as the base conditions of the future I-75 PD&E Study programmed to begin in fiscal year 2025-2026.

FDOT	Project Location Map	Figure 4

Figure 5 - Full CD System Alternative

I-75 (SR 93) CORRIDOR PROPOSED IMPROVEMENTS FIGURE 6

Appendix E - Pre-PD&E Traffic Evaluation Scope

EXHIBIT "A"
SCOPE OF SERVICES

Contract No. CA934
TWO No. 73 – I-75 PD&E Early Works
FM No. 453149-1-22-01

1.0 BACKGROUND

The General Consultant Engineering Services contract, dated 4/7/2020, between the State of Florida Department of Transportation (hereinafter called the Department) and Gannett Fleming, Inc. (hereinafter called the Consultant) requires professional services for a wide range of engineering, survey, architectural, landscaping, technical, management and administrative tasks as needed to assist in executing projects in the District 6 Work Program.

2.0 PURPOSE

The purpose of this Task Work Order (TWO) is to collect existing data, forecast future year traffic volumes, and develop and calibrate an existing conditions microscopic simulation model of the I-75 corridor from SR 826/Palmetto Expressway to the Broward County line. The study includes I-75 interchanges at SR 860/Miami Gardens Drive, NW 138 Street, Homestead Extension of Florida's Turnpike (HEFT), and SR 826/Palmetto Expressway. This analysis is intended to support a future PD&E study of this I-75 segment.

3.0 SCOPE

The I-75 corridor study area, as depicted in **Figure 1**, includes approximately 3.1 miles of interstate mainline, 4 interchanges, and 13 intersections.

Study Area

- I-75 mainline from HEFT to SR 826/Palmetto Expressway
- I-75 at HEFT system-to-system interchange
- I-75 at SR 826 system-to-system interchange
- SR 860/Miami Gardens Drive
  - At I-75 SB off ramp terminal intersection
  - At I-75 NB off ramp terminal intersection
  - At NW 87 Avenue
- NW 170 Street
  - At NW 97 Avenue
  - At NW 94 Ct (currently has 3 approaches)
  - At NW 89 Avenue (currently has 3 approaches)
  - At NW 87 Avenue
- NW 154 Street
  - At NW 97 Avenue
  - At W 34 Ln (currently has 3 approaches)
  - At NW 89 Avenue (currently is a roundabout)
  - At NW 87 Avenue
- NW 138 Street
  - At Hialeah Gardens Blvd intersection (*which includes the I-75 SB off ramp [north approach*] and the I-75 NB off ramp [*which is the east approach*])
  - At NW 97 Avenue/W 36 Avenue intersection

TASK 1: DATA COLLECTION

1.1 Traffic Volume Counts

Available roadway segment (48-hour bi-directional machine counts) and peak hour intersection turning movement counts (8-hour TMCs between 6 am and 10 am and between 3 pm and 7 pm) will be collected during a typical Tuesday, Wednesday, and/or Thursday weekday. Roadway segment data will include vehicle classification counts, along with speed data for each non-interstate arterial roadway corridor.
Roadway segment data shall be collected at the following locations, as depicted in **Figure 2**.

A. SR 860/Miami Gardens Drive
  - West of I-75 SB off ramp terminal intersection
  - West of I-75 NB off ramp terminal intersection
  - East of I-75 NB off ramp terminal intersection
  - East of NW 87 Avenue

B. NW 170 Street
  - West of NW 97 Avenue
  - East of NW 97 Avenue
  - West of NW 89 Avenue
  - West of NW 87 Avenue
  - East of NW 87 Avenue

C. NW 154 Street
  - East of NW 97 Avenue
  - West of NW 87 Avenue
  - East of NW 87 Avenue

D. NW 138 Street
  - West of NW 97 Avenue/W 36 Avenue
  - West of Hialeah Gardens Blvd / I-75 SB off ramp [north approach]
  - East of Hialeah Gardens Blvd / I-75 SB off ramp [north approach]

E. NW 87 Avenue
  - North of SR 860/Miami Gardens Drive
  - South of SR 860/Miami Gardens Drive
  - North of NW 170 Street
  - South of NW 170 Street
  - North of NW 154 Street
  - South of NW 154 Street

F. NW 89 Avenue
  - North of NW 170 Street
  - North of NW 154 Street
  - South of NW 154 Street

G. NW 94 Court
  - North of NW 170 Street

H. W 34 Lane
  - North of NW 154 Street
  - South of NW 154 Street

I. Hialeah Gardens Boulevard / I-75 SB off ramp
  - North of NW 138 Street
  - South of NW 138 Street

J. NW 97 Avenue
  - North of NW 170 Street
  - South of NW 170 Street
  - North of NW 154 Street

- South of NW 154 Street
- North of NW 138 Street
- South of NW 138 Street

Intersection Turning Movement Volume Counts depicted in **Figure 2** will be collected between 6 am and 10 am and between 3 pm and 7 pm at the following 13 locations.

A. SR 860/Miami Gardens Drive
    1. At I-75 SB off ramp terminal intersection
    2. At I-75 NB off ramp terminal intersection
    3. At NW 87 Avenue

B. NW 170 Street
    4. At NW 97 Avenue
    5. At NW 94 Ct
    6. At NW 89 Avenue
    7. At NW 87 Avenue

C. NW 154 Street
    8. At NW 97 Avenue
    9. At W 34 Ln
    10. At NW 89 Avenue
    11. At NW 87 Avenue

D. NW 138 Street
    12. At Hialeah Gardens Blvd intersection (which includes the I-75 SB off ramp [north approach] and the I-75 NB off ramp [which is the east approach])
    13. At NW 97 Avenue/W 36 Avenue intersection

Ramp volume data will be based on 24-hour counts previously collected by FDOT.

1.2 Travel Time Studies

Travel times profiles should be associated with paths that traverse the study area during a representative period. Observed data should be available for these paths at 15-minute intervals along I-75 and the arterial roadways within the study area. Such travel time data will be gathered from Regional Integrated Transportation Information System (RITIS) and represent data for a typical weekday (Tuesday, Wednesday, and Thursday) of an average month during the peak season (i.e. March and April).

Travel time data should be collected for the following segments as depicted in **Figure 2**.

1. I-75Mainline (general purpose lanes)
    - Northbound I-75 from SR 826 to HEFT
    - Southbound I-75 from HEFT to SR 826

2. SR 860/Miami Gardens Drive
    - From west of I-75 SB off ramp terminal intersection to east of NW 87 Avenue
3. NW 170 Street
    - From NW 97 Avenue to NW 87 Avenue
4. NW 138 Street
    - From west of NW 97 Avenue/W 36 Avenue to Hialeah Gardens Boulevard / I-75 SB off ramp
5. NW 87 Avenue
    - From SR 860/Miami Gardens Drive to south of NW 170 Street
    - From south of NW 170 Street to north of I-75
6. NW 97 Avenue
    - From NW 170 Street to NW 154 Street
    - From NW 154 Street to NW 138 Street

1.3 Intersection Queue Studies
Queue length studies will be conducted at up to 47 intersection approaches during the AM and PM peak periods for use in calibrating the Vissim models. The queue study shall document the start time of each traffic signal cycle and the queue observed for each approach lane (i.e., left, through, and right) during each cycle.

1. SR 860/Miami Gardens Drive
   - At I-75 SB off ramp terminal intersection
   - At I-75 NB off ramp terminal intersection
   - At NW 87 Avenue

2. NW 170 Street
   - At NW 97 Avenue
   - At NW 94 Ct (currently has 3 approaches)
   - At NW 89 Avenue (currently has 3 approaches)
   - At NW 87 Avenue

3. NW 154 Street
   - At NW 97 Avenue
   - At W 34 Ln (currently has 3 approaches)
   - At NW 89 Avenue (currently is a roundabout)
   - At NW 87 Avenue

4. NW 138 Street
   - At Hialeah Gardens Blvd intersection (which includes the I-75 SB off ramp [north approach] and the I-75 NB off ramp [which is the east approach])
   - At NW 97 Avenue/W 36 Avenue intersection

1.4 Signal Timing Data
All signal timing data needed for the analysis shall also be provided by DTPW, including but not limited to:

1. Existing signal timing plans
2. Locations of loop detectors
3. Signal coordination with existing controllers

1.5 Review, Post Process and Compile Data

1. Field reviews will be conducted during a single peak period to confirm physical and operational characteristics of the study area.
2. Gather and review existing mixed vehicle travel time and delay data.
3. Review existing and planned signal timings for each signalized intersection (provided by DTPW).
4. Compile and review existing queue length data for select intersections.
5. Review traffic factors within the study area
6. Gather and review existing traffic and transit historical trends within the study area.

TASK 2: VOLUME DEVELOPMENT

The traffic volume data obtained under Task 1 will be used to develop balanced AM and PM peak hour volumes for existing, Opening Year (year to be determined) and Design Year (year to be determined).

2.1 Existing Year Volumes
The intersection turning movement volumes at 13 intersections and 4 interchanges will be balanced and smoothed within a reasonable variance (zero percent on links where no driveways are present and up to 10 percent in all other links based on the density and expected

activity level of the intermediate driveways).
Balanced volumes will only be developed for one (1) hour in each period. Shoulder hour volumes will be developed by applying diurnal adjustment factors to the peak hour entry volumes in Vissim. The diurnal factors will be computed using the daily volume profile from the traffic counts.

2.2 SERPM Sub-area Validation

A sub-area validation of the SERPM 9 model will be performed and compared against the modeling and forecasting information prepared by FDOT during previous work efforts along this segment of I-75. The Base Year highway and transit networks will be reviewed within the study area to ensure consistency for the roadway conditions (area type, facility type, speed, capacity, centroid connectors, etc.) and transit services (i.e., route, headway, etc.) present. The Design Year model will also be reviewed to be consistent with committed cost-feasible improvements listed in the Miami-Dade Transportation Planning Organization's (TPO) Long Range Transportation Plan (LRTP).

2.3 Opening Year (year to be determined) and Design Year (year to be determined) Volumes

Future year AM and PM peak hour intersection turning moment volumes will be developed for the Opening Year and Design Year scenario.
The future year roadway segment volumes will be developed by applying a growth rate to the existing year volumes. Peak hour intersection turning movement volumes will be developed in accordance with FDOT's Project Traffic Forecasting Handbook methodologies, using TMTool and/or TURNS software. A growth rate analysis will be conducted using historical trends from all available FDOT sites within the project area; growth in link volume assignment within the project area, according to SERPM 9 model between the Base Year and Design Year; and growth in population and employment (socio-economic data) included in SERPM 9 model at Micro-Analysis Zone (MAZ) level, between Base Year and Design Year to determine a recommended growth rate for the corridor and study area. Forecasts will be reviewed against previous traffic volume projections of I-75 prepared by FDOT during previous PD&E studies, corridor planning studies, and other documents.

TASK 3: VISSIM ANALYSIS

AM and PM peak period Vissim models will be developed for existing year (2024) conditions. To capture the build-up and dissipation of congestion, the microsimulation will be performed for three-hour AM and PM peak periods, with a 30-minute warm- up period.
Vissim models will be developed to include the I-75/HEFT system-to-system interchange, the I-75/SR 826 system-to-system interchange, the I-75 at SR 860/Miami Gardens Drive interchange, and the I-75 at NW 138 Street interchange. Including the arterial roadway network adjacent to the I-75 corridor, the study area will also consist of a total of 13 intersections.
Diurnal factors will be developed and applied to the peak hour vehicle input entry volumes for the shoulder hours. The volume differential from the presence of driveways between signalized intersections will be modeled using source/sink links. The vehicle composition at the entry links will be determined based on the turning movement count data.
Calibration of the extended Vissim models will be conducted using existing year traffic counts, travel time data, and queues collected in the field. The existing AM and PM peak hours will be calibrated separately; however, a unified set of calibration parameters will be developed for the existing conditions (some deviations may exist). The model calibration will follow the guidelines from FDOT's Traffic Analysis Handbook.
All reported Vissim results will represent an average of 10 runs. The following performance measures will be derived from Vissim:

1. Network-wide performance measures:
    - total vehicles processed,
    - latent demand,

- total delay time,
- average delay time, and
- average speed for all vehicle types

2. Corridor-level:
   - travel time, and
   - average speed

3. Intersection-level:
   - average approach and intersection delay,
   - delay-based approximate LOS, and
   - queue lengths.

TASK 4: DOCUMENTATION

4.1 Design Traffic Memorandum
A Design Traffic Memorandum will be prepared to document the traffic volume development process and the AM and PM peak hour volumes for the existing year volumes, as well as the Opening Year and Design Year volumes. A draft and final report will be submitted to FDOT for review and approval.

4.2 Operational Traffic Analysis Memorandum
An Operational Traffic Analysis Memorandum will be prepared to document the methodology and results of the existing conditions traffic operations analysis. A draft and final report will be submitted to FDOT for review and approval.

TASK 5: PROJECT COORDINATION

The Consultant will attend up to four (4) meetings with FDOT to discuss the analysis methodology and findings documented in the Design Traffic Memorandum and Operational Traffic Analysis Memorandum. Periodic updates on the project status will be provided to FDOT.

4.0 METHOD OF COMPENSATION

The fee for services provided under this Task Work Order will be a limiting amount in accordance with the provisions of the overall contract. A detailed staff-hour estimate for this work effort is included in **Exhibit B**.

5.0 DATE OF SERVICES

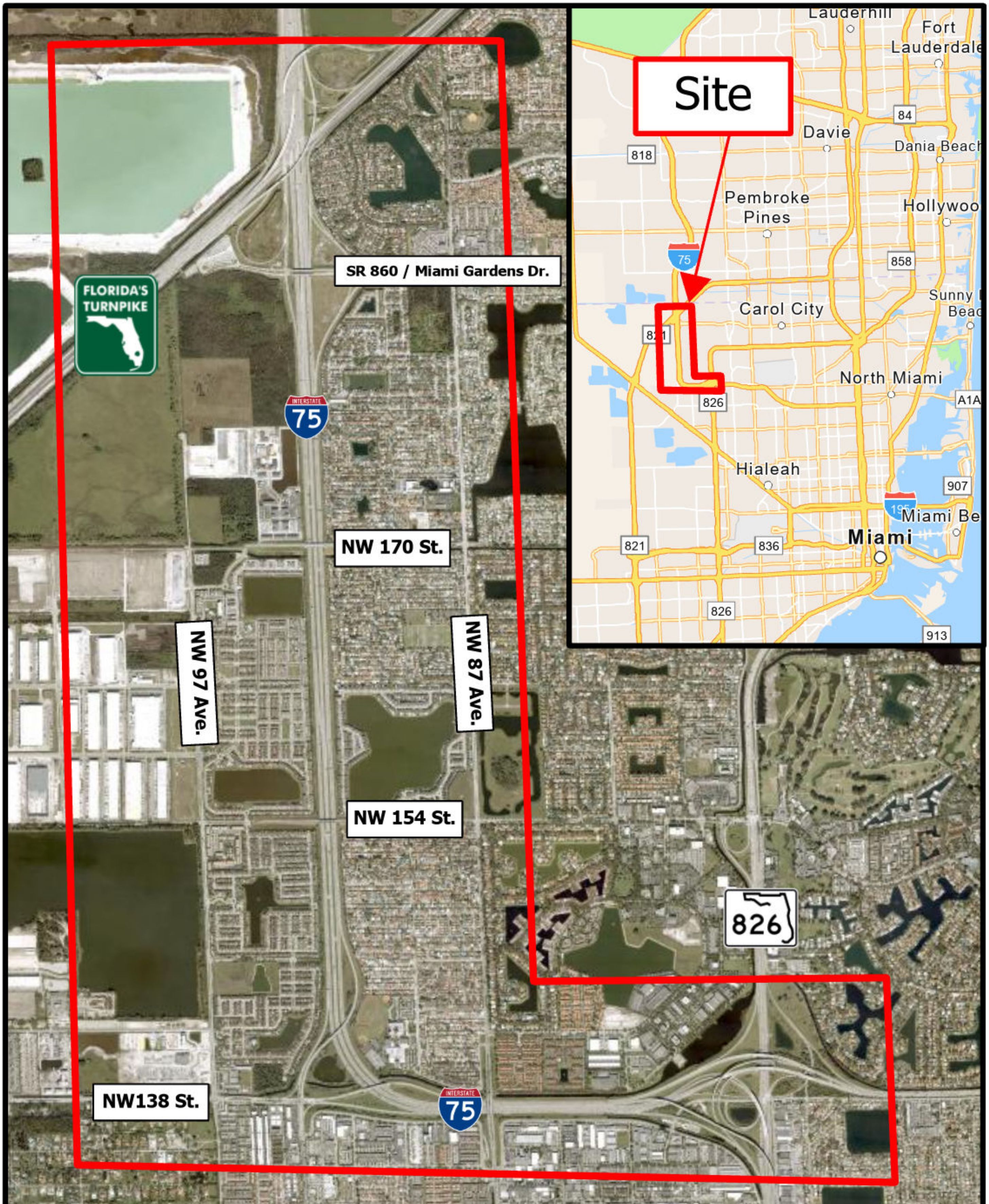
All services outlined in this TWO shall be completed on or before April 6, 2025.

6.0 CONSULTANT RESPONSIBILITIES

The Consultant's responsibilities remain the same as in the Original Agreement and any Supplemental Amendments to date shall remain the same.

7.0 DEPARTMENT RESPONSIBILITIES

The Department's responsibilities remain the same as in the Original Agreement and any Supplemental Amendments to date shall remain the same.



I-75 from SR 826/Palmetto Expwy to Broward County Line	Study Area Map	Figure 1

Docusign Envelope ID: 7DD711AC-0C3F-49E1-91D7-BA4359150C36

I-75 from SR 826/Palmetto Expwy to Broward County Line	Data Collection Map	Figure 2

Appendix F - Existing As-Built Plans

FINAL AS-BUILT PLANS

3/15/16
RDWY00B F2 + F1 + F3 + F4 + F5 + F6 + F7 + F8 + F9 + F10 + F11
(original)

COMPONENTS OF CONTRACT PLANS SET

- ROADWAY PLANS
- SIGNING AND PAVEMENT MARKING PLANS
- SIGNALIZATION PLANS
- ITS PLANS
- LIGHTING PLANS
- LANDSCAPE PLANS
- STRUCTURES PLANS

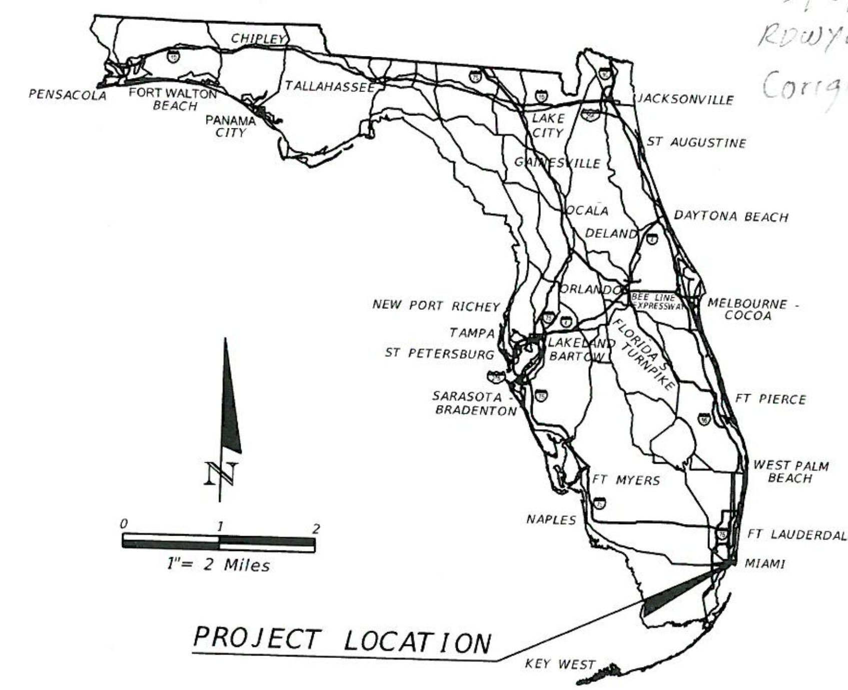
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
~~CONTRACT PLANS~~

FINANCIAL PROJECT ID 432687-1-52-01
FINANCIAL PROJECT ID 432687-2-52-01
(FEDERAL FUNDS)

MIAMI-DADE COUNTY (87260, 87075)

SR 826 (PALMETTO EXPRESSWAY) FROM FLAGLER ST TO NW 154 ST AND
SR 93 / I-75 FROM SR 826 TO NW 170 ST

SEGMENT 3



INDEX OF ROADWAY PLANS

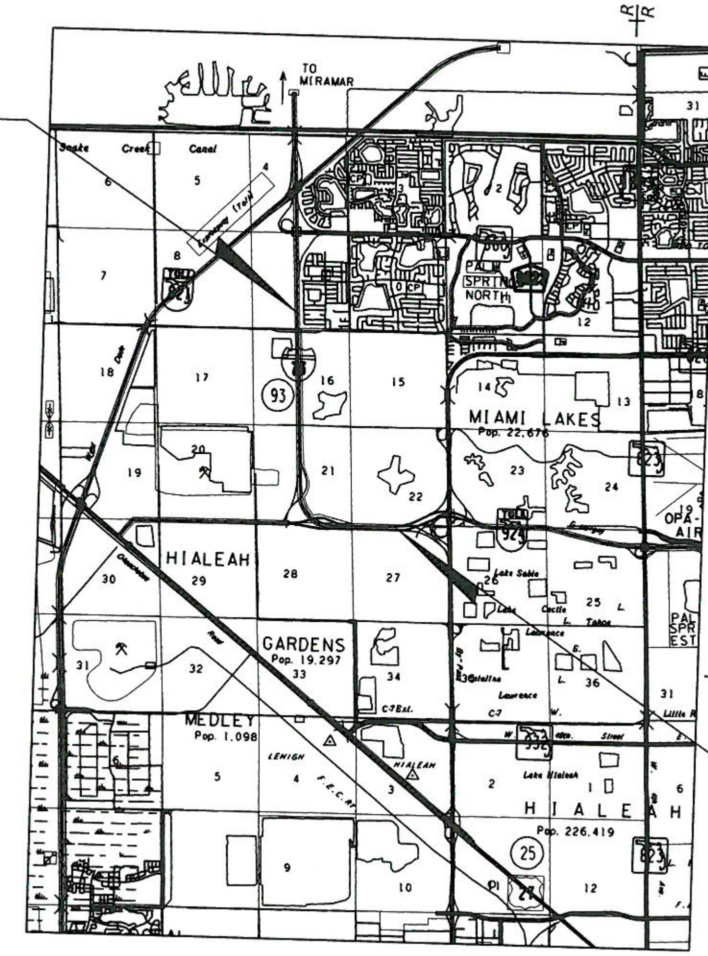
SHEET NO.	SHEET DESCRIPTION
3-1	KEY SHEET
3-2 - 3-6	TYPICAL SECTIONS
3-6A - 3-6C	SPECIAL DETAILS
3-7 - 3-12	SUMMARY OF DRAINAGE STRUCTURES
3-13	OPTIONAL MATERIALS TABULATION
3-14 - 3-15	GENERAL NOTES
3-16	CURVE AND COORDINATE DATA
3-17	I-75 INSIDE EOP & EL. PGL TIES TO ℄ I-75
3-18 - 3-30	ROADWAY PLANS
3-31 - 3-49	ROADWAY PROFILES
3-50 - 3-54	RAMP TERMINAL DETAILS
3-55 - 3-66	DRAINAGE PLANS
3-67 - 3-102	DRAINAGE STRUCTURES
3-103 - 3-106	DRAINAGE DETAILS
3-107 - 3-117	RETENTION POND DETAILS
3-118	ROADWAY SOIL SURVEY
3-119 - 3-165	CROSS SECTIONS
CTL-1 - CTL-7	PROJECT NETWORK CONTROL

LIST OF REVISED INDEX DRAWINGS

INDEX NO. SHEET NO.

COMPONENT INDEX	
DESCRIPTION	EDMS NO.
0052-425-0: Opustone Risers	1128129
0051-425-0: Manatee Grates	1128142
0053-425-0: Manatee Grates	1128174
0047-425-2: Trench Drain [Supplemental]	1077696
Manatee Grate Shop Drawings	822221
Manatee Grate Shop Drawings	824032
[0002-603-1] TMS	1128146
[0001-451-1] NW 58th Street Soil Anchor Wall	1127953
[0001-451-4] Wall W2-1 NW 58th St Soil Anchor Wall	1127954
[0009-430-0] Water Main Casing	1077524
[0044-425-0] 18" Trench Drain	1077068

END SEGMENT 3
STA 823+30.44
℄ I-75



BEGIN SEGMENT 3
STA 671+00.00
℄ I-75

RELEASED FOR CONSTRUCTION
Fin: 432687-1-52-01
Contract: E6I05
3/12/20

ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO:

ARIEL MILLAN, P.E.
BCC ENGINEERING
7300 NORTH KENDALL DRIVE,
SUITE 400
MIAMI, FL 33156
(305) 670-2350

PLANS PREPARED BY:

BCC Engineering, Inc.
7300 N Kendall Drive, Suite 400. Miami, Florida 33156
Phone: (305) 670-2350 Fax: (305) 670-2351
Contract Number E-6I05
Vendor Identification Number 65-0540100
Certificate of Authorization No. 7184

This project was constructed in substantial compliance with these plans as provided by the Engineer of Record. These plans reflect "as-built" conditions and no changes were made to the plan sheets.

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

ARIEL MILLAN
LICENSE
No. 54572
STATE OF FLORIDA
PROFESSIONAL ENGINEER

GOVERNING STANDARDS AND SPECIFICATIONS:

Florida Department of Transportation, 2013 Design Standards and revised Index Drawings as appended herein, and 2013 Standard Specifications for Road and Bridge Construction, as amended by Contract Documents.

For Design Standards click on the "Design Standards" link at the following web site:
http://www.dot.state.fl.us/rddesign/

For the Standard Specifications for Road and Bridge Construction click on the "Specifications" link at the following web site:
http://www.dot.state.fl.us/specificationsoffice/

Name of Contractor: Community/Condotte/de Moya JV
Name of Consultant CEI: New Millennium Engineering, Inc.
District Secretary: Jim Wolfe, P.E.
Resident Engineer: Andres Berisiartu, P.E.
FDOT Project Manager: Enmanuel Espinal, P.E.
Project Administrator: Kory Knepper, P.E.
Date Work Started: 03/31/2014
Date of Final Acceptance: 11/24/2020

PROJECT LENGTH IS BASED ON ℄ OF CONSTRUCTION

LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	66,311.52	12.559
BRIDGES	5,396.16	1.022
NET LENGTH OF PROJECT	71,707.68	13.581
EXCEPTIONS	670.38	0.127
GROSS LENGTH OF PROJECT	72,378.06	13.708

KEY SHEET REVISIONS	
DATE	DESCRIPTION

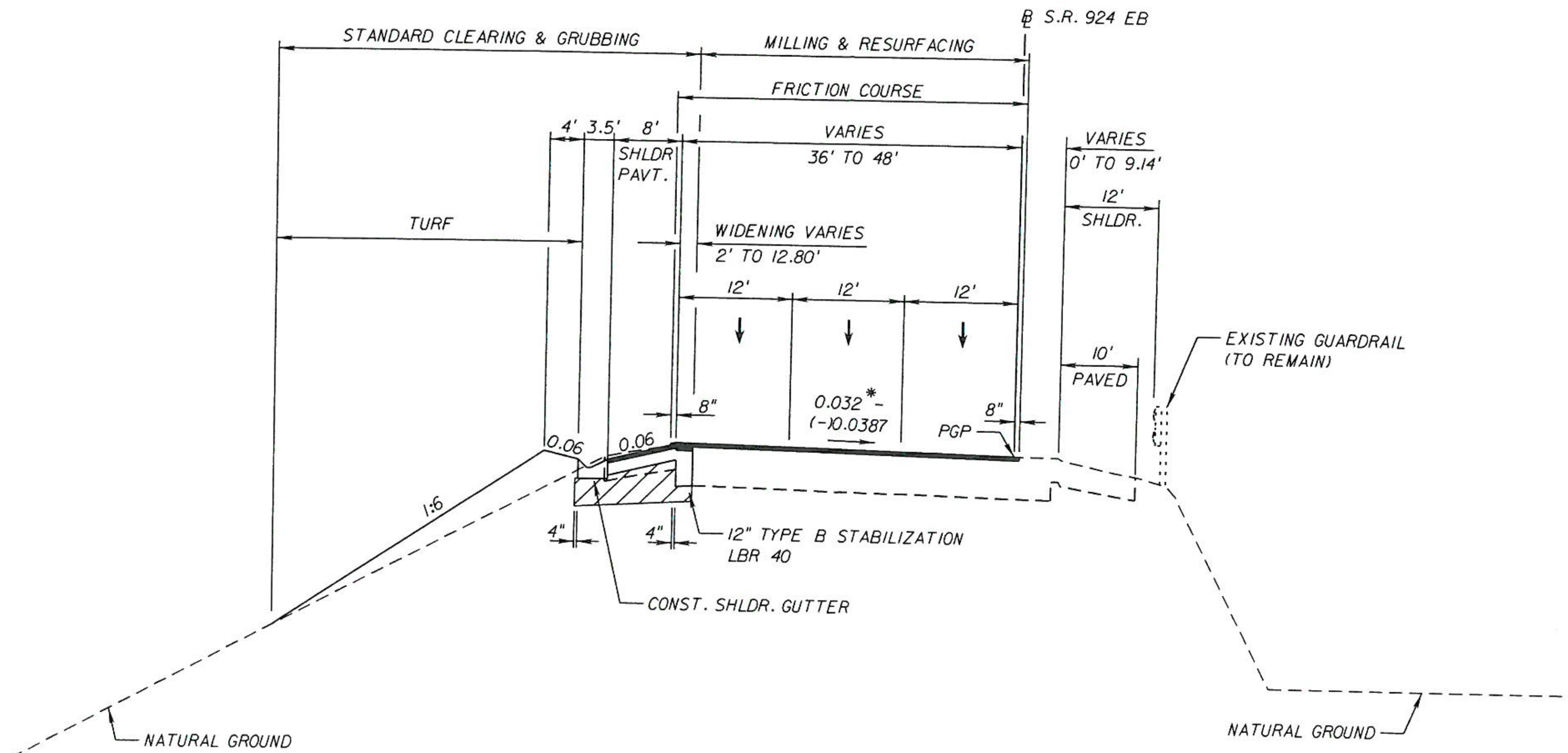
ROADWAY PLANS
ENGINEER OF RECORD: ARIEL MILLAN, P.E.

P.E. NO.: 54572

FDOT PROJECT MANAGER: JUDY SOLAUN-GONZALEZ, P.E.

FISCAL YEAR	SHEET NO.
13	3-1

jhenry 3/11/2016



TYPICAL SECTION
S.R. 924 EB
STA 126+42.12 TO STA 131+87.25
DESIGN SPEED = 70 MPH

RELEASED FOR CONSTRUCTION
Fin: 432687-1-52-01
Contract: E6105
3/12/20

MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1") AVG.

RESURFACING
FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)

NARROW WIDENING
OPTIONAL BASE GROUP 15 (TYPE B-12.5) (ONLY)
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC D) (4 1/2") (PG 76-22, PMA) **
AND FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)
(TO BE USED IN AREAS WHERE WIDENING IS 3 FEET OR LESS)

WIDENING
OPTIONAL BASE GROUP 11
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC D) (4") (PG 76-22, PMA) **
AND FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)

SHOULDER
OPTIONAL BASE GROUP 4
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC B) (1 1/2")

TRAFFIC DATA

CURRENT YEAR = 2010 AADT = 254,000
ESTIMATED OPENING YEAR = 2016 AADT = 266,200
ESTIMATED DESIGN YEAR = 2036 AADT = 381,000

K = 7.59% D = 50.0% T = 6.6% (24 HOUR)
DESIGN SPEED = 60 MPH

* MATCH EXIST. CROSS SLOPE; RANGE VALUES SHOWN

** MODIFIED BINDER (PG 76-22, PMA) SHALL BE USED IN THE TOP LAYER OF THE STRUCTURAL COURSE.

ARIEL MILLAN, PE
LICENSE
No. 54572
STATE OF FLORIDA
PROFESSIONAL ENGINEER
12/21/17

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

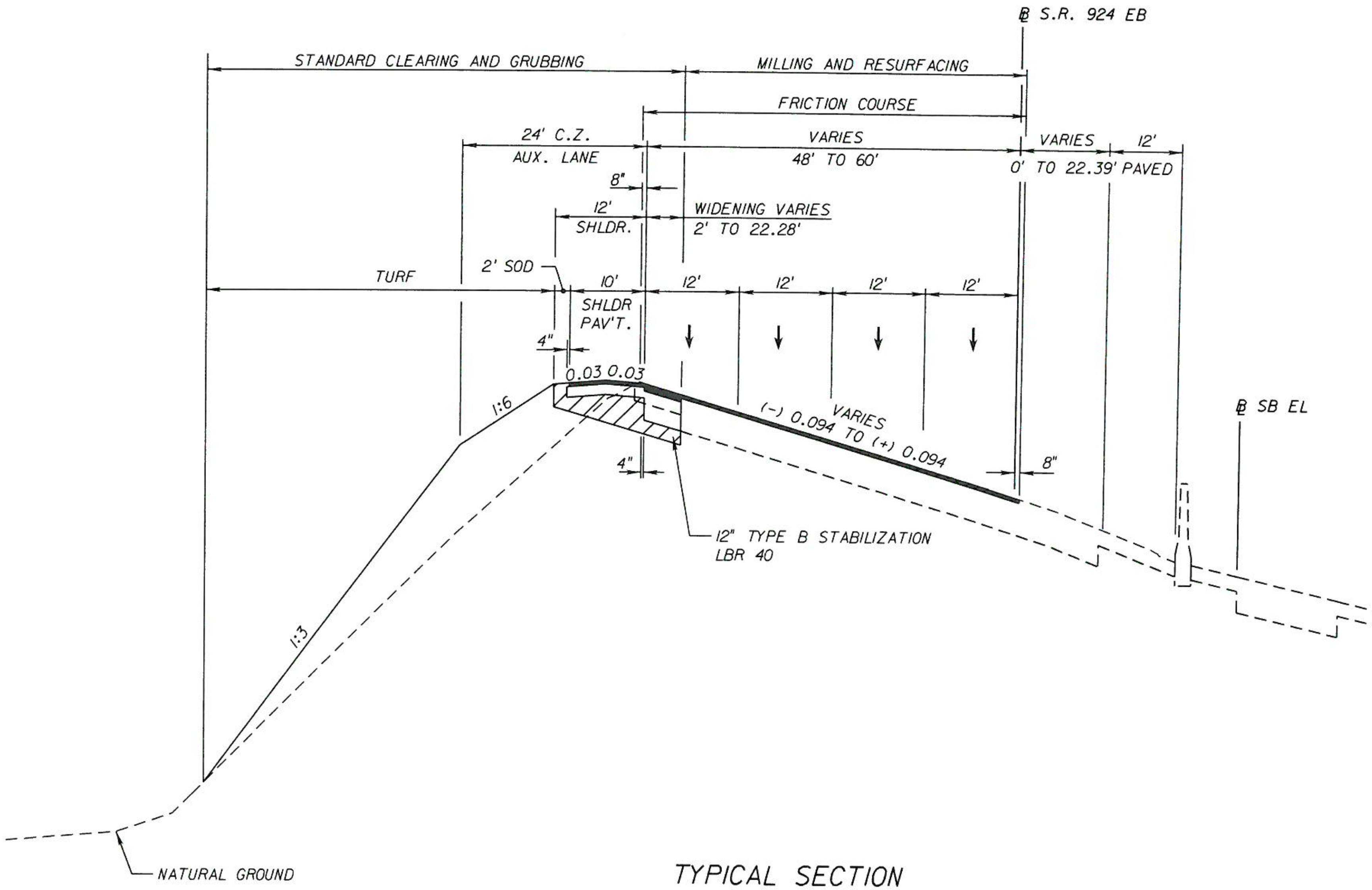
BCC Engineering, Inc.
Ariel Millan
P.E. License No. 54572
7300 N Kendall Drive, Suite 400. Miami, Florida 33156
Phone: (305) 670-2350 Fax: (305) 670-2351
Certificate of Authorization No. 7184

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
826	MIAMI-DADE	432687-1-52-01

TYPICAL SECTIONS

SHEET NO. 3-2



TYPICAL SECTION
S.R. 924 EB
STA 115+38.39 TO STA 126+42.12
DESIGN SPEED = 70 MPH

MILLING
MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1") AVG.

RESURFACING
FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)

NARROW WIDENING
OPTIONAL BASE GROUP 15 (TYPE B-12.5) (ONLY)
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC D) (4 1/2") (PG 76-22, PMA) *
AND FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)
(TO BE USED IN AREAS WHERE WIDENING IS 3 FEET OR LESS)

WIDENING
OPTIONAL BASE GROUP 11
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC D) (4") (PG 76-22, PMA) *
AND FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)

SHOULDER
OPTIONAL BASE GROUP 4
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC B) (1 1/2")

TRAFFIC DATA

CURRENT YEAR = 2010 AADT = 254,000
ESTIMATED OPENING YEAR = 2016 AADT = 266,200
ESTIMATED DESIGN YEAR = 2036 AADT = 381,000

K = 7.59% D = 50.0% T = 6.6% (24 HOUR)
DESIGN SPEED = 60 MPH

* MODIFIED BINDER (PG 76-22, PMA) SHALL BE USED IN THE TOP LAYER OF THE STRUCTURAL COURSE.

ARIEL MILLAN, PE
LICENSE
No. 54572
STATE OF FLORIDA
PROFESSIONAL ENGINEER
12/21/17

RELEASED FOR CONSTRUCTION
Fin: 432687-1-52-01
Contract: E6105
3/12/20

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BCC Engineering, Inc.
Ariel Millan
P.E. License No. 54572
7300 N Kendall Drive, Suite 400. Miami, Florida 33156
Phone: (305) 670-2350 Fax: (305) 670-2351
Certificate of Authorization No. 7184

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

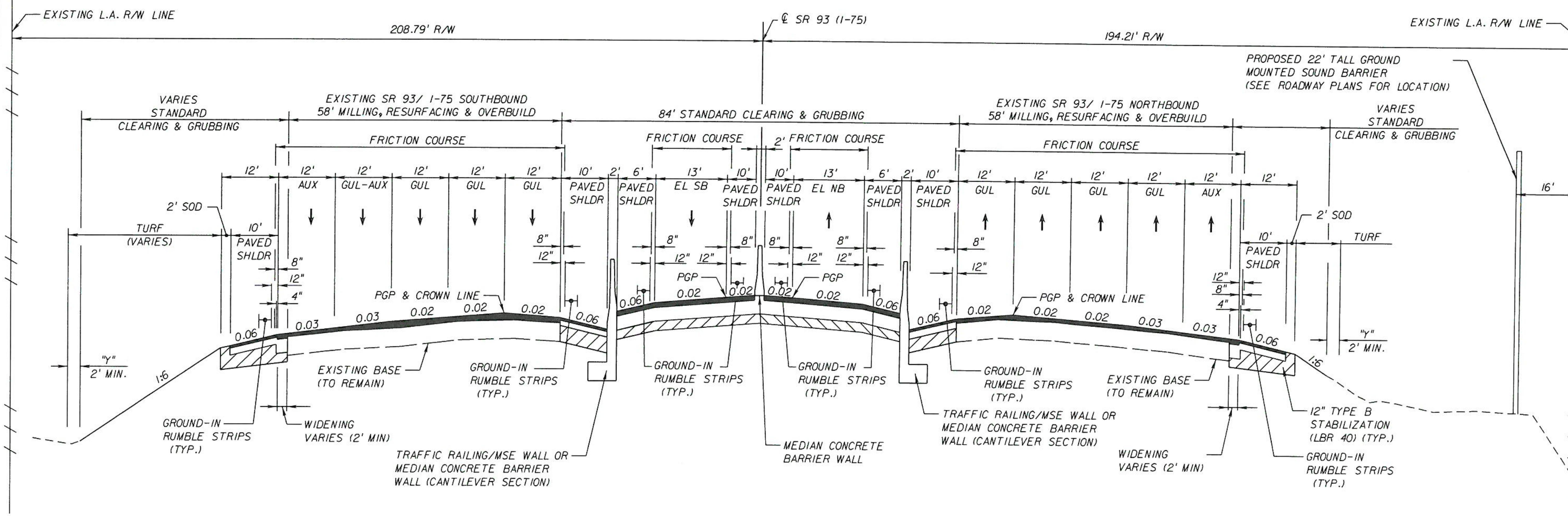
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
826	MIAMI-DADE	432687-1-52-01

TYPICAL SECTIONS

SHEET NO.
3-3

alist 12/20/2017 4:04:48 PM H:\CADD\43268715201\roadway\Segment 3\TYPSRD01.DGN

"Y" = THE AREA DISTURBED BY CONSTRUCTION VARIES.



TYPICAL SECTION
STA 671+00.00 TO STA 701+00.00 ℄ SR 93

NARROW WIDENING (I-75 GUL)

OPTIONAL BASE GROUP 15 (TYPE B-12.5) (ONLY)
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC D) (4 1/2") (PG 76-22, PMA) ***
AND FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)
(TO BE USED IN AREAS WHERE WIDENING IS 3 FEET OR LESS)

TRAFFIC DATA

CURRENT YEAR = 2010 AADT = 127,000/ 49,500*
ESTIMATED OPENING YEAR = 2016 AADT = 127,000/ 51,800*
ESTIMATED DESIGN YEAR = 2036 AADT = 140,900/ 55,200*

K = 8.28%/ 8.5%* D = 50.0% T = 6.78%/ 6.72%* (24 HOUR)
DESIGN SPEED = 70 MPH/ 60 MPH**

* EXPRESS LANES: FROM MP 0.469 TO MP 3.485
** EXPRESS LANES: FROM MP 0.375 TO MP 1.215
*** MODIFIED BINDER (PG 76-22, PMA) SHALL BE USED IN THE TOP LAYER OF THE STRUCTURAL COURSE.

EL = EXPRESS LANES
GUL = GENERAL USE LANES
AUX = AUXILIARY LANES
PGP = PROFILE GRADE POINT

NEW CONSTRUCTION (I-75 EL)

OPTIONAL BASE GROUP 9
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC C) (3")
AND FRICTION COURSE FC-5 (3/4") (PG 76-22, ARB)

SHOULDERS (I-75 EL)

OPTIONAL BASE GROUP 9
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC A) (1 1/2")

RELEASED FOR CONSTRUCTION
Fin: 432687-1-52-01
Contract: E6105
3/12/20

ARIEL MILLAN, PE
LICENSE
No. 54572
STATE OF FLORIDA
PROFESSIONAL ENGINEER
12/21/17

MILLING (I-75 GUL)

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (2 1/4") AVG.

OVERBUILD & RESURFACING (I-75 GUL)

OVERBUILD WITH TYPE SP STRUCTURAL COURSE (TRAFFIC D) (MIN 1/2")
AND RESURFACE WITH TYPE SP STRUCTURAL COURSE (TLD) (1 1/2") (PG 76-22, PMA)
AND FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)

WIDENING (I-75 GUL)

OPTIONAL BASE GROUP 11
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC D) (4") (PG 76-22, PMA) ***
AND FRICTION COURSE FC-5 (3/4") (PG 76-22, PMA)

SHOULDER (I-75 GUL)

OPTIONAL BASE GROUP 4
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC B) (1 1/2")

SR 93 (I-75)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BCC Engineering, Inc.
Ariel Millan
P.E. License No. 54572
7300 N Kendall Drive, Suite 400. Miami, Florida 33156
Phone: (305) 670-2350 Fax: (305) 670-2351
Certificate of Authorization No. 7184

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
93	MIAMI-DADE	432687-1-52-01

TYPICAL SECTIONS

SHEET NO. 3-4

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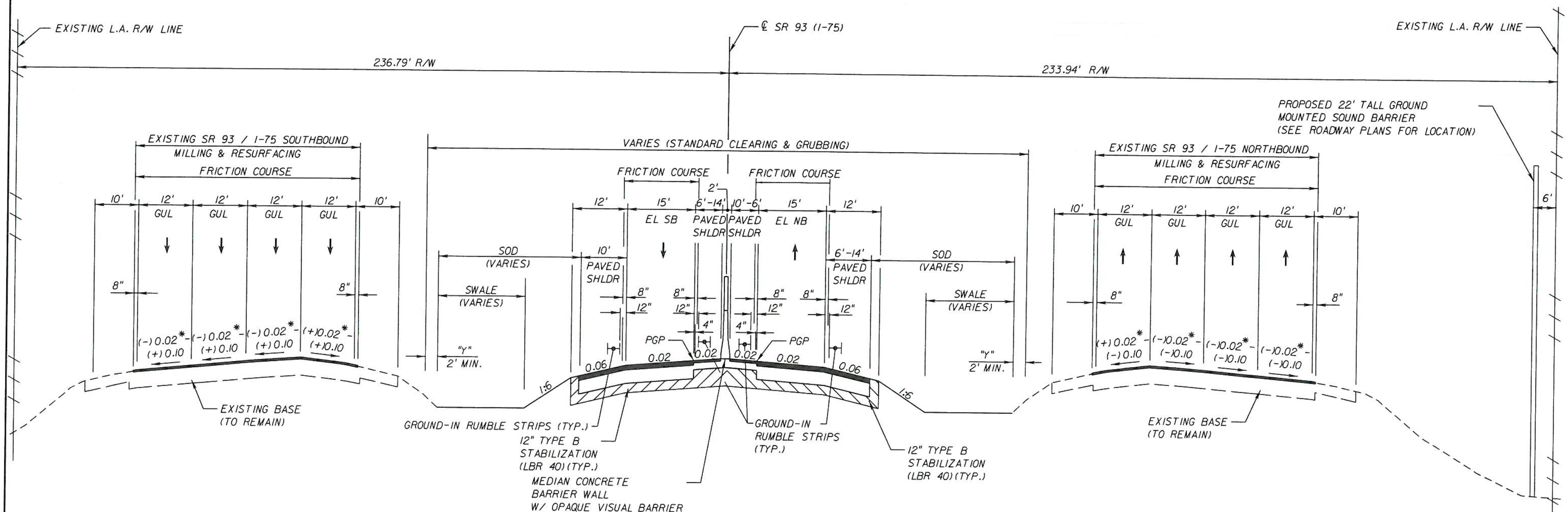
1/27/2020
RDWY0085
Sub #1017
(original)



TYPICAL SECTION
STA 701+00.00 TO STA 823+30.44 ℄ SR 93

TRAFFIC DATA

CURRENT YEAR	= 2010	AADT = 127,000/ 49,500**
ESTIMATED OPENING YEAR	= 2016	AADT = 127,000/ 51,800**
ESTIMATED DESIGN YEAR	= 2036	AADT = 140,900/ 55,200**

K = 8.28%/ 8.5%** D = 50.0% T = 6.78%/ 6.72%** (24 HOUR)
DESIGN SPEED = 70 MPH/ 55 MPH***

** EXPRESS LANES: FROM MP 0.469 TO MP 3.485
*** EXPRESS LANES: FROM MP 0.375 TO MP 1.215

NEW CONSTRUCTION (I-75 EL & EGRESS/INGRESS RAMPS)

OPTIONAL BASE GROUP 9
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC C)(3")
AND FRICTION COURSE FC-5 (3/4")(PG 76-22, ARB)

INSIDE SHOULDER (I-75 EL)

OPTIONAL BASE GROUP 1
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC A)(1 1/2")

OUTSIDE SHOULDERS (I-75 EL)

OPTIONAL BASE GROUP 9
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC A)(1 1/2")

MILLING (I-75 GUL)

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1") AVG.

RESURFACING (I-75 GUL)

FRICTION COURSE FC-5 (3/4")(PG 76-22, PMA)

* MATCH EXIST. CROSS SLOPE; RANGE VALUES SHOWN
EL = EXPRESS LANES
GUL = GENERAL USE LANES
AUX = AUXILIARY LANES
PGP = PROFILE GRADE POINT

ARIEL MILLAN, P.E.
LICENSE
No. 54572
STATE OF FLORIDA
PROFESSIONAL ENGINEER
1/22/20

RELEASED FOR CONSTRUCTION
Fin: 432687-1-52-01
Contract: E6105
3/12/20

SR 93 (I-75)

DATE	DESCRIPTION (REVISIONS)	DATE	DESCRIPTION

BCC Engineering, Inc.
Ariel Millan
P.E. License No. 54572
6401 SW 87th AVE., Suite 200. Miami, Florida 33173
Phone: (305) 670-2350 Fax: (305) 670-2351
Certificate of Authorization No. 7184

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
93	MIAMI-DADE	432687-1-52-01

TYPICAL SECTIONS

SHEET NO. 3-5

ORIGINAL

CONSTRUCTION CONTRACT NO. E4N84

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
FINAL "AS-BUILT" PLANS
~~CONTRACT PLANS~~

NAME OF CONTRACTOR	OHL COMMUNITY ASPHALT
NAME OF PRIME CONSULTANT CONSTRUCTION ENGINEERING INSPECTION (CEI) (IF IN-HOUSE PROJECT, SO STATE)	THE CORRADINO GROUP
NAME OF DISTRICT SECRETARY, RE. AND PROJECT MANAGER	GERRY O'REILLY, P.E.
FDOT PROJECT MANAGER	ANTONIO CASTRO, P.E.
PROJECT ADMINISTRATOR	CARLOS AMADOR, P.E.
DATE WORK STARTED	1/2/2015
DATE OF FINAL ACCEPTANCE	05/10/2019

NAME OF SENIOR PROJECT ENGINEER: EDUARDO PEREZ DE MORALES, P.E.

COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
SIGNALIZATION PLANS
LIGHTING PLANS
LANDSCAPE PLANS
TOLL FACILITIES PLANS
STRUCTURE PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

FINANCIAL PROJECT ID 421707-2-52-01, 421707-3-52-01, 421707-8-52-01
(FEDERAL FUNDS 0754-178-I, 0754-179-I, 0754-180-I)
MIAMI-DADE COUNTY (87075) & BROWARD COUNTY (86075)
STATE ROAD NO. 93 (I-75)
I-75 EXPRESS LANES - SEGMENTS A & B

THIS PROJECT WAS CONSTRUCTED IN SUBSTANTIAL COMPLIANCE WITH THESE PLANS AS PROVIDED BY THE ENGINEER OF RECORD. THESE PLANS REFLECT "AS-BUILT" CONDITIONS AND NO CHANGES WERE MADE TO THE PLAN SHEETS.

Component Index

Shop Drawings, Material Certifications EDMS DOC#1352680

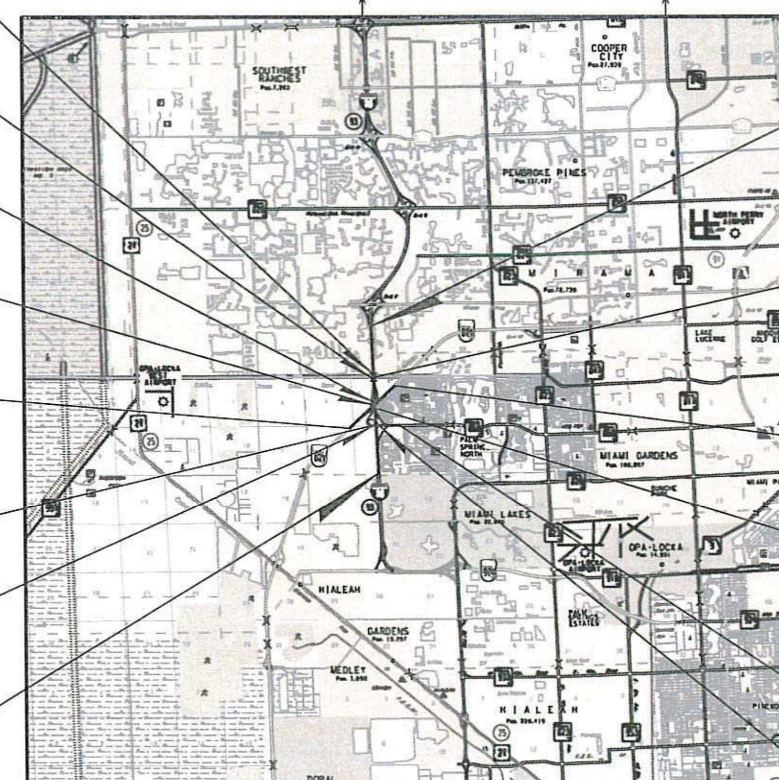
INDEX OF ROADWAY PLANS

GOVERNING STANDARDS AND SPECIFICATIONS:
Florida Department of Transportation, 2014 Design Standards and revised Index Drawings as appended herein, and JAN 2014 Standard Specifications for Road and Bridge Construction, as amended by Contract Documents.

For Design Standards click on the "Design Standards" link at the following web site:
http://www.dot.state.fl.us/rddesign/

For the Standard Specifications for Road and Bridge Construction click on the "Specifications" link at the following web site:
http://www.dot.state.fl.us/specificationsoffice/

REVISIONS
FINANCIAL PROJECT ID 421707-2-52-01, 421707-3-52-01, 421707-8-52-01 - (AB) 3/14/19
SEE REVISION INDEX SHEET 1A - 1B (8)



END BRIDGE # 860678
℄ CONST. I-75 STA. 311+81.00

BEGIN BRIDGE # 860678
℄ CONST. I-75 STA. 309+90.00

END BRIDGE # 871104
℄ CONST. I-75 STA. 282+50.10

BEGIN BRIDGE # 871104
℄ CONST. I-75 STA. 279+48.16

BEGIN CONSTRUCTION SR-821/HEFT
℄ SR 821/HEFT STA. 2529+92.30 MP 38.517

BEGIN CONSTRUCTION MIAMI GARDENS DRIVE
℄ MIAMI GARDENS DRIVE STA. 46+10.50 (1)

BEGIN BRIDGE
℄ MIAMI GARDENS DRIVE STA. 48+04.13 (1)

BEGIN PROJECT
BEGIN SEGMENT A
℄ CONST. I-75 STA. 205+85.09 MP 3.485

TO WESTON — TO DAVIE — TO DORAL

R-39-E R-40-E — R-40-E R-41-E

END PROJECT
END SEGMENT B
℄ CONST. I-75 STA. 367+00.00 MP 1.080

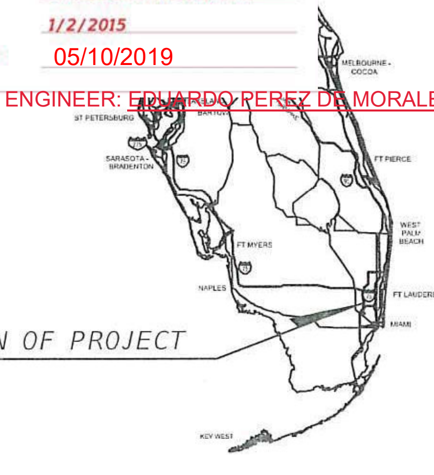
BROWARD COUNTY M.P. 0.00 = MIAMI-DADE COUNTY M.P. 5.474
℄ CONST. I-75 STA. 310+85.51

T-51-S
T-52-S
END CONSTRUCTION SR-821/HEFT
℄ SR 821/HEFT STA. 2649+90.57 MP 40.789

END SEGMENT A
BEGIN SEGMENT B
℄ CONST. I-75 STA. 277+00.00 MP 4.834

T-52-S
T-53-S
END CONSTRUCTION MIAMI GARDENS DRIVE
℄ MIAMI GARDENS DRIVE STA. 71+20.00 (1)

END BRIDGE
℄ MIAMI GARDENS DRIVE STA. 51+95.88 (1)



LOCATION OF PROJECT

ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO:

MICHAEL MADISON, P.E.
WANTMAN GROUP, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FL 33411
(561).687.2220

PLANS PREPARED BY:

WANTMAN GROUP, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FL 33411
561.687.2220 phone, 561.687.1110 fax
E-MAIL: WGI@WANTMANGROUP.COM
CERT. No. 6091 - LB No. 7055
VENDOR No. 65-0271367

MICHAEL W. MADISON, P.E. LICENSE No. 75434 STATE OF FLORIDA PROFESSIONAL ENGINEER
Michael Madison 4/3/19

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

ROADWAY PLANS
ENGINEER OF RECORD: MICHAEL MADISON

P.E. NO.: 75434

LENGTH OF PROJECT

	LINEAR FEET	MILES
ROADWAY	15,621.97	2.959
BRIDGES	492.94	0.093
NET LENGTH OF PROJECT	16,114.91	3.052
EXCEPTIONS	0.00	0.000
GROSS LENGTH OF PROJECT	16,114.91	3.052

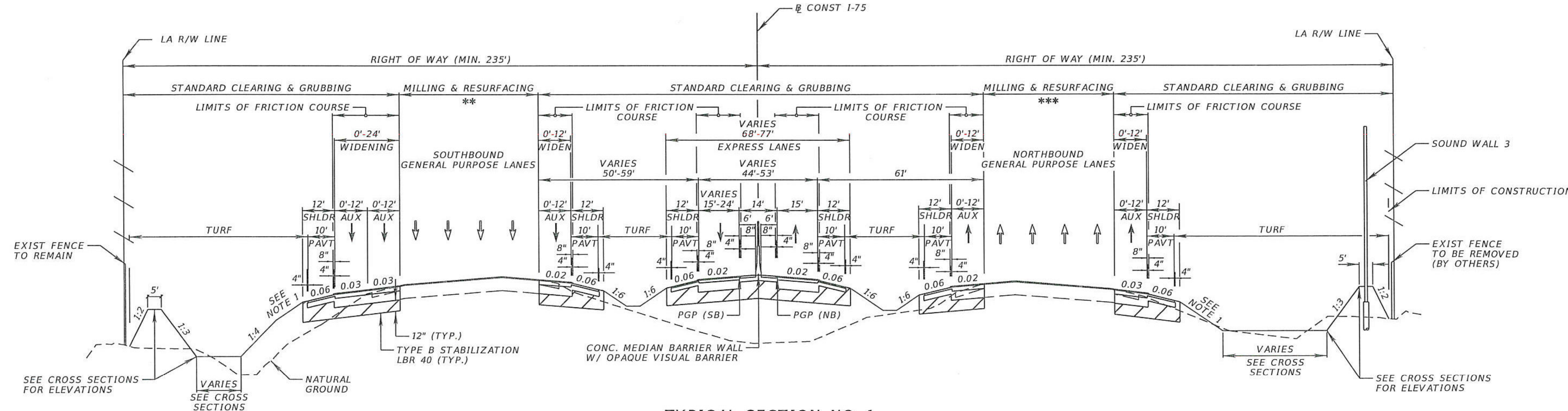
FDOT PROJECT MANAGER: ROBERT BOSTIAN, P.E.

KEY SHEET REVISIONS

DATE	DESCRIPTION
2/29/16	(1) UPDATED INDEX & STATIONS
3/28/17	(4) ADDED SHEET
12/12/17	(7) ADDED SHEET
6/5/18	(8) ADDED SHEET 1B
7/10/18	(10) ADDED SHEET
9/26/18	(11) ADDED SHEET

FISCAL YEAR	SHEET NO.
14	1

RELEASED FOR CONSTRUCTION DATE:
Review is for general compliance with contract documents. Sole responsibility for correctness of dimensions, detail, quantities, and safety during fabrication and erection shall remain with the contractor.
FPID 421707-2-52-01, 421707-3-52-01, 421707-8-52-01 CONTRACT E4N84
BY: (RS&H) BY: (FDOT)



RELEASED FOR CONSTRUCTION DATE:
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FPID 421707-3-52-01, 421707-8-52-01, 421707-2-52-01 CONTRACT E4N84
BY: (RS&H) BY: (FDOT)

TYPICAL SECTION NO. 1
SR-93 / I-75
DESIGN SPEED = 70 MPH

STA. 205+85.09 TO STA. 265+73.98 (NB)
STA. 205+85.09 TO STA. 246+02.31 (SB)

GENERAL PURPOSE LANES

MILLING
MILL EXISTING FRICTION COURSE (0.75" MIN. DEPTH)

RESURFACING
FRICTION COURSE FC-5 (PG 76-22, PMA) (0.75")

WIDENING
OPTIONAL BASE GROUP 9
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (PG 76-22 ****) (6.00")
FRICTION COURSE FC-5 (PG 76-22, PMA) (0.75")

SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1
TYPE SP STRUCTURAL COURSE (TRAFFIC B *) (1.50")

EXPRESS LANES

NEW CONSTRUCTION
OPTIONAL BASE GROUP 9
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (3.00")
FRICTION COURSE FC-5 (PG 76-22, ARB) (0.75")

SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1
TYPE SP STRUCTURAL COURSE (TRAFFIC B *) (1.50")

MICHAEL W. MADISON, P.E. LICENSE No. 75434 STATE OF FLORIDA PROFESSIONAL ENGINEER
Michael Madison 4-17-19

NOTES:
1. 1:6 FOR FILLS TO 5'
1:6 TO EDGE OF CLEAR ZONE & 1:4 FOR FILLS 5' TO 10'
1:6 TO EDGE OF CLEAR ZONE & 1:3 FOR FILLS 10' TO 20'
1:3 (WITH GUARDRAIL) FOR FILLS > 20'
2. WIDTH OF BASE WIDENING MAY VARY DUE TO ACTUAL EXISTING PAVEMENT WIDTH. CONTRACTOR MAY ELECT TO PLACE UNIFORM WIDTH BASE WIDENING STRIP.
3. SEE "TYPICAL SECTION DETAILS" FOR REQUIRED SHOULDER TREATMENTS
4. EXISTING ROADSIDE SLOPES WITH NO GUARDRAIL SHALL BE RESTORED TO 1:6 FOLLOWING CONSTRUCTION ACTIVITIES.
5. NB EXPRESS LANE INSIDE SHOULDER SLOPE VARIES FROM 0.031 TO 0.049 FOR STATIONS 206+00.00 TO 243+00.00
6. SB EXPRESS LANE INSIDE SHOULDER SLOPE VARIES FROM 0.035 TO 0.047 FOR STATIONS 206+00.00 TO 246+02.31
7. SB OUTSIDE WIDENING TO UTILIZE OUTSIDE EXISTING SHOULDER BASE FROM STA. 206+00.00 TO STA. 245+39.00
8. NB INSIDE WIDENING TO UTILIZE INSIDE EXISTING SHOULDER BASE FROM STA. 247+13.00 TO STA. 265+73.98
9. NB OUTSIDE WIDENING TO UTILIZE OUTSIDE EXISTING SHOULDER BASE FROM STA. 206+00.00 TO STA. 232+37.00
10. NB OUTSIDE WIDENING TO UTILIZE OUTSIDE EXISTING SHOULDER BASE FROM STA. 237+24.74 TO STA. 240+84.74
11. NB OUTSIDE WIDENING TO UTILIZE OUTSIDE EXISTING SHOULDER BASE FROM STA. 245+88.34 TO STA. 260+16.99

AB

TRAFFIC DATA - I-75
SOUTH OF MGD TO M.P. 4.429

CURRENT YEAR = 2012 AADT	= 110,000
ESTIMATED OPENING YEAR = 2017 AADT	= 109,000
ESTIMATED DESIGN YEAR = 2037 AADT	= 159,000
K = 8.25% D = 61.00% T = 5.50% (24 HOUR)	
DESIGN HOUR T	= 2.80%
DESIGN SPEED	= 70 MPH

TRAFFIC DATA - I-75 EXPRESS LANES
SOUTH OF MGD TO M.P. 4.429

CURRENT YEAR = 2012 AADT	= N/A
ESTIMATED OPENING YEAR = 2017 AADT	= 14,000
ESTIMATED DESIGN YEAR = 2037 AADT	= 20,400
K = 8.25% D = 61.00% T = 5.50% (24 HOUR)	
DESIGN HOUR T	= 2.80%
DESIGN SPEED	= 70 MPH

* CONTRACTOR'S OPTION TO MATCH WIDENING TRAFFIC LEVEL.
** SB - STA. 214+92.00 TO STA. 239+22.11
*** NB - STA. 247+13.15 TO STA. 266+85.48
**** PG 76-22 REQUIRED ONLY IN TOP LIFT.

REVISIONS		REVISIONS	
DATE	DESCRIPTION	DATE	DESCRIPTION
01/07/19	AB UPDATED CROSS-SLOPE FOR THE EXPRESS LANES INSIDE SHOULDERS, RE-USE OF EXISTING SHOULDER PAVEMENT		

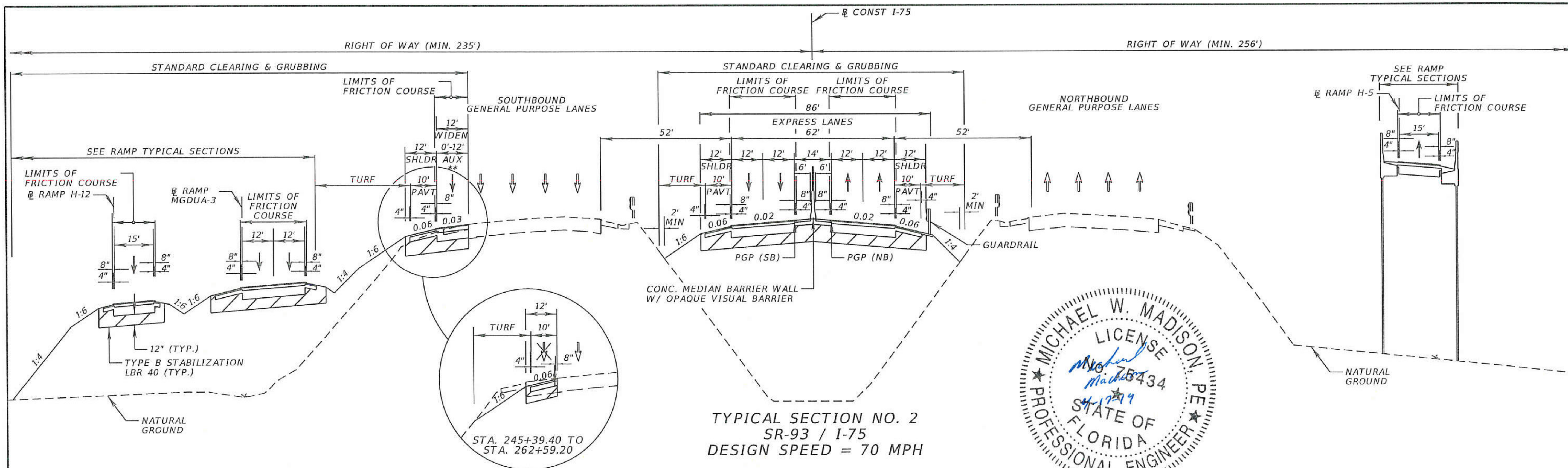
MICHAEL MADISON, P.E.
P.E. LICENSE NUMBER 75434
WANTMAN GROUP, INC.
2035 VISTA PARKWAY
WEST PALM BEACH, FL 33411
CERTIFICATE OF AUTHORIZATION 6091

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
93	MIAMI-DADE BROWARD	421707-2-52-01 421707-3-52-01 421707-8-52-01

TYPICAL SECTIONS

SHEET NO. 18



TYPICAL SECTION NO. 2
SR-93 / I-75
DESIGN SPEED = 70 MPH

STA. 265+73.98 TO STA. 279+49.22 (NB)
STA. 246+02.31 TO STA. 279+49.22 (SB)

GENERAL PURPOSE LANES

WIDENING
OPTIONAL BASE GROUP 9
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (PG 76-22 ***) (6.00")
FRICTION COURSE FC-5 (PG 76-22, PMA) (0.75")

AUX. LANE SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1
TYPE SP STRUCTURAL COURSE (TRAFFIC B *) (1.50")

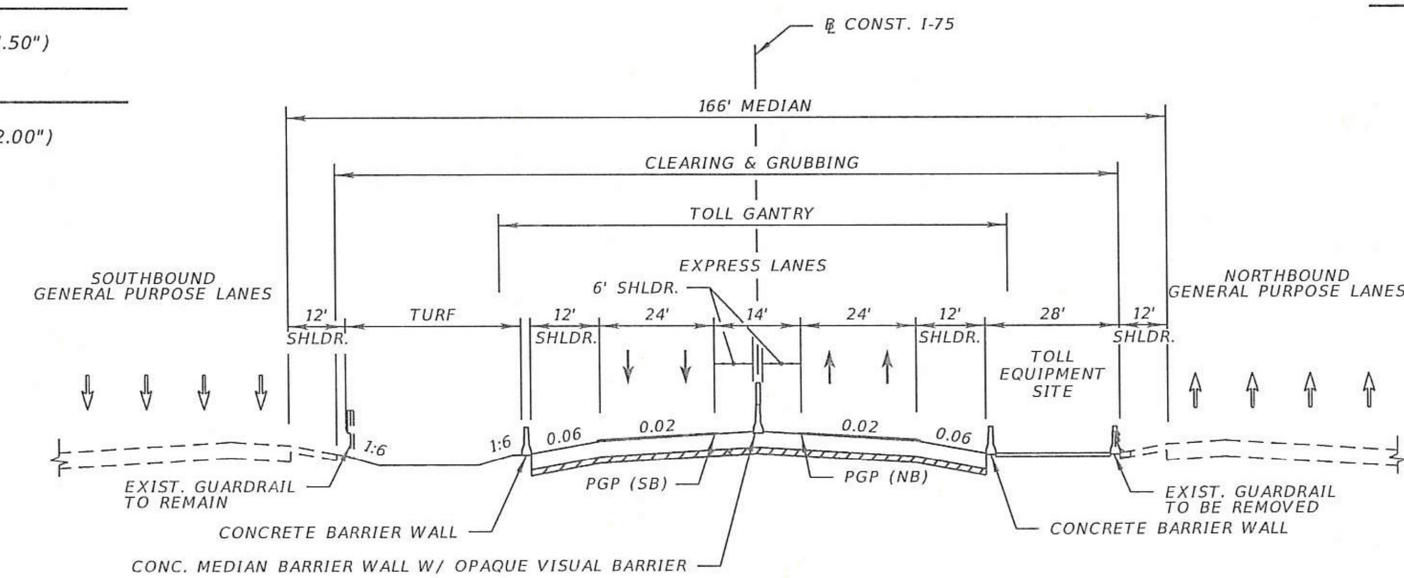
SHOULDER PAVEMENT
OPTIONAL BASE GROUP 3
TYPE SP STRUCTURAL COURSE (TRAFFIC B *) (2.00")

EXPRESS LANES

NEW CONSTRUCTION
OPTIONAL BASE GROUP 9
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (3.00")
FRICTION COURSE FC-5 (PG 76-22, ARB) (0.75")

SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1
TYPE SP STRUCTURAL COURSE (TRAFFIC B *) (1.50")

MICHAEL W. MADISON LICENSE No 75434 STATE OF FLORIDA PROFESSIONAL ENGINEER
4/17/19



NON-ACCESSIBLE TOLL GANTRY LOCATION
STA. 274+13.00 TO STA. 275+13.00

TOLL GANTRY PAVEMENT (LANE AND SHOULDER)
OPTIONAL BASE GROUP 9
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1.50")
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (PG 76-22) (1.50")
FRICTION COURSE FC 12.5 (PG 76-22) (1.50")

TRAFFIC DATA - I-75
SOUTH OF MGD TO M.P. 4.429

CURRENT YEAR = 2012 AADT	= 110,000
ESTIMATED OPENING YEAR = 2017 AADT	= 109,000
ESTIMATED DESIGN YEAR = 2037 AADT	= 159,000
K = 8.25% D = 61.00% T = 5.50% (24 HOUR)	
DESIGN HOUR T	= 2.80%
DESIGN SPEED	= 70 MPH

TRAFFIC DATA - I-75 EXPRESS LANES
SOUTH OF MGD TO M.P. 4.429

CURRENT YEAR = 2012 AADT	= N/A
ESTIMATED OPENING YEAR = 2017 AADT	= 14,000
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DESIGN SPEED	= 70 MPH

NOTES:

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   1:6 TO EDGE OF CLEAR ZONE & 1:4 FOR FILLS 5' TO 10'
   1:6 TO EDGE OF CLEAR ZONE & 1:3 FOR FILLS 10' TO 20'
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3. SEE "TYPICAL SECTION DETAILS" FOR REQUIRED SHOULDER TREATMENTS
4. SB EXPRESS LANE INSIDE SHOULDER SLOPE VARIES FROM 0.035 TO 0.047 FOR STATIONS 246+02.31 TO 256+00.00
5. SB OUTSIDE WIDENING TO UTILIZE OUTSIDE EXISTING SHOULDER BASE FROM STA. 269+82.00 TO STA. 275+00.00
6. NB INSIDE WIDENING TO UTILIZE INSIDE EXISTING SHOULDER BASE FROM STA. 265+73.98 TO STA. 266+85.48
7. NB OUTSIDE WIDENING TO UTILIZE OUTSIDE EXISTING SHOULDER BASE FROM STA. 271+12.35 TO STA. 274+70.00

* CONTRACTOR'S OPTION TO MATCH WIDENING TRAFFIC LEVEL.
** STA. 269+82.14 TO STA. 278+92.44
*** PG 76-22 REQUIRED ONLY IN TOP LIFT.

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BY: (RS&H) BY: (FDOT)

REVISIONS DATE	DESCRIPTION	REVISIONS DATE	DESCRIPTION
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MICHAEL MADISON, P.E.
P.E. LICENSE NUMBER 75434
WANTMAN GROUP, INC.
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WEST PALM BEACH, FL 33411
CERTIFICATE OF AUTHORIZATION 6091

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
93	MIAMI-DADE BROWARD	421707-2-52-01 421707-3-52-01 421707-8-52-01

TYPICAL SECTIONS

SHEET NO. 19