

**Environmental Assessment for the Transfer of Federal Grant  
Encumbrance to Facilitate the Expansion of Southwest 157<sup>th</sup> Avenue**

Miami-Dade County, Florida  
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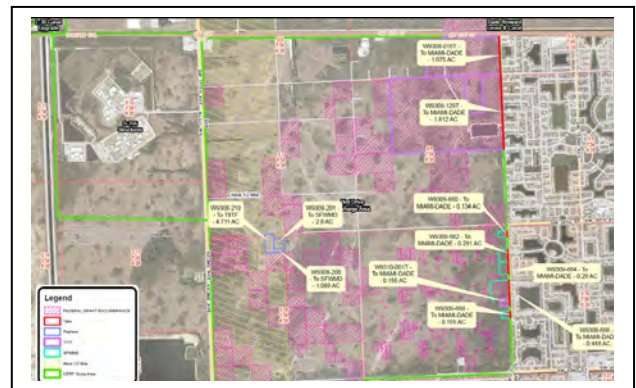
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# CHAPTER 1. Purpose and Need

## 1.1 Background

Miami-Dade County (County) is proposing to widen and enhance Southwest 157 Avenue between Bird Road (SW 42<sup>nd</sup> Street) in the south and Southwest 8 Street in the north. The County is requesting the South Florida Water Management District (District) and the Florida Department of Environmental Protection's Division of State Lands (DEP) to transfer lands held by the Florida Board of Trustees of the Internal Improvement Trust Fund of the State of Florida (TIITF). The subject land is located adjacent to the west of Southwest 157 Avenue within Miami-Dade County and consists of 4.36 acres. The County has stated that the road expansion is required to serve the community by alleviating traffic congestion faced by daily commuters, as well as creating a more efficient emergency evacuation route.

The subject land includes all or a portion of eight tracts. Four of the requested tracts were acquired using Department of Interior ("DOI") funding at a rate of 50% of the purchase price. Four tracts owned by the District are non-encumbered with federal funds. The tracts are located within the Bird Drive Recharge Area (BDRA), which is a component of the Comprehensive Everglades Restoration Plan (CERP). The land swap proposal includes providing the County with 4.36 acres of land on



the eastern boundary of the BDRA project area in exchange for 8.6 acres of land on the western portion of the BDRA, which is within the proposed north-south water conveyance system along the eastern boundary of Krome Avenue. The table below is a summary of the subject lands.

### Proposed Property Exchange

Owner	DEP/ TIITF			District				
Requested Tracts:								
Name	Parcel 4	Parcel 17	Parcel 19	Parcel 5	Parcel 2	Parcel 7	Parcel 8	Parcel 11
Funding	DOI			DOI	Non-Encumbered			
Tract ID	W9310-001	W9308-129	W9308-016	W9309-032	W9310-005	W9309-023	W9309-021	W9309-004
Total Acres	1.82	220.00	82.79	0.448	0.155	0.290	0.291	0.134
Take Acres	0.155	1.812	1.075	0.448	0.155	0.290	0.291	0.134
Replacement Tracts:								
Tract ID	W9308-218			W9308-200	W9308-201			
Total Acres	4.711			1.089	2.8			

The initial proposed restoration strategy for the BDRA project area was to construct a shallow water reservoir. The initial plans for the BDRA have been modified to exclude the proposed

shallow reservoir and a portion of the eastern boundaries of the BDRA project area. The current plan includes a north-south water conveyance system along the eastern boundary of Krome Avenue and a half-mile buffer strip. The objective of the proposed water conveyance system is to provide a surface water connection for water managers to flow/pump surface water from the northern water conservation areas through the Pennsuco project area and BDRA, then back to the southern water conservation area, and finally on to the Everglades National Park.

The revised restoration strategy is based on the determination by the District and the US Army Corps of Engineers (Corps) that the construction of a shallow reservoir would allow surface water to percolate into the shallow groundwater aquifer and migrate to the east, which would potentially cause groundwater levels in the urban areas to rise. The engineering review determined that the cost to mitigate surface water seepage/percolation and eastern groundwater flow would be extremely expensive and therefore not cost-effective. The water conveyance system proposed in the modified restoration plans would provide a hydraulic boundary to limit seepage from the water conservation area to the west, provide additional flows to Everglades National Park, and recharge the Miami Dade County wellfield. The land swap proposal provides the DEP and District with additional tracts within the area of the proposed north-south water conveyance system of the BDRA, along the eastern boundary of Krome Avenue.

## **1.2 Real Estate Relocation Activities**

DEP would on behalf of TIITF transfer U.S. Department of the Interior (DOI) grant funding from properties along the proposed Southwest 157 Avenue road widening and enhancement to properties within the BDRA in the proposed north-south water conveyance system. Additionally, the District would swap properties along the proposed Southwest 157 Avenue road widening for properties within the BDRA in the proposed north-south water conveyance system. The new land locations would provide increased ecological benefits for the DOI ownership and assist with the BDRA conveyance system project implementation.

## **1.3 Review Project Components**

### **1.3.1 Southwest 157 Avenue**

The land transfer is needed for the proposed Southwest 157 Avenue widening and enhancement project. The Southwest 157 Avenue expansion is consistent with the County's proposed road plan to serve the community by alleviating traffic congestion faced by daily commuters, as well as creating a more efficient emergency evacuation route. The proposed DOI transferee property is located within a designated CERP project boundary area. See Miami-Dade County Traffic ways plan attached in **Appendix F**.

### **1.3.2 Component Grant Funding Disposition**

A review for specific funding details related to the removal of grant funding for the properties within the road right-of-way and transfer to property of equal value located on the western boundary of the BDRA (see **Appendix D** for property location maps).

### 1.3.3 Southwest 157 Avenue Expansion

On May 24, 2023, the District provided a letter to the U.S. Department of the Interior which requests the removal of specific grant-funded restrictions on properties owned by TIITF that are located within the Southwest 157 Avenue expansion corridor in exchange for the placement of specific grant-funded restrictions on replacement properties owned by TIITF. A copy of the DEP correspondence letter is attached in **Appendix G**.

### 1.3.4 Transfer Properties

The DEP plans to grant approximately 3.042 acres of land in Miami-Dade County to the County for the widening and enhancement of a neighborhood arterial roadway known as Southwest 157 Avenue. The tracts were acquired using Department of Interior (“DOI”) funding at a rate of 50% of the purchase price. These specific tracts are located within the current CERP project area known as the Bird Drive Recharge Area and the boundary which is based on changes in project plans after the initial assessment and preliminary design review. The below table provides a summary of relevant information for the DOI encumbered properties:

Existing DOI Properties

Name	Parcel 4	Parcel 17	Parcel 19
County	Miami-Dade	Miami-Dade	Miami-Dade
Tract ID	W9310-001	W9308-129	W9308-016
Total Acres	1.82	220.00	82.79
Take Acres	0.155	1.812	1.075
Total Land Cost	\$20,930	\$2,540,000	\$960,000
Acquisition Date	2/11/2002	10/17/1999	10/17/1999
Funding Source	LWCF	LWCF	LWCF
Appraiser value	\$22,000	\$119,000	\$71,000



The District plans to grant approximately 0.448 acres of land in Miami-Dade County to the County for the Southwest 157 Avenue project. The tract was acquired using Department of Interior (“DOI”) funding at a rate of 50% of the purchase price. The specific tract is located within the current CERP project area (BDRA) and the boundary which is based on changes in project plans after the initial assessment and preliminary design review. The below table provides a summary of relevant information for the DOI encumbered property:

### Existing District Encumbered Property

Name	Parcel 5
County	Miami-Dade
Tract ID	W9309-666
Total Acres	0.448
Total Land Cost	\$110,000
Acquisition Date	2/15/2002
Federal Funding	\$55,000
Funding Source	LWCF
Appraiser value	\$49,000



The District plans to swap an additional approximately 0.870 acres of land in Miami-Dade County to the County for the Southwest 157 Avenue project. The specific tracts are located within the current CERP project boundary and were acquired without using DOI funding. The below table provides a summary of relevant information for the District properties that are not encumbered with DOI funding:

### Existing District Non-Encumbered Properties

Name	Parcel 2	Parcel 7	Parcel 8	Parcel 11
County	Miami-Dade	Miami-Dade	Miami-Dade	Miami-Dade
Tract ID	W9309-668	W9309-664	W9309-662	W9309-660
Total Acres	0.155	0.290	0.291	0.134
Total Land Cost	\$5,425	\$10,150	\$10,150	\$4,550
Acquisition Date	1/19/2004	10/5/2004	1/19/2004	2/16/2004
Appraiser value	\$22,000	\$42,000	\$42,000	\$20,000

#### **1.3.5 Replacement Properties**

An approximate 4.711-acre undeveloped replacement parcel property has been identified within the BDRA. The replacement property is currently owned by the County. As indicated by the table below the property would be deeded to the DEP as a replacement for the lands to be used for the roadway. The following table provides a summary of information for the proposed grant funding replacement property.

#### Proposed Relocation Property for DOI Tract

Name	Tract
County	Miami-Dade
Tract ID	W9308-218
Total Acres	4.711
Total Land Cost	Donation
Acquisition Date	TBD
Funding Source	N/A
Appraiser value	\$ 212,000



The District would receive a 1.089-acre undeveloped replacement parcel property within the BDRA for the encumbered tract. The replacement property is currently owned by the County. As indicated by the table below the property would be deeded to the District as a replacement for the lands to be used for the roadway. The following table provides a summary of information for the proposed grant funding replacement property.

#### Proposed Relocation Property for District Encumbered Tract

Name	Tract
County	Miami-Dade
Tract ID	W9308-200
Total Acres	1.089
Total Land Cost	Donation
Acquisition Date	TBD
Funding Source	N/A
Appraiser value	\$49,000

Additionally, the District would receive a 2.8-acre undeveloped replacement parcel property within the BDRA for the non-encumbered tracts being swapped. The replacement property is currently owned by the County. As indicated by the table below the property would be deeded to the District as a replacement for the lands to be used for the roadway. The following table provides a summary of information for the land swap replacement property.

#### Proposed Relocation Swap Property

Name	Tract
County	Miami-Dade
Tract ID	W9308-201
Total Acres	2.8
Total Land Cost	Donation
Acquisition Date	TBD
Funding Source	N/A
Appraiser value	\$ 126,000

### 1.4 Road Corridor Properties, Replacement Properties

The road corridor properties include 4.36 acres which are located inside the current BDRA CERP project boundary. The properties consist of a mix of jurisdictional and degraded wetlands. Portions of the property include an unpaved road. Sections of the property have been degraded by off-road vehicles and invasive species including but not limited to and Brazilian pepper trees. See site maps in **Appendix D**.

The Land and Water Conservation Fund Grant Agreement - 1 (LWCF-1) recognized that the properties acquired might not be used for an Everglades restoration project. In such circumstances, LWCF-1 allowed that the District may:

1. Retain and use the property for other Everglades restoration purposes.
2. Acquire replacement property for Everglades restoration. Such replacement property shall be of at least equal fair market value.

Through this proposed exchange, the District would utilize the second option. Therefore, the District would provide replacement properties to DOI for the fair market value of their share of the property within the proposed Southwest 157 Avenue corridor. The District proposes that DOI's share of the value would be applied to the replacement properties, which are located within the BDRA in the proposed north-south water conveyance system.

### **1.5 Bird Drive Recharge Area**

The BDRA, as envisioned in the Yellow Book<sup>1</sup>, included pumps, water control structures, canals and an above-ground recharge area of 2,877 acres with the water levels fluctuating up to four feet above grade. The original purposes were:

- Recharge groundwater and reduce seepage from the Everglades National Park buffer areas by increasing water table elevations east of Krome Avenue,
- Provide C-4 flood peak attenuation,
- Provide water supply deliveries to the South Dade Conveyance Systems and Northeast Shark River Slough.

After an analysis of the transmissivity values in the BDRA, it was determined that the site would not store water as envisioned in the Yellow Book. Surface water pumped into BDRA would likely infiltrate into the ground and move to the east, causing water levels in the urban areas to rise. Although three engineering solutions could be identified to isolate groundwater impacts to the eastern urban area, the cost of these protective features were determined to be extremely expensive and therefore not cost effective. In addition, although the District had acquired almost 1,400 acres, this acreage was not contiguous and was less than 50% of the Yellow Book projected needs. The District did not have specific condemnation authority for CERP projects in Miami-Dade therefore, all lands acquired within the area would need to be purchased on a willing seller basis.

The Project Delivery Team ("PDT") analysis in 2008 stated that BDRA "as envisioned in the Yellow Book is not implementable." In January 2011 at a Joint Project Review Board Meeting, the Corps agreed with the PDT's earlier recommendations, and they reaffirmed that BDRA was not a viable project and determined that the surplus sale of the easterly 1 ½ mile portion of the BDRA with retention of the western ½ mile of the area, as proposed by the District, was the best course of action.

The District proposal regarding the BDRA, which was discussed at public outreach meetings, was to retain District ownership in the western ½ mile, approximately 340 acres, and surplus the eastern 1½ mile which encompasses approximately 1,058 acres under District ownership. In order to confirm the recommended proposal would not conflict with potential future project needs, District staff conducted a hydraulic analysis utilizing portions of the landscape between L-31N and Krome Avenue to create an overland flow way adjacent to the BDRA. This concept was like the Yellow Book's recommended relocation of the S-356 pump station to reintegrate a portion of the Pennsuco flow way into Everglades National Park. This preliminary analysis showed favorable results and demonstrated that there was a wide range of flexibility to design and distribute water along a portion of the

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<sup>1</sup> Central and South Florida Project Restudy – April 1999  
DRAFT ENVIRONMENTAL ASSESSMENT



historical Pennsuco flow way west of Krome Avenue. It was also determined that a ½ mile buffer of land east of Krome Avenue could serve as a seepage control area, if needed, for the higher generated water stages east of Krome Avenue, depending upon final design.

The Southwest 157 Avenue Properties and the replacement properties lie within the BDRA project area (refer to Figure 1).

## **1.6 Scope of Analysis**

This supplemental environmental assessment evaluates the removal of Federal grant funding for land proposed to be used for the Southwest 157 Avenue expansion, which was purchased pursuant to federal grant agreements LWCF-1. The extent of the CERP restoration project that those parcels were initially planned to be a part of changed based on additional assessment. As such, pursuant to the federal grant agreements, the District proposes to provide replacement properties located within a more advantageous location of the project area. The specific acreage of property tracts and costs associated with the transfers are summarized in the above tables. The DOI encumbered tract and the proposed land swap property locations are identified in **Appendix D**.

# **CHAPTER 2. Alternatives**

## **2.1 Revised Alternative A: No Action - Current Land Ownership**

Under Alternative A, there would be no land replacement. The grant funding would continue to encumber with the proposed road corridor properties owned by the DEP and the District, which would eliminate the ability of the proposed road extension project to be implemented.

## **2.2 Alternative B: New Proposed Action - Removal of Federal Interest in the proposed Road Corridor, for Replacement Properties**

The new proposed action would equalize the values of the exchange of properties for the removal of the encumbrance and federal nexus from the road corridor properties. In exchange, DEP and the District would transfer the federal interest encumbrance to the replacement properties located in the BDRA.

## **2.3 Alternative C: New Proposed Action - Removal of Federal Interest in Road Corridor Properties**

The new proposed action would require, if available, the acquisition of properties within the current footprint of the planned BDRA restoration project. The estimated acquisition cost is \$261,000. Once acquired, the District would grant the properties to DOI and remove the encumbrance and federal nexus from the proposed road corridor properties. This alternative is problematic due to property availability of land for acquisition, and budgetary and time constraints.

# **CHAPTER 3. Affected Environment**

The following sections provide a review of the BDRA project.



topographic map illustrates these features at their present-day locations. Therefore, these features are inferred to have been constructed during the period between 1955 and 1988.

A review of flood insurance maps for the area of the properties dated 2021 illustrated that the site and surrounding areas are located within flood zone AH. The designated flood zone is described as areas with shallow ponding water located within the 100-year flood zone; however, the flood elevations for individual tract elevations would vary. A copy of the flood map is included in **Appendix D**.

### **3.4 Hydrology**

The properties are situated over a shallow (Biscayne) and deep (Floridan) aquifer. The Biscayne aquifer is the primary source of fresh water for consumption in both Broward and Miami-Dade County. The Floridan aquifer is a much deeper aquifer that would require expensive treatment to remove minerals/chlorides prior to use as a potable water use. Soil hydrological survey maps for the DOI encumbered tract is displayed in **Appendix D**.

#### **3.4.1 Biscayne Aquifer**

The Biscayne aquifer is an unconfined aquifer and is the major source of all potable groundwater in Miami-Dade County. The aquifer is comprised primarily of limestone, sandstone, and sand of marine origin that ranges in age from (oldest to youngest) late Miocene through Pleistocene. The thickness of the consolidated limestone sections and the permeability of the aquifer as a unit generally decreases to the north. The limestone beds in the Biscayne aquifer can yield large amounts of water. The Miami-Dade County northwest wellfield is located on the southern boundary. The Miami Dade County wellfield protection map is attached in **Appendix D**.

#### **3.4.2 Floridan Aquifer**

The Floridan aquifer is artesian in nature and consists of a thick section of carbonate and evaporite rocks underlying all of Florida and parts of Georgia and Alabama. In southeastern Florida, the aquifer underlies a thick section of impermeable marl and clay at depths below 900 feet and extends to a depth of more than 3,000 feet. It is composed primarily of a system of limestones of varying permeability. The system dips to the east and south and is thought to intersect the ocean bottom several miles offshore along the continental slope. The aquifer is unconfined except in recharge areas where the overlying confining materials are very thin or absent. The water is highly mineralized, containing more than 1,500 milligrams per liter (mg/L) of chloride and 3,500 mg/L of dissolved solids. It can also contain a high content of sulfur and can be hard and corrosive. These characteristics greatly limit the use of the water from this aquifer for most purposes.

### **3.5 Contaminants**

A regional Environmental Assessment (EA) of the initially proposed BDRA project areas was conducted in 2003 by BEM Systems Inc. A copy of the assessment report is included in **Appendix H**. The purpose of the EA was to provide an evaluation of the current site conditions and to identify potential environmental concerns. Of specific concern are those issues identified on-site or off-site that could lead to the degradation of soils, sediments

and/or groundwater quality. Additionally, the EA attempted to identify contaminated media that may have been stored, stockpiled, discarded, leaked/discharged, or applied on the site associated with current and/or historical site use. Based on the current and historical use of the property, a Phase II EA was not recommended. As part of the EA, a site inspection and review of available aerial photographs was conducted. A review of the Florida Department of Environmental Protection's (FDEP) site regulatory status concerning waste management, soil and/or water contaminant impacts was conducted using historical aerial photographs and the FDEP Map Direct website. A review of the FDEP site information indicates that no State of Florida recorded environmental impacts were reported with the subject sites or the replacement property. Additionally, no National Priorities List (NPL) sites were identified within the 1.0-mile search radius.

A review of the U.S. Army Corps of Engineers Formerly Used Defense Site (FUDS) Geographical Information System identifies two former military sites within the assessment study radius. The first site is a former military installation (transmitter tower located at 2400 SW 177th Avenue (Krome Avenue) approximately 2 miles to the north of the subject tracts. The second site is a former Nike Hercules Unit ("Delta Battery") at the current Krome Detention Center (18201 SW 12th Street) located ¼ mile northwest of the site. A review of site information indicates that no environmental impacts were reported with either of the sites.

Based on a review of the cumulative available information, there is no evidence of environmental contamination impairment associated with the subject tracts or the replacement properties.

### **3.6 Soil Survey**

Soils comprising the BDRA were reviewed based on the United States Department of Agriculture's Natural Resources Conservation Service's survey for Miami-Dade County, Florida. Soils primarily fall into the classification of Dania muck, Tamiami muck, and Lauderdale muck. Dania muck is a shallow, nearly level, and very poorly drained soil that is encountered in poorly defined drainageways and is located adjacent to deeper organic soils within areas of sawgrass marshes. Typically, the surface layer consists of black muck that is about 15 inches thick. Soft, porous limestone bedrock is usually encountered below the layer of muck. Lauderdale muck soil is a moderately deep, nearly level, very poorly drained soil that is encountered in narrow drainageways and on broad open areas of sawgrass marshes. Tamiami muck is depressional and is a moderately deep to deep, nearly level, very poorly drained soil that is encountered in freshwater swamps and marshes. This soil type's surface layer consists of black muck that is about 4 inches thick. Hard, porous limestone bedrock is usually encountered at a depth of approximately 30 inches.

Under natural conditions, the site will pond water during the wet season, from 9 to 12 months throughout the year. The water table is typically within 10 inches of the land surface during dry periods and inundated during the rainy season. Permeability through the limestone and muck is relatively rapid. The highly organic muck soil material will subside during dry or

drought periods and will experience further subsidence as a result of compaction and oxidation.

### **3.7 Biological Environment**

The USGS Topo Quadrangle Map, 7.5 Minute Series and the USGS online National Map Viewer indicate that the project area is not located within an officially designated wilderness area or preserve. The BDRA consists of fallow farmlands and jurisdictional wetlands designated as freshwater emergent wetlands with isolated freshwater forested/shrub wetlands (USFWS, 2018). Site observation indicates that the majority of the site appears to consist of remnant Everglades wet prairie wetlands that have been invaded by invasive/exotic melaleuca trees. The wetlands onsite vary significantly based on site-specific conditions. Previous agricultural use and off-road recreational vehicles have degraded the functionality of some wetlands within the BDRA. While some areas have experienced a decrease in wetland functionality, other areas onsite are of good quality. The replacement properties have less accessibility and therefore have a reduced impact from off road vehicles.

The BDRA includes undisturbed natural areas and lands that have been cleared or partially cleared and improved for agriculture, mining, and roads. The site's ecosystems consist primarily of wetlands, hardwood forest, melaleuca wetland forest, wet prairie, freshwater marsh and disturbed lands. A large percentage of the property is dominated by invasive species, including upland and wetland melaleuca and Brazilian pepper; however, the BDRA also includes a good presence of native vegetation, such as dahoon holly, magnolia, bay wax myrtle, button bush and other native and upland and wetland vegetation. The National Wetlands Inventory (NWI) defines the site as primarily freshwater emergent wetlands with some isolated and freshwater forested/shrub wetlands (USFWS, 2018).

#### **3.7.1 Wildlife**

The site is located east and outside of the Florida Panther Focus Area. Anticipated wildlife usage of wetlands in this area includes species such as bobcat, cotton rat, white-tailed deer, raccoon, marsh rabbit, red-winged blackbird, killdeer, red-tailed hawk, warblers, cricket frog, coyote, cottonmouth snake, southern black racer, ring-necked snake, yellow rat snake, African rock and Burmese python, Florida king snake, eastern diamond-back rattlesnake, and southern chorus frog. The following listed species are also expected to utilize wetlands within this area, such as Marian's marsh wren (Species of Special Concern - SSC), Worthington's marsh wren (SSC), tricolored heron (SSC), snowy egret (SSC), white ibis (SSC), little blue heron (T - Threatened), wood stork (T), and the Florida bonneted bat (E - Endangered).

### **3.8 Water Quality**

The site is relatively level with minimal constructed water impoundment canals or ditches within the interior of the property. A former mining/quarrying pit is located on the eastern boundary on the property. The C-4 A drainage canal transverses the BDRA from the east along the northern boundary. The L31N canal is located west of the subject site, and the C-2 canal is located east of the subject site. Surface water onsite is controlled by seepage

and sheet flow. The Miami-Dade County wellfield is located on the southern boundary of the BDRA (County, Environmental Consideration, 2018). No water issues related to the BDRA were documented.

### **3.9 Noise**

The primary source of noise within the BDRA is associated with roadways located north, south, and west of the subject tracts. No industrial facilities were identified near the site that would pose a concern for noise levels. The standard measurement unit of noise is the decibel (dB), which represents the acoustical energy present and is an indication of the loudness or intensity of the noise. Noise levels are commonly measured in weighted decibels (dBA) using a Day/Night Noise Level (DNL) site exposure. In general, noise dissipates quickly with distance, and noise generated by traffic on roads north and west of the subject tract would generally not be perceptible on the eastern section of the BDRA. The second and much less significant source of noise is generated from the Miami International Airport, which is located approximately 11 miles east. Based on the proximity of the road to the site, a site-specific assessment for noise within the subject site was not calculated. No unusual impacts associated with noise were observed.

### **3.10 Socio-economic Environment**

#### **3.10.1 Demographics**

The BDRA is located within southwestern Miami-Dade County and east of the water conservation area. The property is currently undeveloped and consists of fallow farmlands. Miami-Dade County designated the property as open lands and outside of the Urban Development Boundary (Dade, Land Use, 2018). A water conveyance system would be developed on the western property boundary of the BDRA. The water conveyance system will benefit the wellfield recharge. See land use map in **Appendix D**.

The proposed grant funding transfer would allow for the development/construction of the Southwest 157 Avenue expansion. This road expansion would provide improved evacuation routes for residents. The development of the road would provide a social benefit as it would improve the County emergency evacuation route and improve the County road connectivity.

#### **3.10.2 Recreation Use**

The BDRA has been in state ownership with federal restrictions since its purchase, as described previously. No recreational opportunities are currently available on the BDRA property based on the lack of improved site access for public use or development of infrastructure. The plan is to develop the western property along Krome Avenue with the water conveyance structure. Opportunities for public access would be considered part of the design/construction of the proposed water conveyance structure. Public recreational opportunities are available on the adjacent lands to the west, including the Everglades and Francis S. Taylor Wildlife Management Area, the Milton E. Thompson County Park to the north, and the Everglades National Park located to the south.

### **3.10.3 Cultural and Historic Resources**

Cultural resources assessments were previously conducted for lands within the BDRA to identify any previously recorded resources that have been determined or considered eligible for the National Register of Historic Places (National Register) (National Register) according to the criteria set forth in 36 CFR Section 60.4 and develop zones of archaeological site potential. An archaeological and historical literature and background search pertinent to the study area was conducted to determine the types, chronological placement, and spatial patterning of cultural resources within the study area. Background research methods included a search of the Florida Master Site File (FMSF) data, including unpublished Cultural Resource Management (CRM) reports, to identify cultural resources that are listed, eligible, or considered eligible for listing in the National Register, as well as any cultural resources with potential or confirmed human remains. Background research methods included a search of Miami-Dade County Property Appraiser records and other relevant historical mapping.

Based on the Cultural Resource Desktop Analysis conducted by Janus Research Inc. for ten parcels in the BDRA (October 19, 2018) and for six additional parcels in the BDRA (March 13, 2020), the results of the Florida Master Site List FMSF background search identified no previously recorded historic resources within the historic resources study area. No potential historic resources were identified during the property appraiser parcel data search or during the examination of historic aerials. The Janus Research Inc. Cultural Resource Desktop Analysis is included as **Appendix I**.

## **CHAPTER 4. Environmental Consequences**

This chapter describes the foreseeable environmental consequences of providing the subject properties to the County in exchange for land within the proposed 3A/3B Seepage Management Area restoration project. The parcels that have been included in the land exchange between the DOI and the District are proposed to achieve equitable value in the exchange. When detailed information is available, a scientific and analytic comparison between alternatives and their anticipated consequences is presented, which is described as "impacts" or "effects." When detailed information is not available, those comparisons are based on the professional judgment and experience of District staff and concurrence from the USFWS.

### **4.1 Physical Consequences**

The proposed plan is to remove grant funding from land located in the vicinity of the proposed Southwest 157 Avenue western extension and transfer land ownership to properties located at the western boundary of the BDRA within the proposed water conveyance system. This DOI land is in a developed area with both wetland mitigations areas, residential, mining/quarrying operations and some limited commercial properties on the surrounding properties. The transfer of the grant funding would allow the County to proceed with the planned road corridor for enhanced emergency evacuation. Impacts to

wetlands caused by the proposed development of the road corridor would be assessed in a site-specific permit review. The permit review would include regulatory agencies review and assessment of impacts realized by the road corridor which would require mitigation as part of the normal permit approval process.

**The transfer of DOI grant funding does not inherently cause a change in the physical environment of this property. Thus, Alternative B would have no impacts on the physical environment, including hydrology, water quality, and air quality.**

#### **4.2 Impacts to Physical Environment**

The proposed grant funding transfer from the DOI lands property is consistent with the District restoration strategy. The land transfer would allow for the exchange of land from the eastern boundary of the BDRA project area in exchange for land on the western portion of the BDRA, which is within the proposed north-south water conveyance system along the eastern boundary of Krome Avenue. The proposed road expansion tracts are in a degraded environmental condition with invasive vegetation and some miscellaneous dumping. The subject property is inadequate in area to effectively implement a restoration project. The land is located on the eastern boundary of the BDRA with no plans to implement restoration activities on these properties. The existing unimproved/unpaved roads which transverse the subject property allow for access contributing to unauthorized dumping and land management issues.

**The transfer of DOI grant funding does not inherently cause a change in the physical environment of this property (no impacts anticipated).**

#### **4.3 Impacts to Refuge Facilities**

The Arthur R. Marshall Loxahatchee National Wildlife Refuge is estimated to be located 5 miles northwest of the subject site. The refuge is managed under a license agreement between the District and the USFWS. The refuge consists of 143,954 acres and provides a habitat for migratory and wading birds, mammals, amphibians, and reptiles (USFWS, Arthur R. Marshall Loxahatchee Wildlife Refuge, 2015). Endangered and threatened species, including the Everglades snail kites, wood stork, American Alligator and Florida sandhill crane utilized the habitat provided by the refuge.

The refuge is buffered from the BDRA by Krome Avenue, vacant properties, and levees on the perimeter to the west. The northeastern boundary of the Everglades National Park is located west and south of the subject properties. The proximity to the refuge and proposed restoration strategy, which includes a water conveyance system, would provide ecological benefits to western natural areas.

**Based on the proximity and that the replacement properties would be a part of a proposed CERP restoration project no anticipated impact to the refuge or the ENP is anticipated (no impacts anticipated).**



#### **4.4 Biological Consequences**

There are no immediate or anticipated biological consequences associated with the transfer of the DOI property tract. The proposed road extension tracts are part of an area that was determined to not be viable for the BDRA project. These properties are in a degraded condition and do not provide critical habitat. Additionally, the replacement properties support implementation of the BDRA proposed water conveyance system.

**The proposed grant funding transfer is not anticipated to impact biological resources (no impacts anticipated).**

#### **4.5 Impacts to Vegetation and Habitat**

The proposed road expansion tracts consist of fragments of a larger tracts and are in degraded condition. Therefore, this land would not provide habitat needed for natural environment range and territory. The proposed federal grant funding transfer of the properties proposed for a road expansion project will not cause measurable changes to vegetation within this property. The onsite vegetation is highly degraded with a mix of wetlands, and invasive, non-native vegetation. The subject lands do not provide Critical Habitat for protected species.

**Thus, the proposed grant funding transfer is not anticipated to have impacts on localized vegetation, soil, water, or wildlife habitat (no impacts anticipated).**

#### **4.6 Impacts to Wildlife**

There are no immediate or anticipated impacts or consequences to wildlife associated with the transfer of the DOI property tracts. The area of the proposed road expansion tracts was determined to not be viable for the BDRA restoration project, while the replacement properties provide viable lands for the restoration project.

**The proposed grant funding transfer does not impact wildlife (no impacts anticipated).**

#### **4.7 Impacts to Threatened and Endangered Species**

The revised restoration strategy proposes enhancement to the west of the DOI subject tracts. The subject tracts are in degraded condition and does not provide critical habitat. This property is in a developed area that includes wetland mitigations areas, residential, mining/quarrying operations and some limited commercial properties on the surrounding properties. Based on the limited size of the property and the condition, the proposed federal grant funding transfer within the BDRA will not negatively impact threatened or endangered species. The transfer to the land at the western section of the BDRA in the water conveyance system area would provide for enhanced habitat connectivity within a large property.

**The proposed grant funding transfer does not impact threatened or endangered species (no impacts anticipated).**

#### **4.8 Socioeconomic Consequences**

The proposed federal grant transfer would not have an adverse effect on socioeconomic parameters that would affect the public. The property transfer will allow for the expansion of Southwest 157 Avenue that will provide residents an improved evacuation route during emergency hurricane and other events. The road connection will allow the County to implement a critical component of their road plan to improve the interconnectivity of the County arterial roadway. The replacement properties to the DOI subject lands will be incorporated within the CERP project boundary. The exchange of the DOI subject properties to the properties within the water conveyance system area or the BDRA will benefit the regional ecological restoration plan.

**The development of the proposed grant funding transfer will not cause negative socioeconomic consequences (no impacts anticipated).**

#### **4.9 Impacts on Environmental Justice**

President Bill Clinton signed the Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” on February 11, 1994, to focus federal attention on the environmental and human health conditions of minority and low-income populations with the goal of achieving environmental protection for all communities. The Order directed federal agencies to develop environmental justice strategies to aid in identifying and addressing disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Order is also intended to promote nondiscrimination in federal programs substantially affecting human health and the environment and to provide minority and low-income communities with access to public information and participation in matters relating to human health or the environment.

In the area within generally a half mile of the subject property, the population consisting of minorities is approximately 30 percent, which is lower than the state average of 46 percent and the low-income population is 27 percent. There are no adverse impacts identified from the land exchange proposed. Thus, it does not appear that the proposed project would have environmental justice concerns. An Environmental Justice Screen Report is in **Appendix J**.

**The proposed grant funding transfer will not disproportionately place any adverse environmental, economic, social, or health impacts on minority or low-income populations (no impacts anticipated).**

#### **4.10 Impacts on Public Health and Safety**

The proposed property transfer will allow for the expansion of Southwest 157 Avenue. The road expansion will provide residents an improved evacuation route during emergency hurricane and other events, which could improve safety and allow easier access to emergency services. The road connection will allow the County to implement a critical component of their road plan to improve the interconnectivity of the County arterial roadway. The relocation of the DOI subject properties will be incorporated within the CERP project

boundary. The transfer of the DOI subject property to the replacement property within the CERP project boundary will benefit the regional ecological restoration plan also.

**Relocation of the grant funding is not anticipated to have any impacts on human health and safety (no impacts anticipated).**

#### **4.11 Impacts on Recreation**

No recreational opportunities are currently available on the property based on the lack of improved site access for public use or development of infrastructure. Public recreational opportunities are available on the adjacent lands to the west, including the Everglades and Francis S. Taylor Wildlife Management Area, the Milton E. Thompson County Park to the North, and the Everglades National Park located to the south.

**The proposed federal grant funding transfer will not negatively affect recreational opportunities on this site (no impacts anticipated).**

#### **4.12 Cultural Resource Consequences**

Based on the Janus Research Inc. Cultural Resource Desktop Analysis, the property tracts which are included within Alternative B, have no known archaeological or historic resources, and removing these parcels does not inherently cause disturbance or disruption of the physical conditions of the property. The property is proposed for the extension of the Southwest 157 Avenue. Prior to implementing construction activities that disturb site conditions, typically a more comprehensive assessment that includes site work would be conducted.

#### **4.13 Cumulative Impacts Analysis**

The analysis reviewed the cumulative impacts to the environment resulting from incremental effects of a proposed action when these are added to other past, present, and reasonably foreseeable future actions.

The USFWS is currently assessing the cumulative impacts through a Section 7 Intra-Service Biological Evaluation related to this proposal. That decision will be included upon receipt as an addendum to the Final Environmental Assessment for this proposed action. While cumulative effects may result from individually minor actions, they may become substantial over time. The proposed plan is to transfer funding from properties located outside of the viable restoration project boundary to properties to the west within the BDRA water conveyance system boundary to benefit an ongoing restoration project. It is anticipated that the USFWS's Section 7 Biological Evaluation will report no impacts to listed or proposed resources.

As stated in Chapter 2, the new proposed grant funding transfer (Alternative B) would transfer funding from the properties proposed for road construction that was determined to not be able to be included in the BDRA project, with a replacement property within the proposed water conveyance system would be developed on the western property boundary of the BDRA. It is the SFWMD staff's opinion that the proposed fund transfer would provide an equitable value and would enhance the physical, biological, socioeconomic, and cultural

and historic characteristics of the current environment after the proposed transfer to the state of Florida. As such, there are no expected cumulative impacts of this action.

## **CHAPTER 5. Consultation and Coordination**

The SFWMD and DOI have worked together over the past year to identify and assess properties that could be included in the proposed federal land grant transfer that would result in an equitable exchange and would provide benefits to the mission and goals of both entities. The transfer of the land grant funding from the subject properties would include other federal, state, and tribal agencies, as well as the interested public, who will have an opportunity to review and comment on this proposal. Notification of the opportunity to comment and where to obtain copies of the Environmental Assessment were announced in the Sun Sentinel (**Appendix C**).

## References

BEM Systems Inc (May 2003) Phase I Environmental Site Assessment Bird Drive Recharge Area – Study Area 5.

Bird Drive Component of Comprehensive Plan. (December 8, 2011). Matt Morison, Everglades Policy and Coordination, South Florida Water Management District.

Janus Research Inc. (2018) Cultural Resource Desktop Analysis of Ten Parcels in the Bird Drive Restoration Area, Miami-Dade County, Florida.

Janus Research Inc. (2020) Cultural Resource Desktop Analysis Addendum for Six Additional Parcels in the Bird Drive Restoration Area, Miami-Dade County, Florida.

Miami-Dade County Flood Zone Map (2021).

Miami-Dade Transportation Plan (to the Year 203)

SFWMD Correspondence to DOI dated May 4, 2023. Transfer of Federal Grant Encumbrance from FB-1 Grant in Miami-Dade County to facilitate the Widening and Enhancement of Southwest 157 Avenue between Bird Road (southwest 42<sup>nd</sup> Street) and Southwest 8<sup>th</sup> Street

U.S. Army Corps of Engineers Formerly Used Defense Site (FUDS) Geographical Information System <https://www.usace.army.mil/Missions/Environmental/Formerly-Used-Defense-Sites/FUDS-GIS/>

United States Department of Agriculture's Natural Resources Conservation Service's survey for Miami-Dade County, Florida

Protected Areas Viewer <https://www.usgs.gov/programs/gap-analysis-project/science/protected-areas>

USFWS. (2021). National Wetlands Survey. Retrieved from wetland mapper: <https://www.fws.gov/wetlands/Data/Mapper.html>

United States EPA. (2020) Environmental Justice Screen Report of User Specified Area <https://ejscreen.epa.gov/mapper/>

United States Geological Survey. (2018). 7.5-Minute Quadrangle Hialeah/ South Miami NW Map

## APPENDIX A: Environmental Action Statement

Within the spirit and intent of the Council on Environmental Quality regulations for implementation of the National Environmental Policy Act (NEPA) and other statute orders and polices that protect fish and wildlife resources, I have established the following administrative record and determined the proposed land exchange with the State of Florida and the Department of the Interior. The actions include removal of specific grant-funded restrictions on property owned by TIITF that were deemed unable to be used for the C-11 project in exchange for the placement of specific grant-funded restrictions on a second property within the proposed 3A/3B Seepage Management Area.

### Check one:

- ☐ Is a categorical exclusion as provided by 516DM2, Appendix 1 and 516DM5, Appendix 1, Section 1.4 A (4). No further NEPA documentation will therefore be made.
- ☐ Is found not to have significant environmental effects as determined by the attached Environmental Assessment finding and No Significant Impacts.
- ☐ Is found to have a significant effect and therefore further consideration of this action will require a notice of intent to be published in the Federal Register announcing the decision to prepare an EIS.
- ☐ Is not an emergency action within the context of the 40 CFR 1 506 1 1. Only those actions necessary to control the immediate impacts of the emergency will be taken. Other related actions remain subject to NEPA review.

### Other Supporting Documents

Environmental Assessment Report  
FWS Endanger Species Act, Section 7 Consultation

### Signature Approval:

## **APPENDIX B: Finding of No Significant Impact (FONSI)**

### ***Finding of No Significant Impact (FONSI)***

#### **Introduction**

On May 24, 2023, the South Florida Water Management District provided a letter to the U.S. Department of the Interior which requests the removal of specific grant-funded restrictions on properties to be provided to Miami-Dade County for a roadway widening and enhancement in exchange for the placement of specific grant-funded restrictions on a replacement property that will be exchanged. A copy of the DEP correspondence letter is attached in **Appendix G**.

The District plans to grant approximately 0.448 acres of land from one tract in Miami-Dade County to the County for the expansion of a major neighborhood arterial roadway known as Southwest 157 Avenue. The tract was acquired using Department of Interior ("DOI") funding at a rate of 50% of the purchase price. This tract is located inside of the current CERP project boundary.

#### **Alternatives**

The grant-funded restrictions removal process access three alternatives. Alternative B was selected as the "Preferred Alternative," which is the proposed action to allow for long-term resource protection, enhanced wildlife habitat and population management, and further public wildlife-oriented recreation. The overriding concern reflected in this plan is ensuring quality habitat and protection to native species while providing compatible recreational experiences for the public.

#### **Revised Alternative A: No Action - Current Land Ownership**

Under Alternative A, no land replacement would occur. The grant funding would continue to encumber the proposed road corridor properties. This continued ownership, which would eliminate the ability to develop the improvement to the County evacuation routes i.e., the Southwest 157 Avenue expansion and relocate the encumber ownership to within a viable CERP project boundary.

#### **Alternative B: New Proposed Action - Removal of Federal Interest in Southwest 157 Avenue expansion and enhancement properties for Replacement Properties**

The new proposed action would equalize the values of the exchange of properties for the removal of the encumbrance and federal nexus from the proposed Southwest 157 Avenue expansion Properties. In exchange, DEP would transfer the federal interest encumbrance to the replacement properties located in the proposed BDRA water conveyance area. The transfer properties were partially acquired with FB-1 funds.

#### **Alternative C: New Proposed Action – Removal of Federal Interest in Southwest 157 Avenue expansion and enhancement properties**

The new proposed action would require, if available, the acquisition of properties within the current BDRA restoration project boundary. The estimated acquisition cost is \$387,000. Once acquired, DEP would grant the ownership to DOI and remove the encumbrance and federal nexus from the Southwest 157 Avenue expansion and enhancement properties. In exchange, DEP would transfer the federal interest encumbrance to the newly acquired property. This alternative is problematic, however, due to property availability, and budgetary and time constraints.

### **Selection Rationale**

The transfer of grant funding restrictions from the proposed Southwest 157 Avenue expansion properties would facilitate the consolidation of restoration properties within the BDRA water conveyance area. The transfer would also relocate the DOI interest to within a current CERP project boundary. The funding transfer provides DOI with conservation lands for the development of the water conveyance system within the BDRA, which will enhance hydrologic restoration and provide ecological and wildlife benefits. This development of the Southwest 157 Avenue expansion project would provide the local communities with a necessary enhanced evacuation routes during an emergency.

### **Environmental Effects and Consequences**

The physical, biological, socioeconomic, and cultural and historic characteristics of the DOI property transferee site will be retained. The proposed relocation of the DOI encumbrance lands in the BDRA would provide for additional land ownership within the western BDRA allowing for enhanced hydrologic and ecological and wildlife benefits through increased freshwater storage and flow. The cumulative effects of this proposed transfer for grant funding are not expected to be substantial.

### **Cumulative Impacts**

Cumulative impacts on the environment result from the incremental effects of a proposed action when these are added to other past, present, and reasonably foreseeable future actions. While cumulative effects may result from individually minor actions, they may become substantial over time. The proposed land exchange (Alternative B) would transfer funding restrictions from properties that are not viable for a restoration project to properties within the BDRA restoration project. The subject properties would be developed for the Southwest 157 Avenue road expansion. The replacement properties will be included within BDRA CERP project boundaries. The increased landownership within the western BDRA would provide for hydrologic, ecological and wildlife benefits. Therefore, the cumulative effects of this action are not expected to be substantial.

### **Coordination**

The U.S. Fish and Wildlife Service (USFWS) and the SFWMD have actively communicated and coordinated regarding the proposed land exchange. The USFWS and SFWMD have discussed the possibility of a land exchange involving BDRA properties and the potential benefits to the ongoing CERP project. Miami-Dade County has included the road extension within their traffic planning documents. A copy of the EA document was published in local



media to inform the public of the proposed land transferee has been kept informed of this land exchange through various media. The Service Regional Office (RO) personnel and staff biologists have conducted reviews of the transfer of funding restrictions.

## Findings

Based on the findings of the EA's and the USFWS's reviews, the proposed removal of funding restriction does not constitute a major federal action significantly affecting the quality of the human environment under the meaning of Section 102(2)(c) of the National Environmental Policy Act of 1969 (as amended). As such, an environmental impact statement is not required.

1. Both beneficial and adverse effects have been considered, and this action will not have a significant effect on the human environment. (Environmental Assessment, page 14)
2. The actions will not have a significant effect on public health and safety. (Environmental Assessment, page 16)
3. The project will not significantly affect any unique characteristics of the geographic areas, such as proximity to historical or cultural resources, wild and scenic rivers, or ecologically critical areas. (Environmental Assessment, pages 15 and 17)
4. The effects on the quality of the human environment are not likely to be highly controversial. (Environmental Assessment, page 16)
5. The actions do not involve highly uncertain, unique, or unknown environmental risks to the human environment. (Environmental Assessment, page 16)

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Mike Piccirilli  
U.S. Fish and Wildlife Service  
Chief of Wildlife and Sportfish Restoration Program  
Atlanta, Georgia

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Date

## **APPENDIX C: Public Comment**

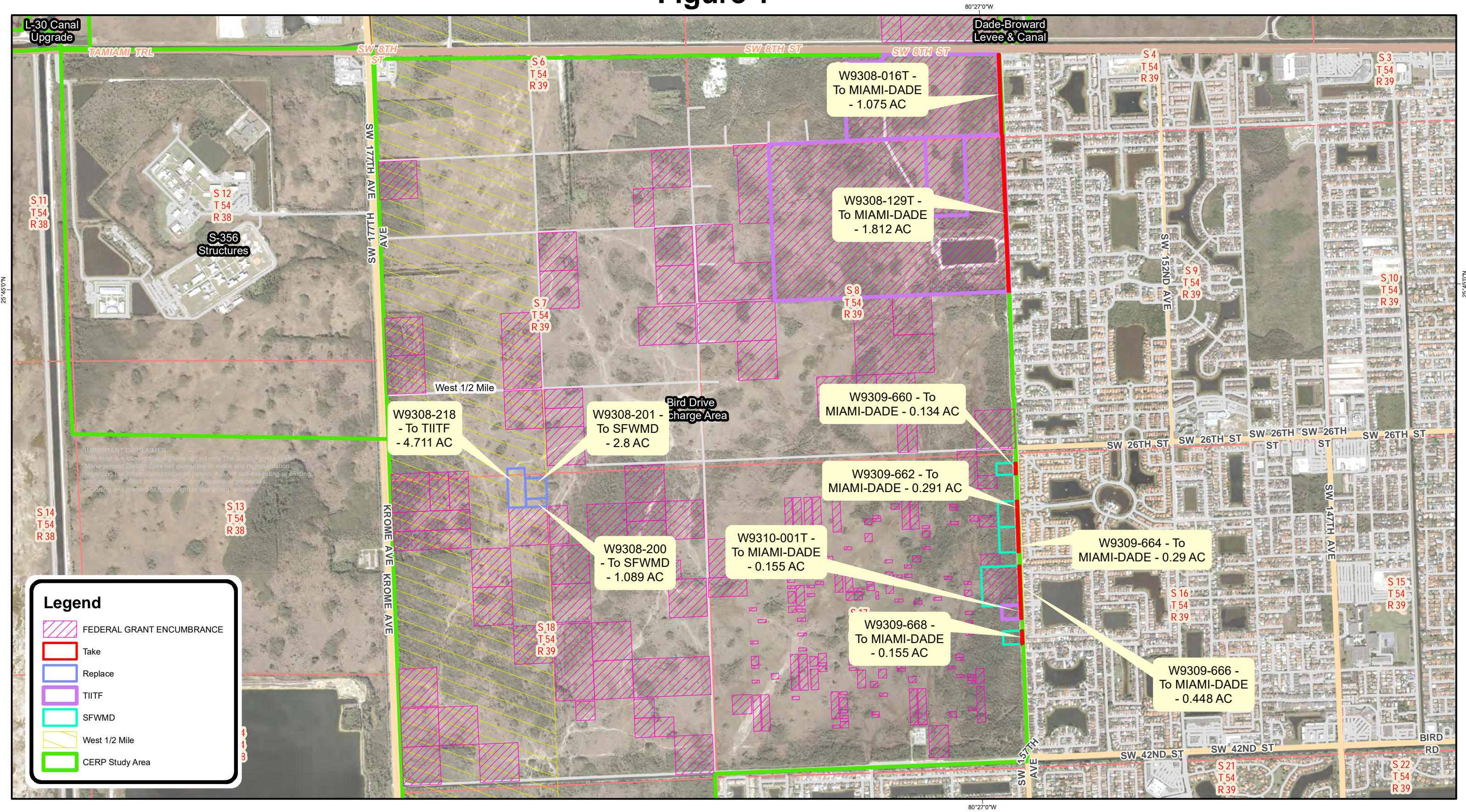
### **Transfer of Grant Fund Restrictions**

On \_\_\_\_\_, an announcement of the proposed grant funding transfer appeared in the Sun Sentinel, a daily newspaper distributed in Miami-Dade, Broward and Palm Beach counties.

## **APPENDIX D: Maps of Subject and Replacement Properties**



Figure 1





80°27'0"W

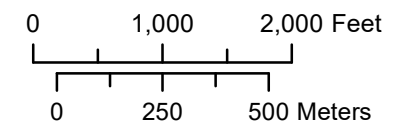
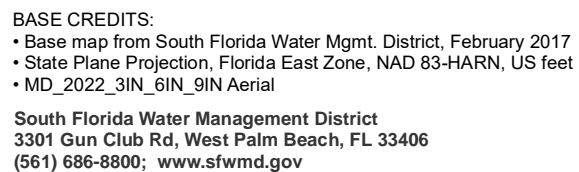




Figure 2B

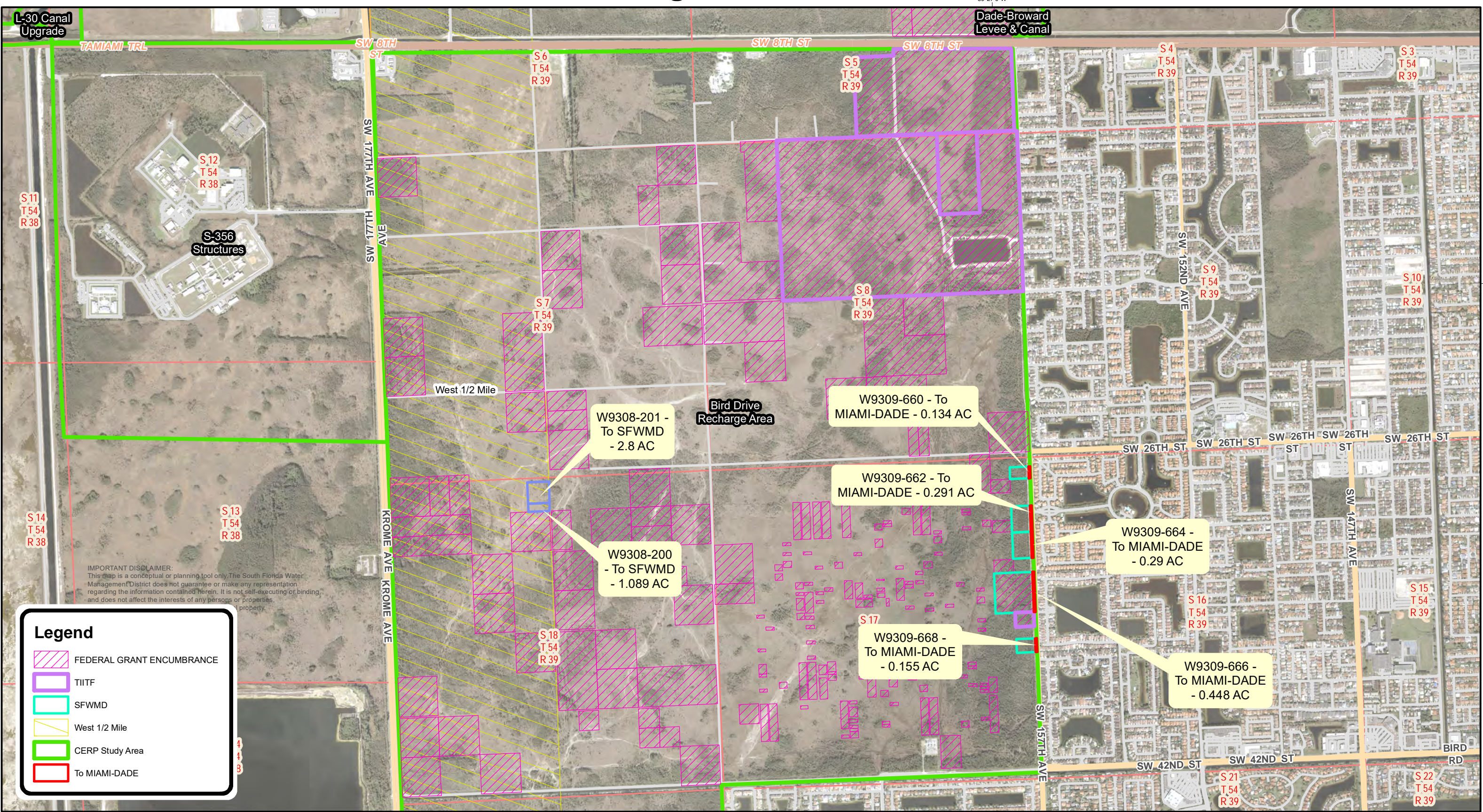




Figure 3A

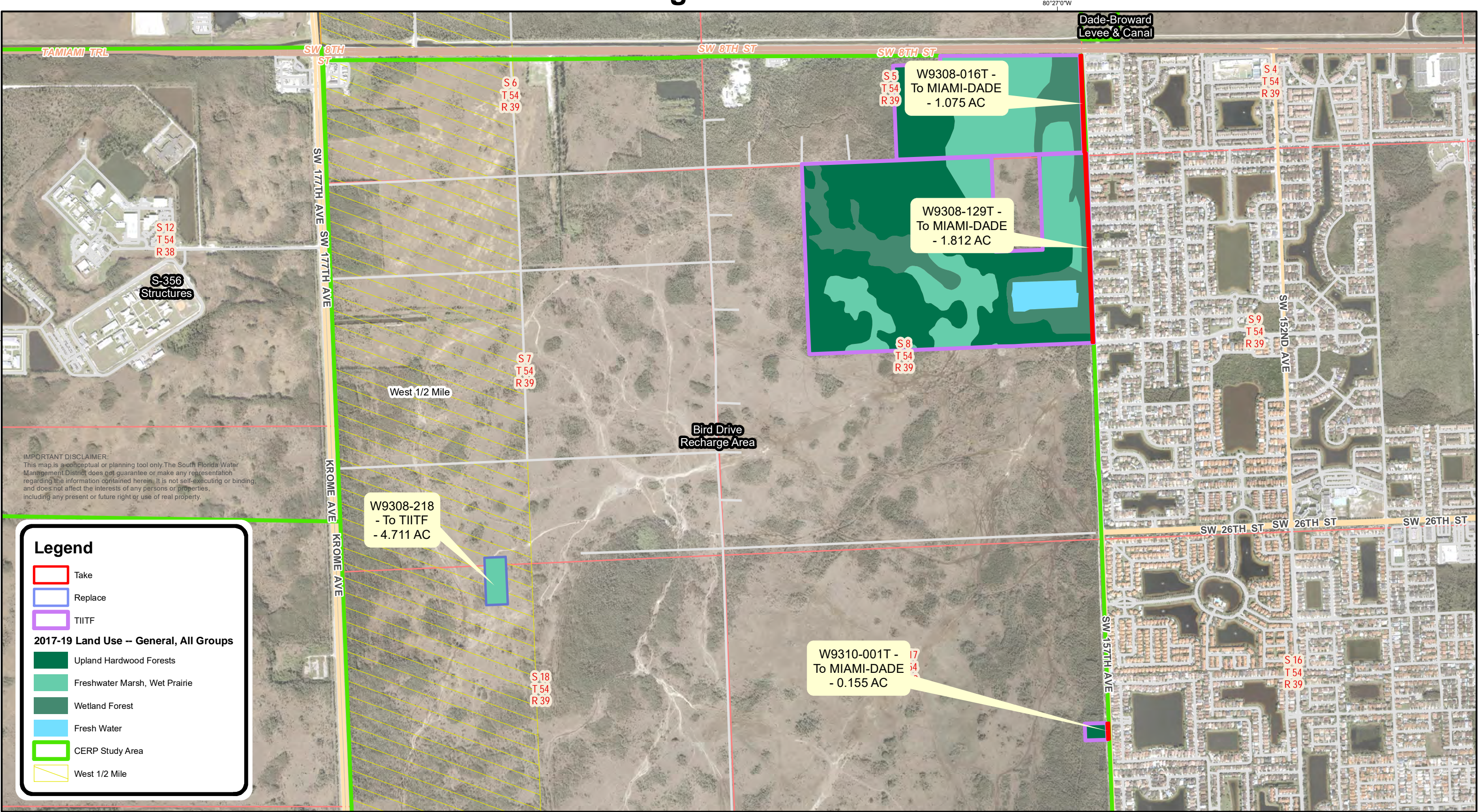




Figure 3B

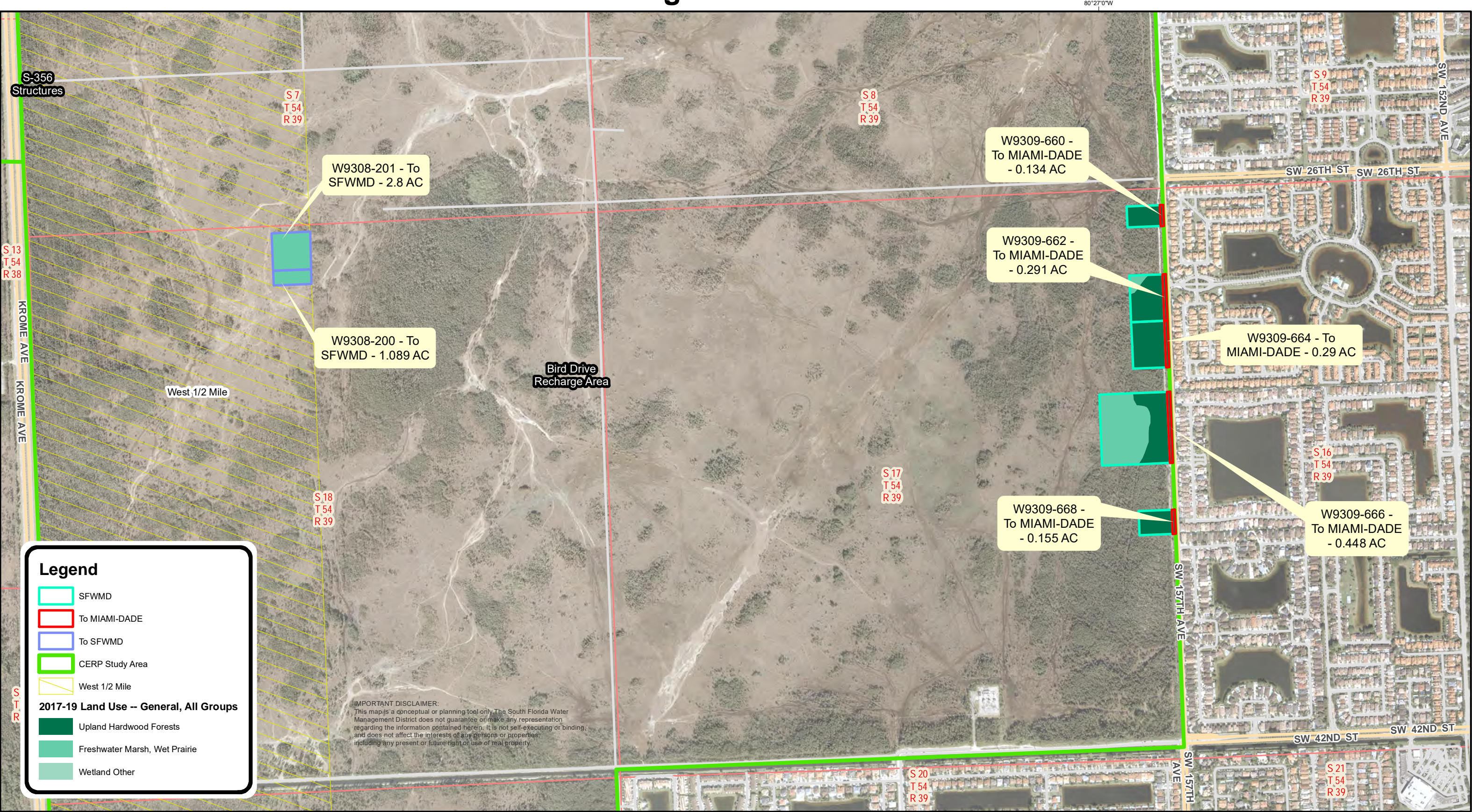




Figure 4A

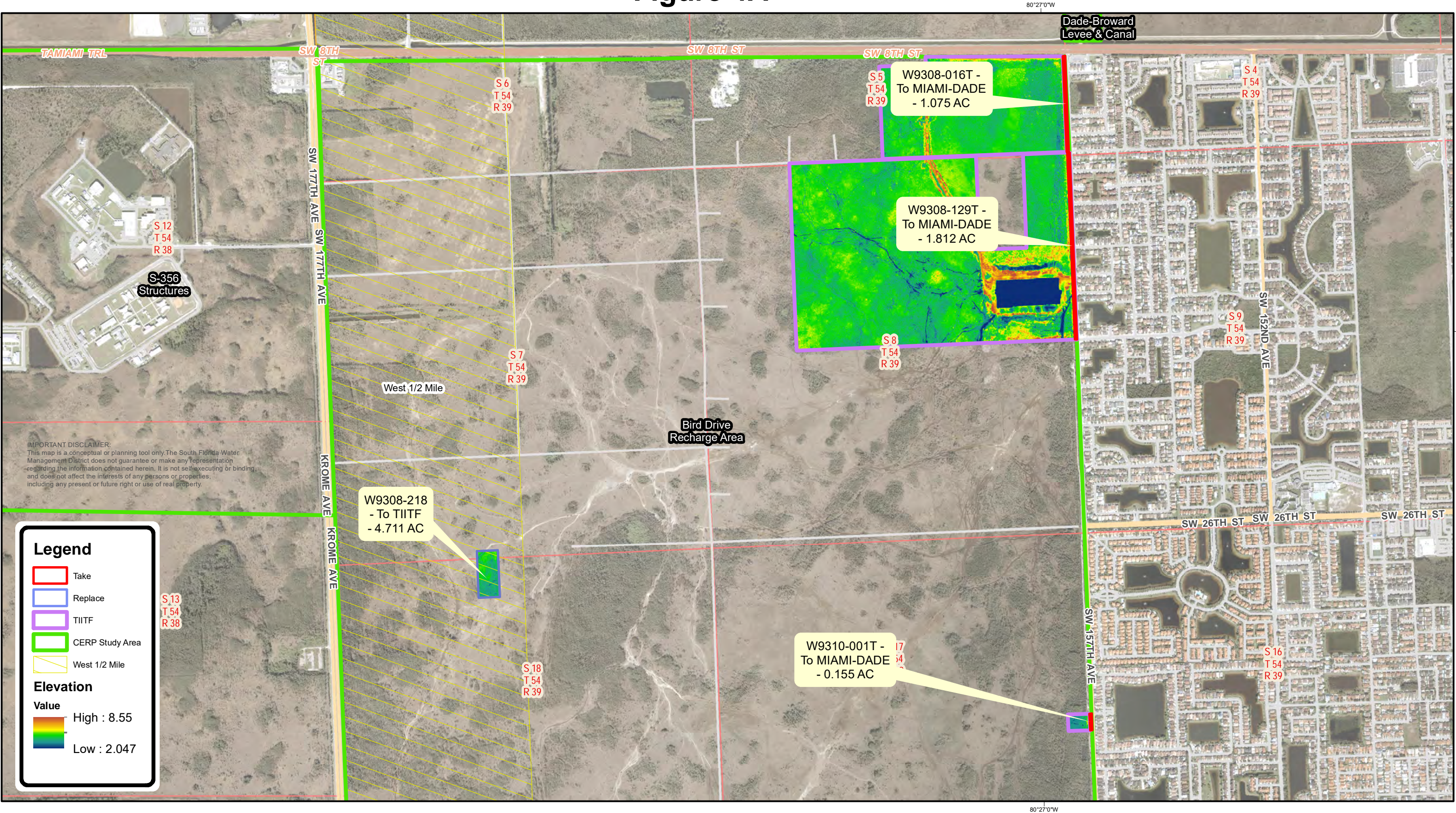




Figure 4B

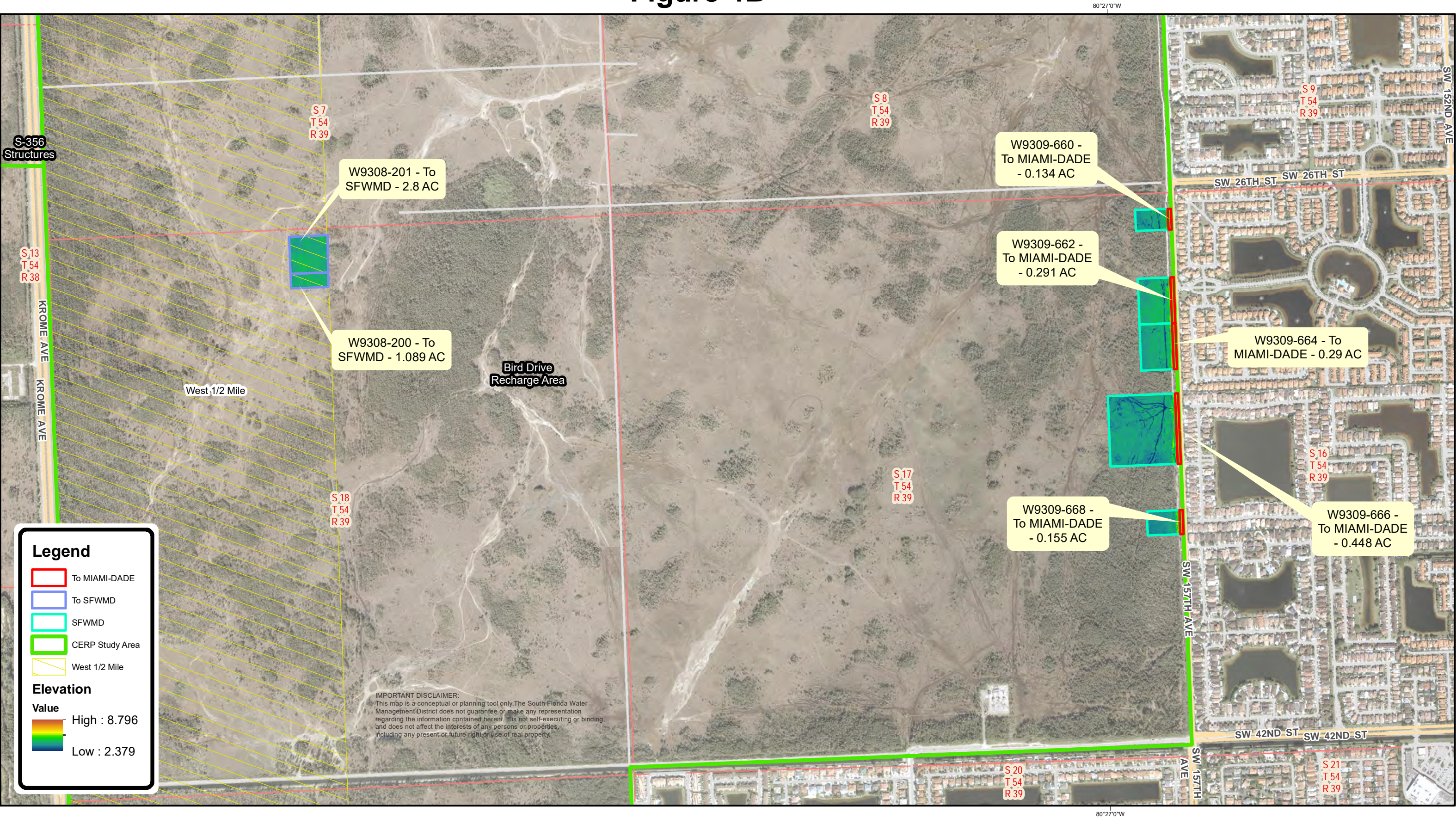




Figure 5A

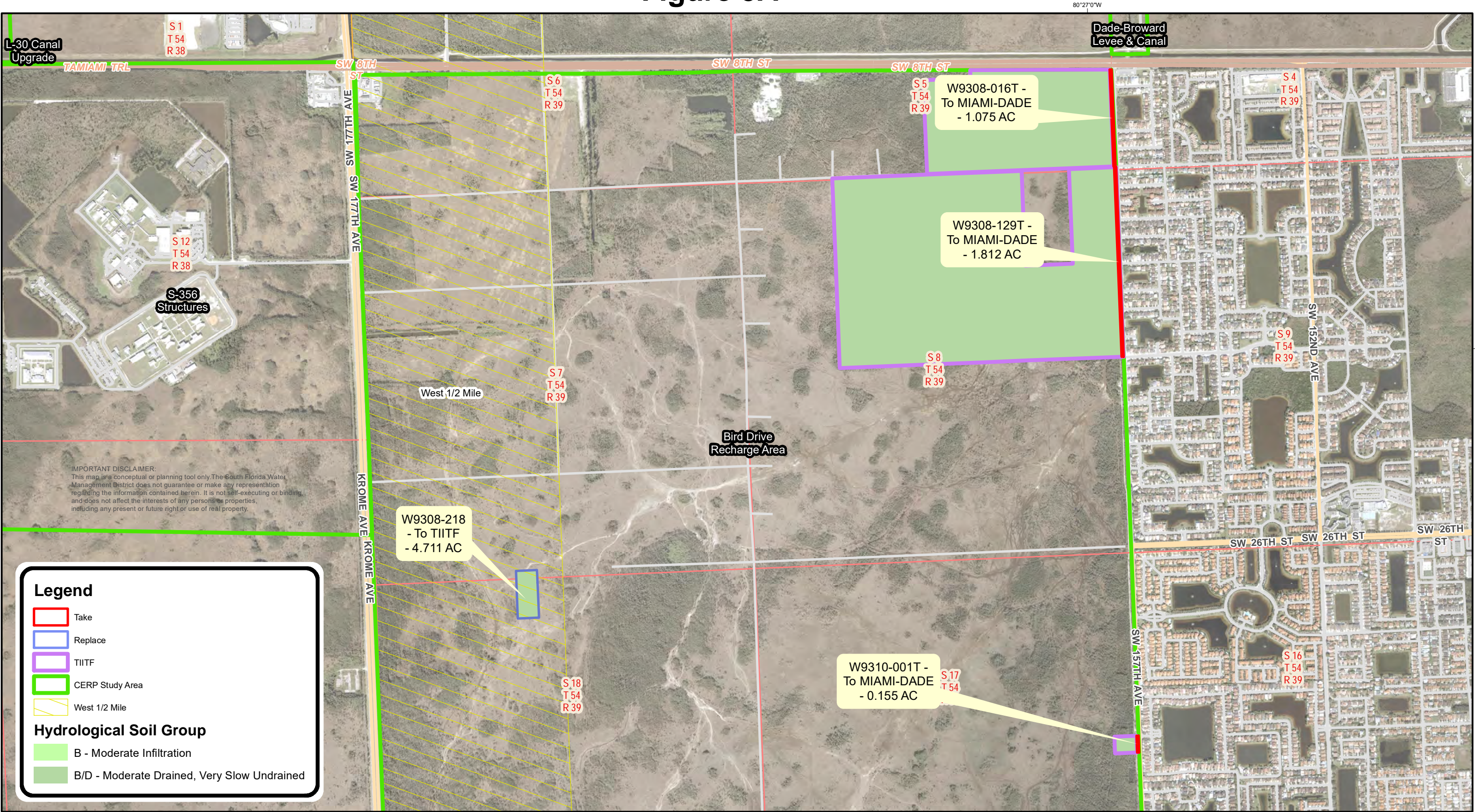




Figure 5B

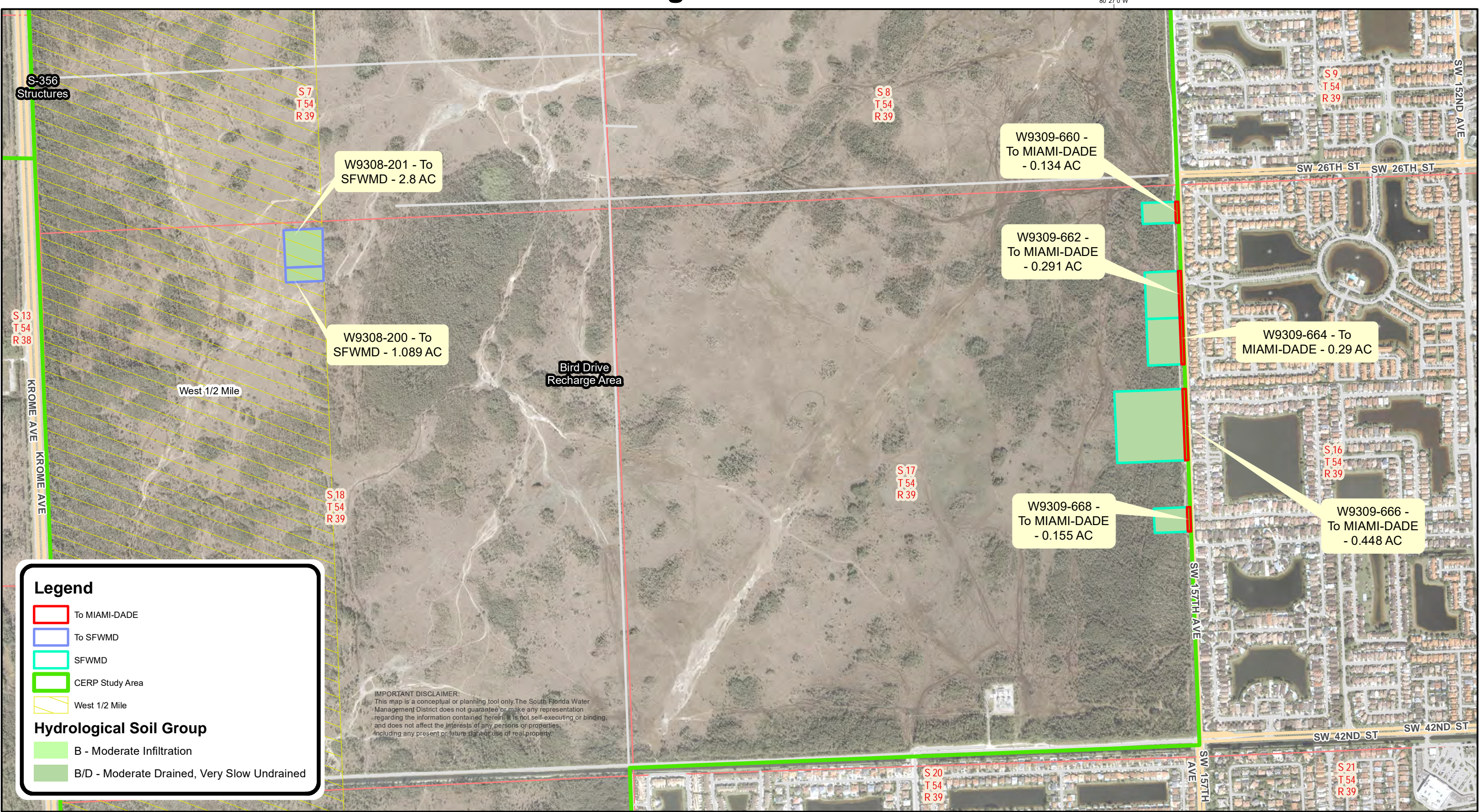




Figure 6A

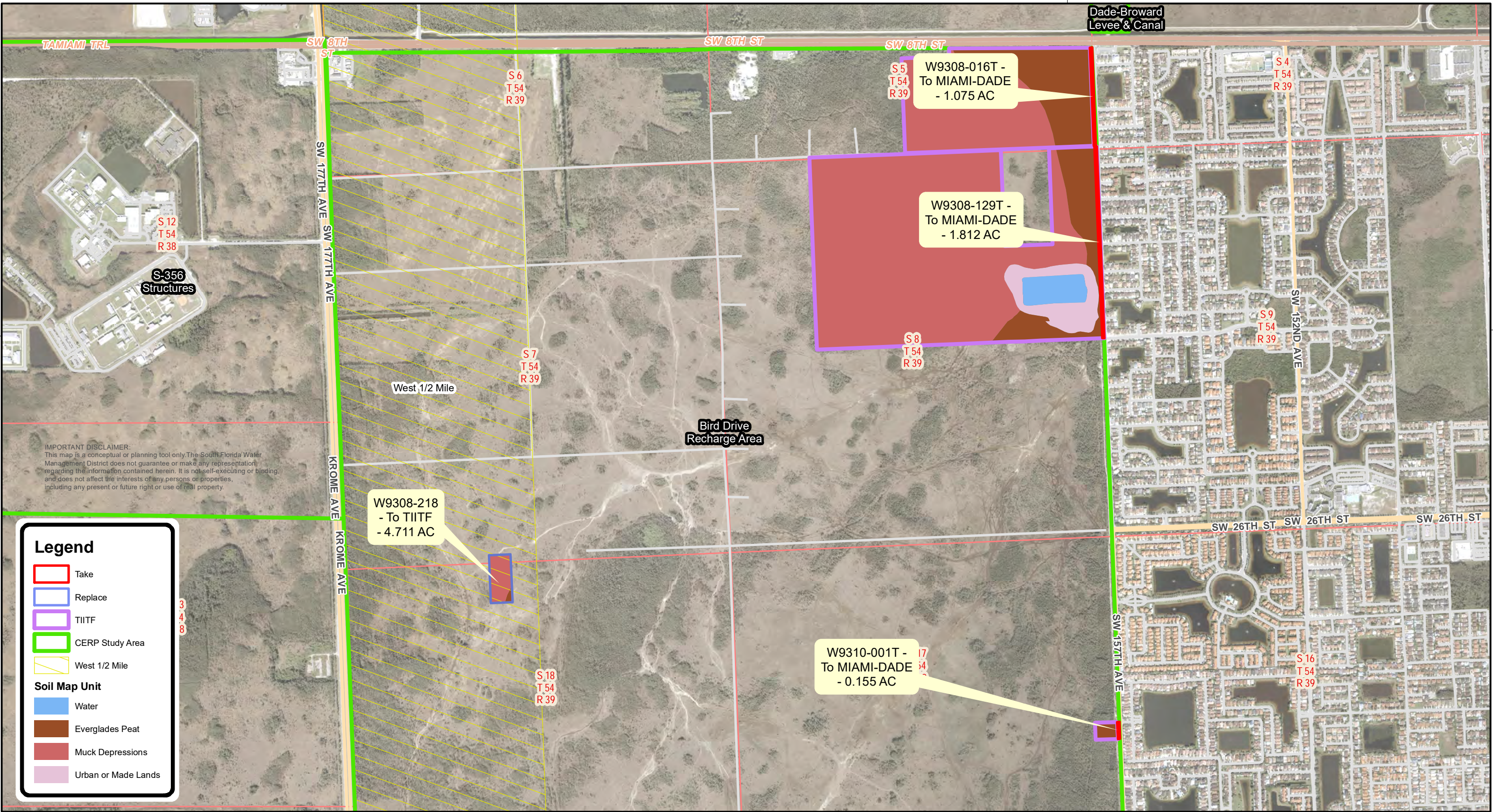




Figure 6B

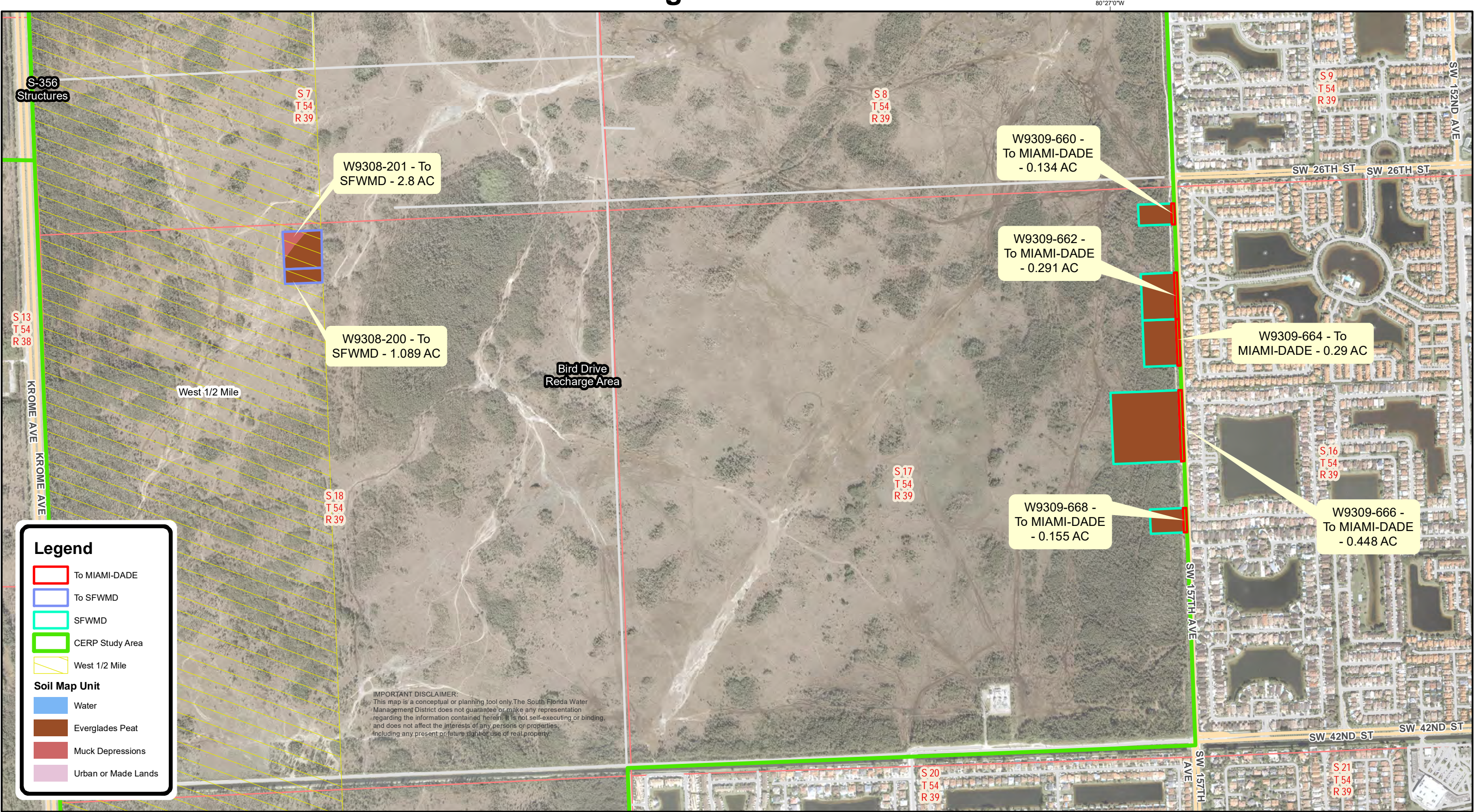




Figure 7A

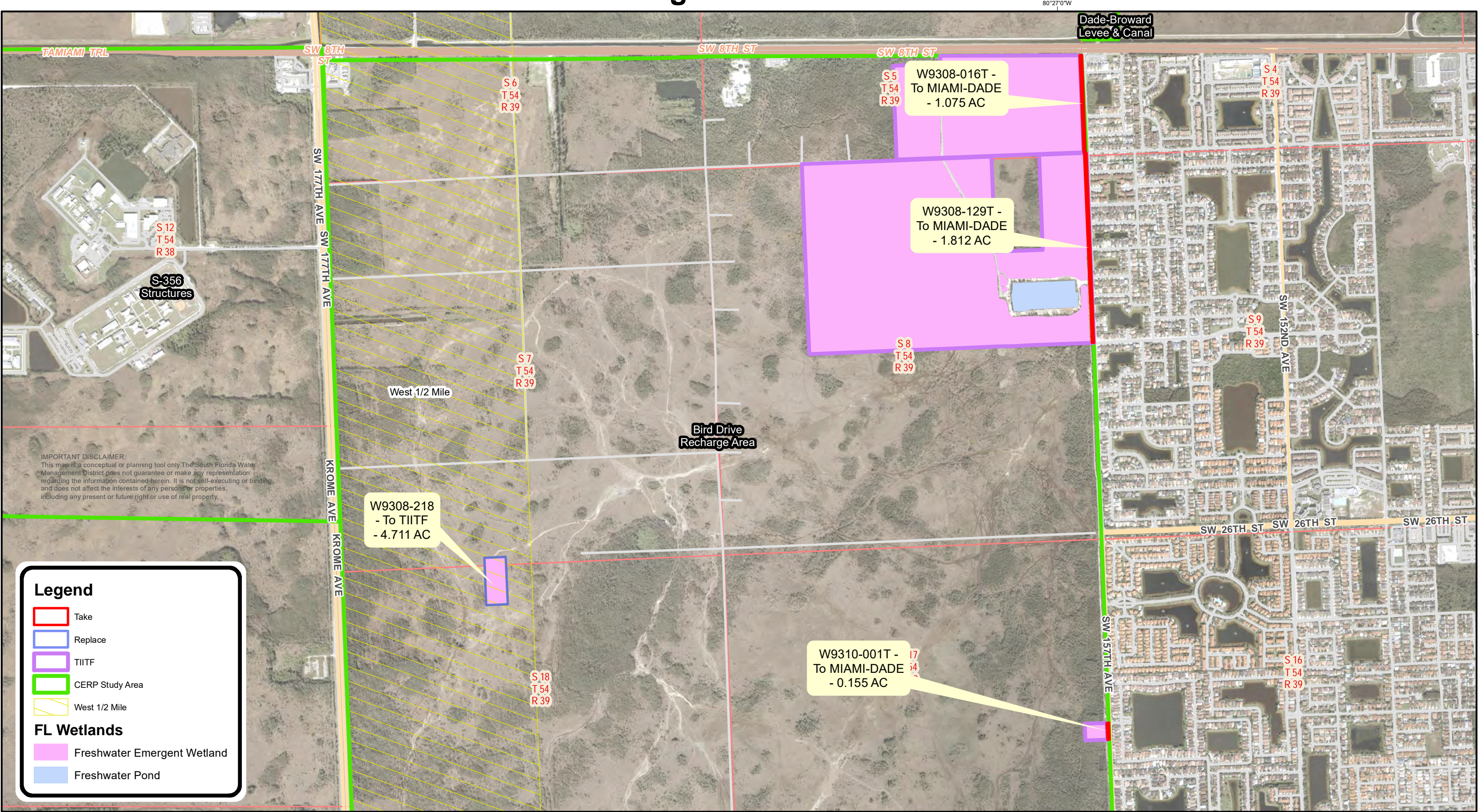
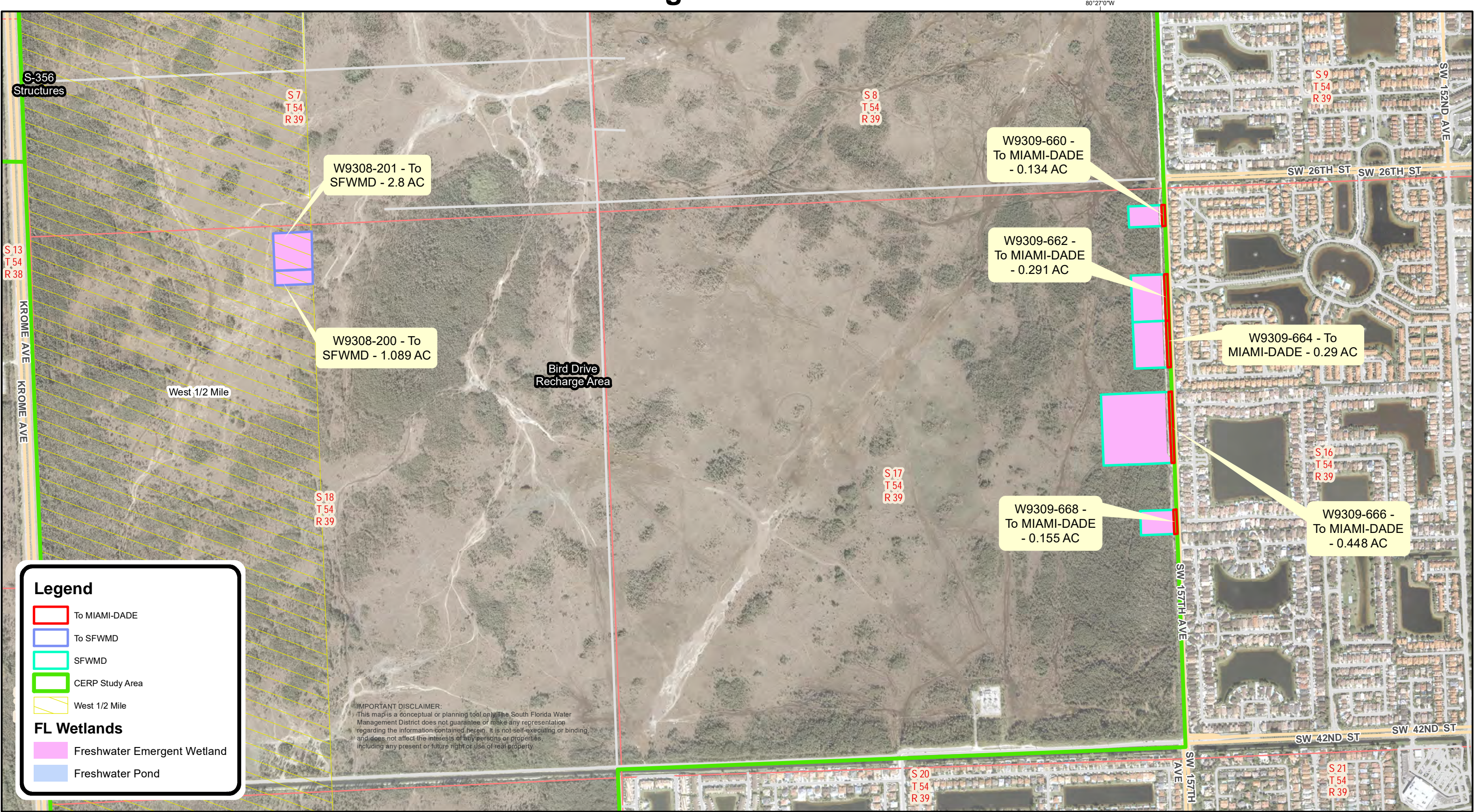




Figure 7B





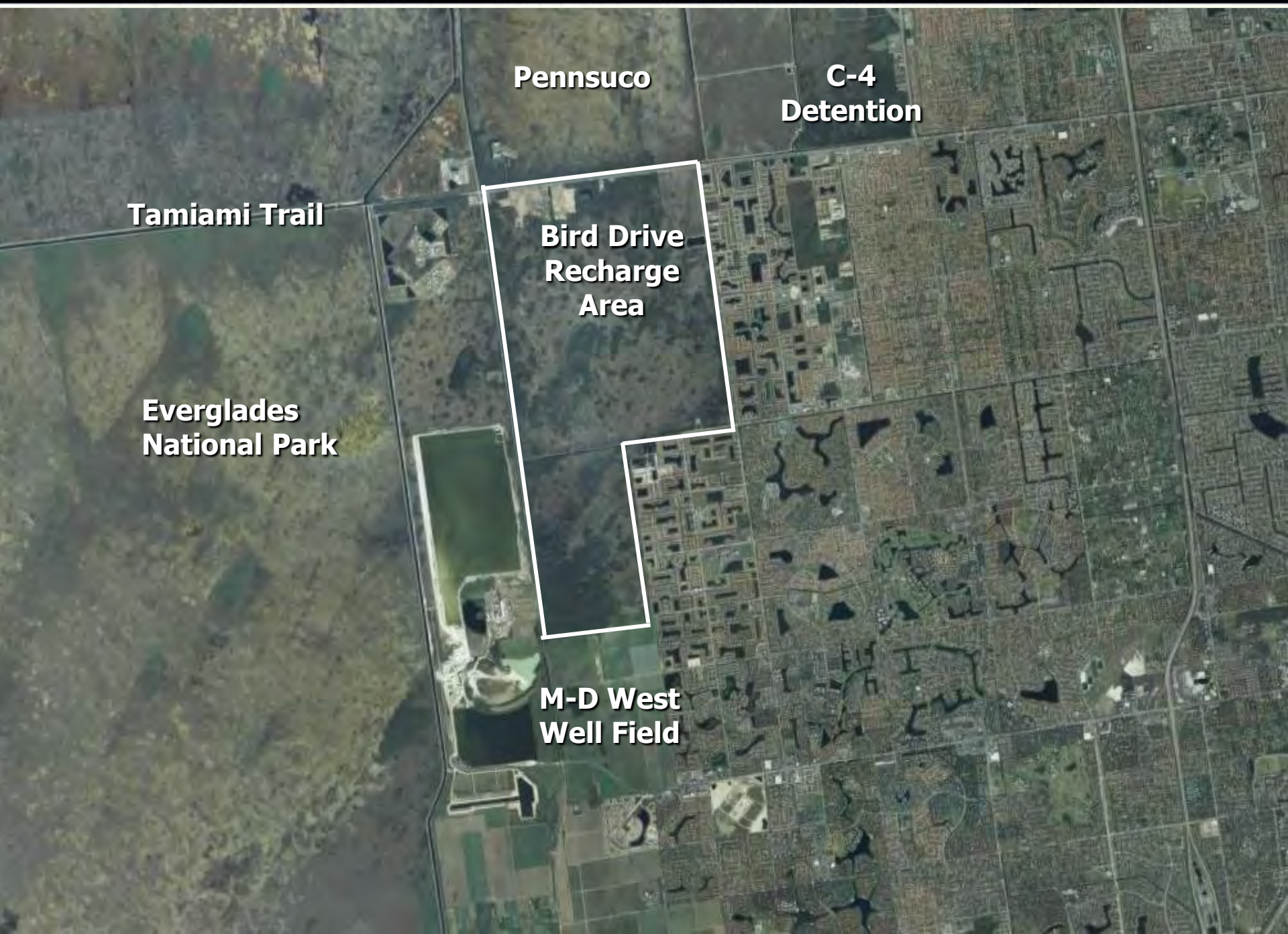
## **APPENDIX E: Brid Drive Component of Comprehensive Plan**

# **Bird Drive Component of Comprehensive Plan**

**Background and Current Status  
December 8, 2011**

***Matt Morrison  
Everglades Policy and Coordination***





**Pennsuco**

**C-4  
Detention**

**Tamiami Trail**

**Bird Drive  
Recharge  
Area**

**Everglades  
National Park**

**M-D West  
Well Field**

# Yellow Book Purpose for Bird Drive

- Reduce seepage from Everglades National Park
- Recharge groundwater east of Krome Avenue
- C-4 peak flood attenuation
- Water supply deliveries to South Dade Conveyance System (SDCS)
- Increase spatial extent of wetlands

# Yellow Book Concept for Bird Drive

- Bird Drive Recharge Component (U)
- Above ground impounded recharge area
  - 2,877 acres
  - 11,500 ac-ft of storage
- Pumps and Water Control Structures
  - Deliveries to SDCS
- Wastewater Treatment Plant Flows
  - 155 cfs to recharge well field



# Plan Formulation

- Yellow Book - Project Concept Deficiencies
  - Detailed modeling and physical analysis
    - Highly transmissive project site
    - Unable to hold water on project site for delivery to SDCS
    - Likely to cause flooding impacts of urban areas east of project site
    - Design and operation “not feasible”

# Plan Formulation

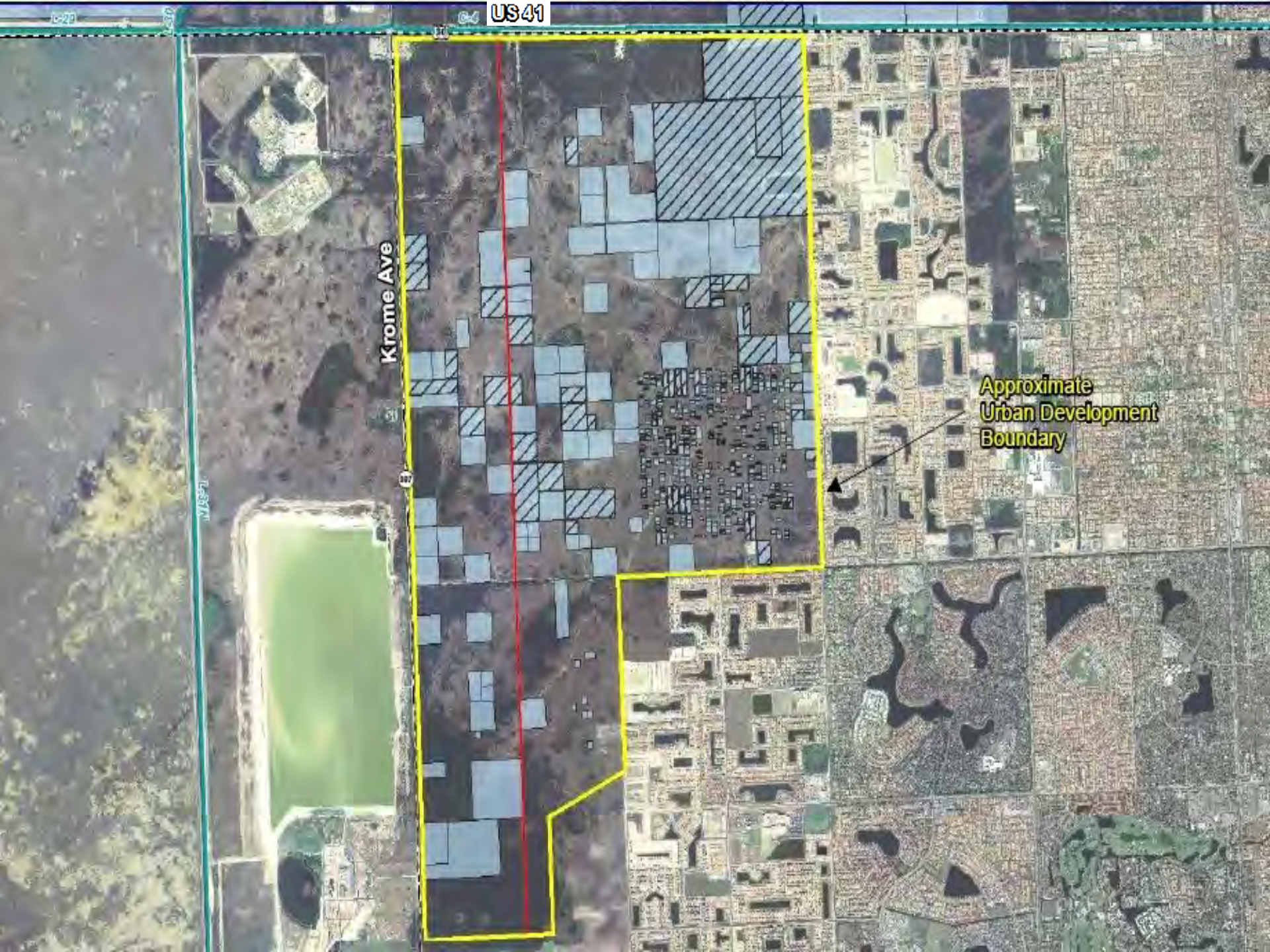
- Project Delivery Team prepared white paper (June 2008)
  - Evaluated conditions affecting project benefits and cost
  - Design and operation are not feasible
  - Concept as envisioned in Yellow book is “not implementable”
- Bird Drive Recharge Area screened out due to high cost/low benefit ratio



US41

Krome Ave

Approximate  
Urban Development  
Boundary





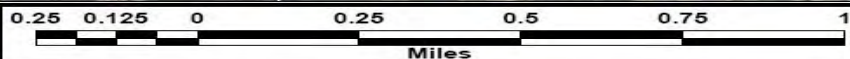
## Typical L-31 Width



## L-31N Right of Way

## Canal Reservations Adjacent to Krome Avenue

- Acquired Lands - Fee Title
- Acquired Lands - Fee Title- External Partner
- Properties in Litigation
- Tribal Ownership
- Reservations

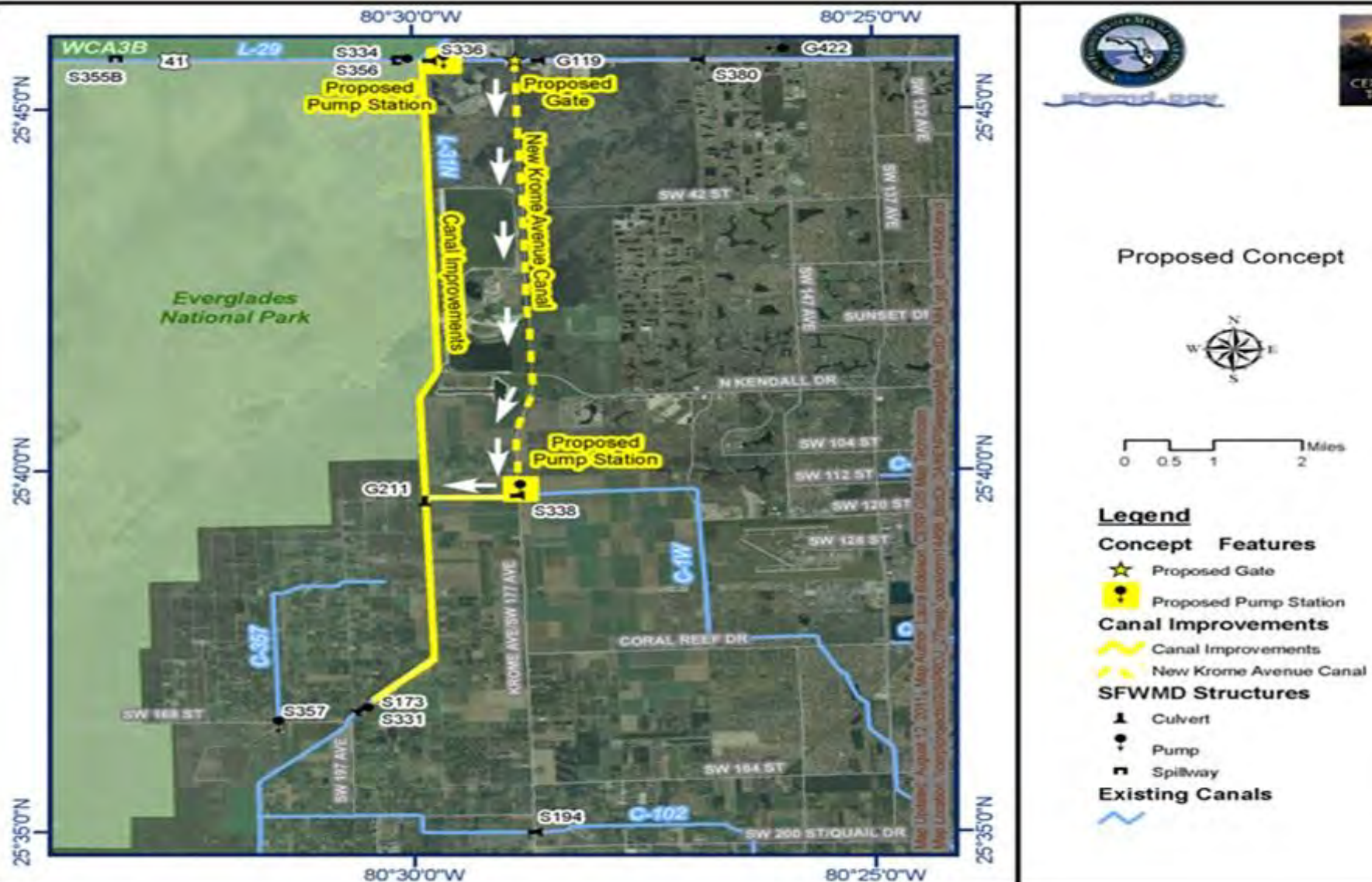


# Hydraulics Analysis

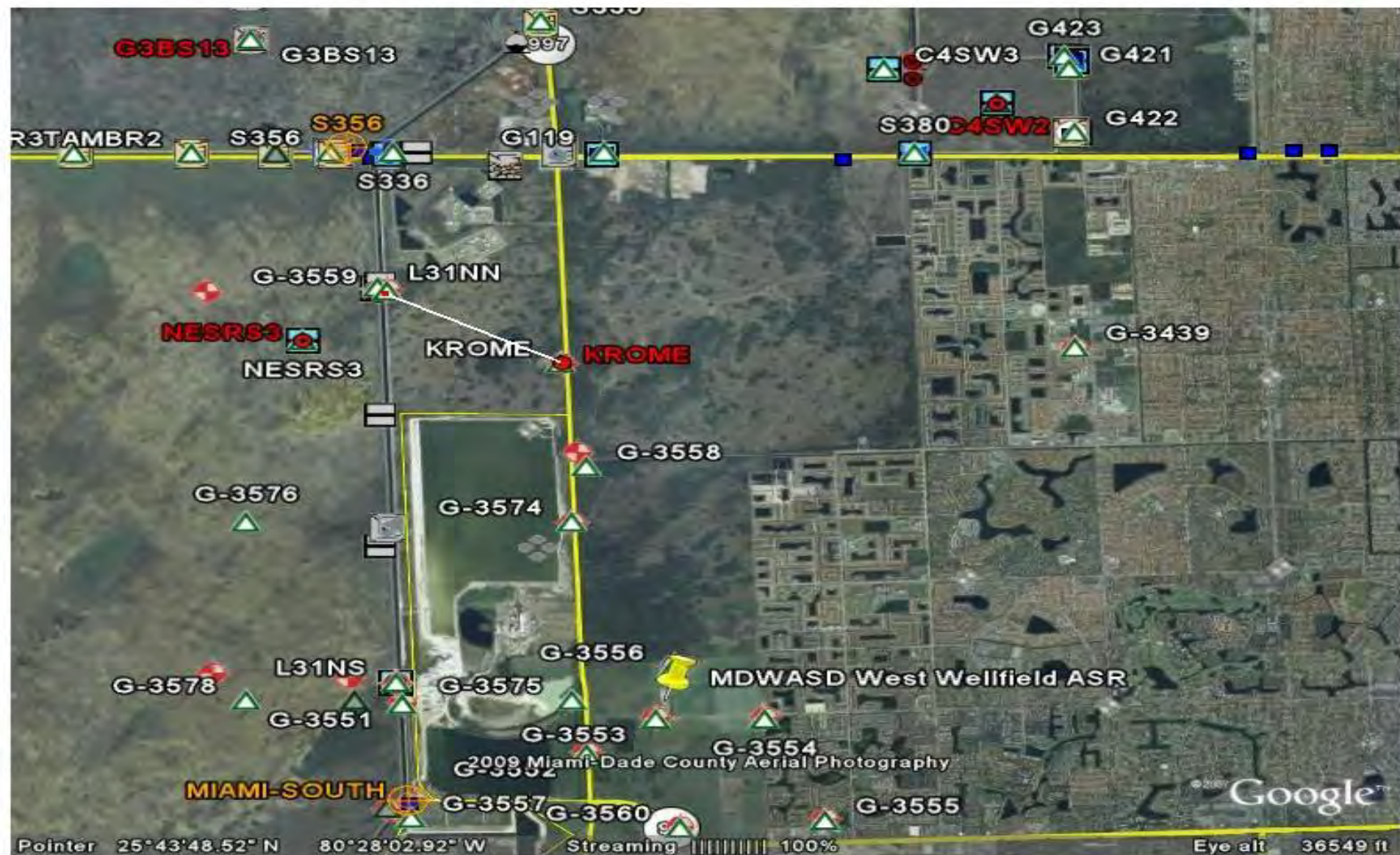
- Bird Drive Deliveries Assessment (Jun - Oct 2011)
  - Evaluated potential conveyance concepts
  - Basin inflow/outflow capacity ~1,800 cfs
  - Potential water delivery options
    - Everglades National Park
    - South Dade Conveyance System
    - Biscayne Bay Coastal Wetlands



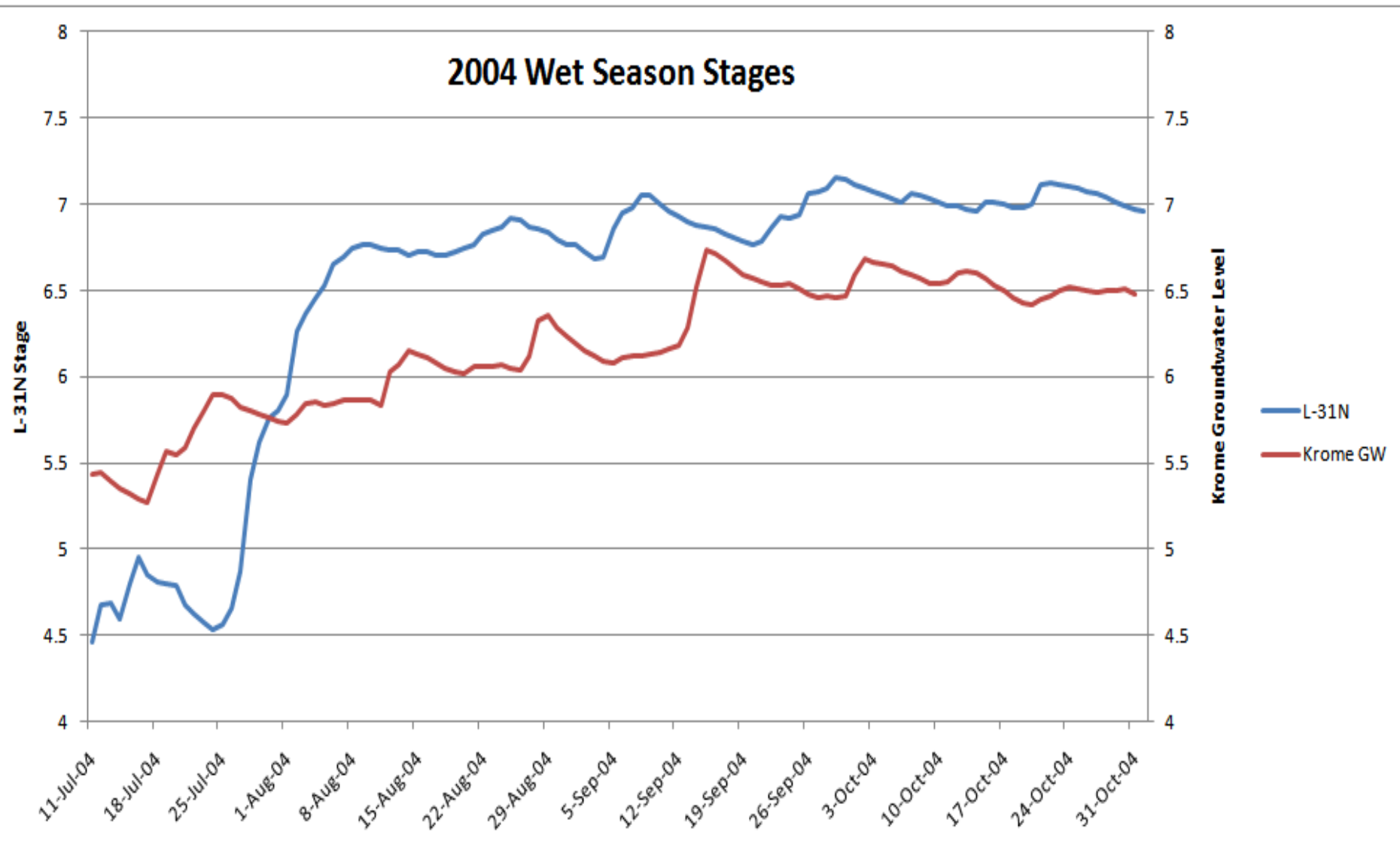
# Proposed Conveyance Concept







# Seepage Effects Existing Condition



# Proposed Concept Implementation Sequence

- Proposed Concept could be constructed in a programmed sequence with monitoring to evaluate performance and potential impacts
- Construct the new Krome Avenue Canal, associated Pump Station near S-338, relocate S-338 to east side of Krome Avenue and improve C-1W to L-31N intercept
- Improve L-31N canal from G-211 south to the S-331 Pump Station
- Improve L-31N canal north of G-211 to new Pump Station/Gated Structure at the C-4 intercept



- 
- Area of Interest**
- WCA3B**
- Everglades National Park**
- Atlantic Ocean**
- Key Substations:** Davis Substation, McGregor Substation, Turkey Point Substation, Miami Central Substation, Levee Substation, Pennsco Substation.
- Corridors:** FPL Eastern Corridor, FPL West TL Corridor, FPL Preferred Corridor, FPL Secondary Corridor, FPL Access Corridor.
- Legend:**
- FPL Substations\***
    - Distribution
    - Transmission
  - FPL East TL Corridor Project\***
    - Access Corridor
    - Secondary Corridor
    - Preferred Corridor
  - FPL West TL Corridor Project\***
    - Access Corridor
    - Secondary Corridor
    - Preferred Corridor
  - SFWMD Structures**
    - Culvert
    - Pump
    - Spillway
    - Weir
  - Municipal Boundaries**
- Scale:** 0 1.25 2.5 5 Miles
- Notes:** \*Data provided by FPL

- [illegible]





# Hydraulics Analysis - Conclusions

- **Proposed Concept** - provides best combination of elements that accomplishes original Yellow Book Purpose
- **Reduce seepage from ENP** - By using a pumped system along the L-31N northern reach, a higher stage can be maintained adjacent to ENP
- **Recharge GW east of Krome Avenue**— A pump/gate managed water level control along Krome Avenue allows seasonally controlled levels
- **C-4 Peak Flood Attenuation** – System can operate in conjunction with the C-4 Emergency Detention Area to help attenuate flood levels
- **Water supply to SDCS** – Multiple pump system allows for substantial flexibility to deliver water south

## **APPENDIX F: Miami-Dade Transportation Plan**



# Miami-Dade Transportation Plan (to the Year 2030)

December 2004, FINAL DRAFT



Prepared by:



**Gannett Fleming**

In association with:

PACO Group

Public Financial Management

Media Relations Group



**MPO RESOLUTION # 40-04****RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030**

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

WHEREAS, the Transportation Planning Council has been established and charged with the responsibility and duty of fulfilling the aforementioned functions, and

WHEREAS, statutory regulations governing the MPO program require that the urban area Long Range Transportation Plan be the subject of a major update every three years, and

WHEREAS, the TPC has reviewed the Transportation Plan made a part hereof and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Year 2030 Long Range Transportation Plan (LRTP) Update is hereby approved.

SECTION 2. That the SW 137<sup>th</sup> Avenue Project is removed from the proposed 2030 LRTP and that staff provide the Board with a land-use analysis for this project.

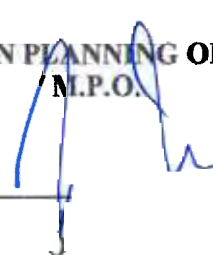
The foregoing resolution was offered by Board Member Natcha Seijas who moved its adoption. The motion was seconded by Board Member Bruno A. Barreiro, and upon being put to a vote, the vote was as follows:

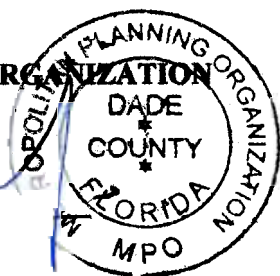
**Chairperson**

Barbara M. Carey-Shuler, Ed.D-Absent

Board Member Bruno A. Barreiro	-Aye	Board Member Joe A. Martinez	-Absent
Board Member Joe J. Celestin	-Absent	Board Member Raul L. Martinez	-Absent
Board Member Jose "Pepe" Diaz	-Absent	Board Member Dennis C. Moss	-Aye
Board Member Manuel A. Diaz	-Aye	Board Member Dorrin Rolle	-Aye
Board Member Shirley M. Gibson	-Absent	Board Member Natacha Seijas	-Aye
Board Member Carlos A. Gimenez	-Aye	Board Member Darryl K. Sharpton	-Aye
Board Member Perla T. Hantman	-Absent	Board Member Jose Smith	-Aye
Board Member Sally A. Heyman	-Aye	Board Member Katy Sorenson	-Aye
Board Member Barbara J. Jordan	-Aye	Board Member Rebeca Sosa	-Absent
Board Member William H. Kerdyk	-Absent	Board Member Javier D. Souto	-Aye
Board Member M. Ronald Krongold	-Aye		

The Chairperson thereupon declared the resolution duly passed and approved this 18<sup>th</sup> day of November, 2004.

By  METROPOLITAN PLANNING ORGANIZATION  
M.P.O.





## **Miami-Dade Transportation Plan to the Year 2030 Summary Highlights**

- Between the year 2000 and 2030, population and households within Miami-Dade County are expected to increase by 43% and 40% respectively. Employment is projected to keep close pace with a 34% increase. The number of automobiles and person trips are also projected to increase by 48% and 40% respectively.
- The 2030 Cost Feasible Plan was developed based on the projected available revenue of \$19.3 billion for the plan period. New to the 2030 Cost Feasible Plan is the People's Transportation Plan (PTP), a voter's approved one half (1/2) percent sales tax increase which provides additional revenues for transportation for the next 30 years.
- Improvement of the public transportation system is one of the primary emphases of the projects listed in the 2030 Cost Feasible Plan.
- Highway improvements are another emphasis of the 2030 Cost Feasible Plan. High Occupancy Vehicle (HOV) lanes are proposed along major expressways such as I-95 and SR 836. Also reversible flow lanes, designed to add capacity in peak directions during peak travel times are proposed for Interstate 95. Incorporation of the latest electronics technology or Intelligent Transportation Systems (ITS) is also proposed for several major projects as a measure of easing congested traffic conditions.
- The 2000 US Census designated a single urbanized area encompassing parts of Miami-Dade, Broward and Palm Beach Counties. As a result, regional issues are also addressed in the 2030 LRTP along with air quality conformity of the region's transportation system with the requirements of the 1990 Clean Air Act Amendment.
- Non-motorized facilities (on-road bicycle lanes, off-road greenways/trails and sidewalks) are included in the 2030 Plan. On-road bicycle and pedestrian projects will be incorporated with capacity projects, when feasible. Greenways/trails comprise the MPO's Greenways/Trail Plan element of the Long Range Transportation Plan.
- In addition to the proposed transportation infrastructure and capital needs, a variety of short-term strategies are identified to deal with urban travel congestion. These range from highway traffic design solutions to employer-based measures to promote carpooling and public transportation. Also, the plan is supported by a program of policy studies that will recommend courses of action to deal with funding and project-related community issues that need to be resolved to allow the proposed 2030 Plan to be successfully implemented.
- Implementing the projects listed in the Plan will alleviate the increasing levels of traffic congestion expected in the future and will effectively help maintain the best possible standard of mobility in Miami-Dade County and the Southeast Florida region.



## **Miami-Dade Transportation Plan to the Year 2030 Public Outreach Activities Highlights**

Public outreach efforts for the Year 2030 Plan were initiated through a public review of the previously-approved Year 2025 Transportation Plan. The Citizens Transportation Advisory Committee (CTAC), with MPO Staff assistance, led a seven-month review effort to involve the public, which consisted of several committee meetings as well as one interactive, televised meeting. This meeting, with approximately 50 attendees, plus several telephoned, faxed and emailed comments, led to the "CTAC 2025 Recommendations Report," which became initial public input into the Year 2030 Transportation Plan.

Additional public outreach efforts for the Year 2030 Transportation Plan were kicked off in April 2004 with the following activities:

- a multilingual promotional brochure was produced and distributed to over 1,000 organizations
- the MPO's website was updated to feature a section on the development of the new Plan
- CTAC members were briefed on the development of the Plan and were invited to serve on the technical steering committee

Direct communication techniques were employed to maintain a proactive public outreach program that notified the public about the 2030 Plan, informed the public about the current status of the project and future activities, and solicited public input during the study.

- The Citizens Transportation Advisory Committee (CTAC) invited the Bicycle/Pedestrian Advisory Committee (BPAC), and the Transportation Aesthetics Review Committee (TARC) to host an Interactive Meeting on Wednesday, March 24, 2004 at 6:00 PM. This Interactive meeting provided the opportunity for the general public to comment via e-mail, fax, telephone, or in person.

The MPO produced a radio show with the Haitian AM station, WRHB Radio Carnivale on February 7th, 2004 to discuss, "How the community could get involved in the LRTP process?" This broadcast was taped live and was translated from English to Creole.

- A television program, which aired on the Haitian Television Network (HTN) on February 8<sup>th</sup>, 2004 was taped by the MPO to provide transportation information to the Haitian community of Miami-Dade County. The program was taped in English and translated to Creole. The broadcast featured an introduction on the MPO and ways the community could become involved in the LRTP process.
- A series of community workshops were hosted by the CTAC at the time when the Plan's goals, objectives, and policies, and the technical information concerning the future travel needs were available for discussion by the public. Project staff from the consultant team and the MPO staff were available to explain the 2030 Plan, its issues and implications as well as answer questions from attendees. Feedback was collected through comment cards and public discussion. Suggestions were reviewed and incorporated where appropriate. The workshops were held as follows:

- ✓ July 20, 2004 -North Dade Regional Library
- ✓ July 20, 2004 -Miami Lakes Library







- ✓ July 21, 2004 -Miami Beach City Hall
- ✓ July 21, 2004 -West Kendall Regional Library
- ✓ July 22, 2004 -South Miami City Hall
- ✓ July 22, 2004 -Homestead City Hall
- ✓ July 26, 2004 -Joseph Caleb Center

- The MPO coordinated bi-monthly public outreach events with some taking place at local cultural events. During these events, the MPO provided information on the development of the 2030 Plan to the public. Feedback from each community was collected through comment cards filled out by the citizens and was input into the MPO Public Involvement Database.

Brochures were developed at key points in the project including at the project start, prior to the public workshops and after the adoption.

- The first brochure explained the purpose and importance of the Long Range Transportation Plan Update, and how to get involved.
- The second brochure explained the future socio-economic (population and employment) conditions that are expected in the Year 2030; Miami-Dade County's associated travel needs within the 21-year horizon, and the potential opportunities to improve the County's highway and public transportation system to meet those needs. This was a countywide brochure produced in English, Spanish, and Creole was distributed throughout the Miami-Dade County Library system. Individual planning area brochures were produced for the six planning areas including: North, Northwest, Beach/CBD, Central, West and South in conjunction with the countywide brochure for the public workshops.



# **Preparation of the Miami-Dade Long Range Transportation Plan Update (To the Year 2030)**

## **Background**

A Long Range Transportation Plan (LRTP) is a surface transportation plan that includes both short and long-range strategies, has at least a 20-year planning horizon, and complies with state and federal requirements. The Long Range Transportation Plan must consider prevailing trends; help preserve the existing transportation infrastructure and improve citizen travel choices to enhance mobility.

The LRTP as a multi-modal plan includes projects for major roadways, airport and seaport surface access, transit, and intermodal facilities that function together as an integrated transportation system. As required by law, for a local transportation project to be constructed or implemented, it must first be included in the adopted LRTP for the urban area.

The Miami-Dade LRTP (to the Year 2030) complies with federal and state requirements, and meets the goals and objectives adopted by the MPO Governing Board. The approved goals are:

- Improve Transportation Systems and Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental and Energy Impacts
- Integrate Transportation with Land Use and Development Considerations
- Optimize Sound Investment Strategies

## **I. First Step**

The first step in developing the long range transportation plan for Miami-Dade is to review and update the existing information base. This information includes data on socioeconomic conditions and transportation network characteristics and trends. The socioeconomic data includes variables such as population, number of households, employment, and the number of registered vehicles. . Since the base year utilized for the Plan analysis was 2000, the base year socioeconomic data was derived from the 2000 Census. This base year socioeconomic data was forecasted to the Year 2030 by the Miami-Dade Department of Planning and Zoning based on historical trends the socioeconomic data helps define the nature of the **demand** on the County's transportation system.

## **II. The Transportation Network**

For analysis purposes, the existing transportation network of facilities and services is classified into separate highway and transit networks. The highway network consists of the all the principal roads and highways in Miami-Dade County. The transit network consists of all transit

routes including rail, people mover and bus routes in Miami-Dade County. These networks are reviewed and updated to make sure all existing facilities and all facilities that are planned with committed funds (projects programmed for construction in the approved MPO's Transportation Improvement Program, TIP) are included in these networks. The transportation network represents **supply** of transportation facilities and services.

### **III. Validation of Computer Travel Model**

The information base is used in the computerized travel demand model. This model is a main tool used to develop the LRTP. The travel demand model can replicate existing and future travel conditions to determine the level of congestion on the transportation system. Using the demand model, the transportation system is analyzed with the 2030 socioeconomic data to determine deficiencies.

Projects are proposed by the study team to help address the identified deficiencies. Proposed projects may be grouped to form alternatives and then evaluated. The first cut at a draft plan includes needed projects without regards to cost.

### **IV. Project Cost Estimates**

A cost estimate for each project is calculated. It includes any necessary right-of-way, design, and construction costs. Project costs are determined from existing reports and work programs from the various transportation agencies. Other estimates are calculated from unit costs derived from FDOT's Cost Estimation Manual and / or from costs of existing, similar facilities. Operating and Maintenance (O&M) costs are also determined for each project.

### **V. Financial Analysis**

Concurrently, a financial analysis is performed to develop a financial plan that identifies the revenue that can be applied to transportation improvements and operation and maintenance expenses. The projections of the available resources are based on the estimated growth of population, gasoline / diesel fuel use, vehicle miles traveled, fuel efficiency, and motor vehicle registrations. Expected financial resources are identified by the study team for the Florida Department of Transportation (FDOT), Florida Turnpike Enterprise, Miami-Dade Expressway (MDX), Miami-Dade Department of Public Works, and Miami-Dade Transit (MDT). New to the 2030 Plan, People's Transportation Plan (PTP) funds are available for transportation projects.

The financial resources are analyzed to determine the available revenues for capacity related improvements for surface transportation and for operating and maintenance (O&M). Capacity projects are projects that add 'room' to the transportation network and include improvements to, or new, highway, transit, rail, bicycle, or pedestrian facilities.

### **VI. Work of the Technical Team**

Proposed projects are then evaluated by study team members based on the adopted Goals and Objectives, technical data developed from the travel demand model, and local knowledge. Projects

are ranked and prioritized based on the composite score and presented to the whole of the study team for approval.

Since the total cost of the projects proposed in the ‘first cut’ usually exceeds the available revenue, a ‘Cost Feasible Plan’ must be defined to determine which projects could be funded through the target year. Based on a review of expected financial resources, funding is assigned to transportation improvements in Miami-Dade County for the Plan period. As a result of evaluating and prioritizing projects and applying the projected revenue, a “fiscally constrained” or Cost Feasible Plan is developed. The Cost Feasible Plan identifies projects for which funding is projected to be available.

## **VII. Assembling the Draft Plan**

Starting with the available funding sources and the highest ranked projects, costs of capital improvement projects, including future Operations and Maintenance (O&M) expenses are subtracted from the corresponding revenue source until each of the funding sources is completely exhausted. This process continues until the identified revenue resources are exhausted.

The next step is to develop priority groupings of projects within the draft plan. Projects are grouped into Priorities based on relative need and funding availability:

**Priority I** – Projects are scheduled to be funded by 2009. This group includes those projects needed to respond to the most pressing and current urban travel problems. Funds for these improvements are programmed in the Miami-Dade Transportation Improvement Program 2005 – 2009.

**Priority II** – Projects are planned to be funded between 2010 and 2015.

**Priority III** – Projects are planned to be funded between 2016 and 2020.

**Priority IV** – Projects are planned to be funded between 2021 and 2030.

**Priority IV Unfunded** – Projects that have been identified as needed but however, revenues are not available to fund these projects.

## **VIII. Citizen Involvement Efforts**

Public Involvement activities are ongoing and continuous throughout the preparation of the LRTP. Prior to Plan adoption, opportunities must be provided to citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit and other interested parties, to comment on the LRTP, as mandated by federal law.

The LRTP (to the Year 2030) Public Involvement Plan & Program was developed as a project specific Public Involvement Program (PIP) to complement the MPO Public Involvement Program. The many ideas listed in the PIP include activities such as news releases to local media, newspaper

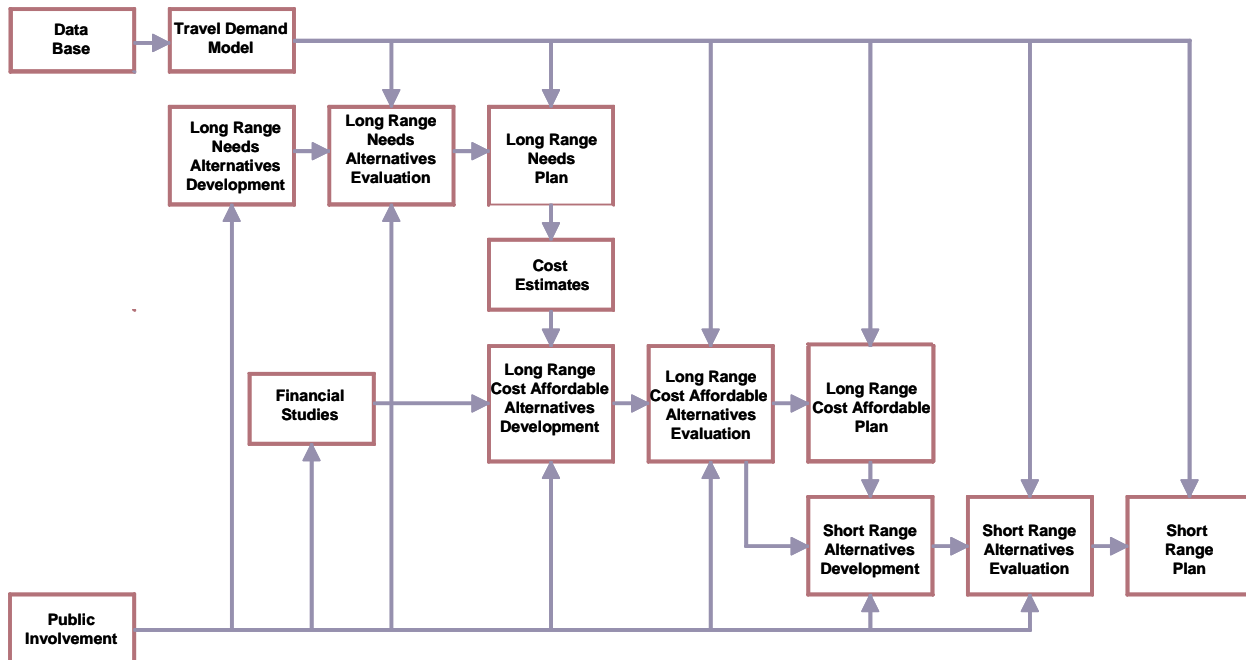
advertisements, radio and television shows, multi-lingual brochures, community workshops, and interactive town meetings,

For the Miami-Dade LRTP, the Citizen's Transportation Advisory Committee (CTAC) hosted a televised interactive workshop in March 2004 and seven (7) public workshops in July 2004 throughout Miami-Dade County.

- March 24, 2004 – CTAC Televised Interactive Workshop
- July 20, 2004 – North Dade Regional Library
- July 20, 2004 – Miami Lakes Library
- July 21, 2004 – Miami Beach City Hall
- July 21, 2004 – West Kendall Regional Library
- July 22, 2004 – South Miami City Hall
- July 22, 2004 – Homestead City Hall
- July 26, 2004 – Joseph Caleb Center.

## **IX. Summary of Plan's Sequence of Activities**

The Long Range Transportation process discussed above is outlined in the flow chart below:





## **Miami-Dade Transportation Plan to the Year 2030 Environmental Justice and Title VI issues with respect to the Plan**

- Executive Order 12898, issued in February 1994, calls for Federal agencies to make “efforts to identify and address as appropriate disproportionately high and adverse human health or environmental effects on minority populations and low-income populations...”
- Environmental Justice is addressed in the Goals and Objectives in the Year 2030 Transportation Plan. Under the Plan Goal “Enhance Social Benefits,” the following objectives pertain to Environmental Justice:
  - ◆ Preserve communities
  - ◆ Provide equitable and environmentally just travel facilities and services
  - ◆ Increase reverse commute opportunities for disadvantaged communities
  - ◆ Utilize sound community compatible values in systems development and aesthetic principles in system design

The Plan Goals and Objectives were used as a basis for technical criteria in ranking and evaluating potential transportation improvement projects.

- The Public Outreach efforts for the Year 2030 Transportation Plan exceeded those of previous Plan Updates. MPO Staff and Consultants made major efforts to attend, visit and present Draft Plan information and solicit public comments from all areas of the county, including low-income and minority communities. These “in-person” contacts proved to be more effective and productive for purposes of getting the information out to the communities as well as soliciting needed input.
- The MPO is committed to develop strategies and methods to address the assessment of impacts of transportation projects on minority and low-income communities. The MPO has completed a Community Characteristics Project which includes community background reports and a public involvement toolbox to assist with strategies and methods to adequately address Environmental Justice and Title VI issues.
- Project descriptions were developed for projects seeking funding to address the Efficient Transportation Decision Making Process (ETDM) requirements for purpose and need for projects to be reviewed for inclusion in the planning or the Programming Screens





Carlos Alvarez  
*Mayor*

### **MPO Governing Board**

Joe A. Martinez  
*Chairperson*

Dennis C. Moss  
*Vice - Chairman*

Ruben D. Almaguer	Barbara J. Jordan
Bruno A. Barreiro	William H. Kerdyk
Barbara Carey-Shuler	Raul L. Martinez
Joe. J. Celestin	Dorin D. Rolle
Jose “Pepe” Diaz	Natacha Seijas
Manuel A. Diaz	Darryl K. Sharpton
Shirley M. Gibson	Jose Smith
Carlos A. Gimenez	Katy Sorenson
Perla T. Hantman	Rebeca Sosa
Sally A. Heyman	Javier D. Souto

### **Non-Voting Membership**

Florida Department of Transportation  
John Martinez    Gary L. Donn

### **County Administration**

Carlos Alvarez  
*Mayor*

George M. Burgess  
*County Manager*

Carlos Bonzon  
*Surface Transportation Manager*

Jose-Luis Mesa  
*MPO Director*



## ACKNOWLEDGEMENTS

The Miami-Dade Metropolitan Planning Organization (MPO) would like to thank the following committees and individuals for their input and assistance in developing the Miami Urban Area Transportation Study and Year 2030 Update.

### Transportation Planning Council (TPC)

Jose-Luis Mesa MPO Secretariat	Charles Towsley Miami-Dade Seaport Department	John Renfrow Department of Environmental Resource Management
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Dianne O'Quinn Miami-Dade Planning & Zoning	Ari Rivera Miami-Dade Public Works	Bruce Offord Florida Department of Environmental Protection
Javier Rodriguez Florida Department of Transportation	Carlos Bonzon Miami-Dade Aviation Department	Roosevelt Bradley Miami-Dade Transit
Servando Parapar Miami-Dade Expressway Authority	Vivian Villaamil Miami-Dade School Board	Jay Marder City of Miami Gardens
Mary Conway City of Miami	Jorge Hernandez City of Hialeah	Fred Beckman City of Miami Beach
Gwendolyn Boyd-Savage City of North Miami		



## Long Range Transportation Plan Steering Committee

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David Korros Florida Department of Transportation	Willie Ducksworth Citizens Transportation Advisory Committee	

## Transportation Aesthetics Review Committee

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Juan Crespi	Amy Kimball-Murley	Carlos Rivero
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## Transportation Planning Technical Advisory Committee

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<b>Rafael de Arazoza</b> Florida Department of Transportation	<b>Sam Gonzalez</b> Miami-Dade Expressway Authority	<b>Rene Rodriguez</b> Florida Department of Transportation
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<b>Bruce Coward</b> Department of Environmental Resource Management	<b>Jeff Cohen</b> Miami-Dade Public Works	

## Citizens' Transportation Advisory Committee

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<b>Norman Wartman</b> MDX First-Chairperson	<b>Willie Ducksworth</b> County Citizens	<b>Martin Nash</b>
<b>Naomi Wright</b> District 1 Second-Chairperson	<b>Daniel Fils-Aime</b> District 2	<b>Emma Pringle</b> District 1
<b>Rolondo Acosta</b> Hialeah	<b>Joseph Fontana</b> District 5	<b>Ramon Ramos</b> District 13
<b>Andrew Burgess</b> Miami Gardens	<b>Jose Garrido</b> District 10	<b>Paul Schwiep</b> District 8
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<b>Kenneth Carsto</b>	<b>Mac Glasgow</b> District 4	<b>Janak Thakkar</b> League of Cities
<b>Rafael Casals</b>	<b>Peggy Hollander</b> County Citizens	<b>Jeffrey Wander</b>
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<b>Joseph M. Corradino</b> Miami-Beach	<b>Marlon L. Kelly, Sr.</b>	<b>Andrea Young</b> District 2
<b>Jose J. de Almagro</b> School Board	<b>Mario Martinez-Malo</b> District 10	<b>Frank Zeinali</b> District 7

## Bicycle/Pedestrian Advisory Committee

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<b>Brett Bibeau</b>	<b>Susan Kairalla</b>	
<b>Sheila Boyce</b>	<b>Amado Leon</b>	

# Miami-Dade Long Range Transportation Plan (to the Year 2030)

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# Miami-Dade Long Range Transportation Plan (to the Year 2030)

## 1 INTRODUCTION

As Miami-Dade County continues to grow, so does the need for sound transportation planning. By the year 2030, Miami-Dade's population is expected to exceed three million and its employment base to surpass 1.5 million. As a result of the population and employment growth, traffic is also expected to grow. In 2030 the people in Miami-Dade County will be making more than 11 million trips each day including trips to work, school, and shopping.

The Miami-Dade Metropolitan Planning Organization (MPO) is required by federal law to maintain a transportation plan for the urbanized area that will meet the future need of its three million residents and visitors. The Miami-Dade MPO guides the transportation planning process and approves the development of highway, transit, and non-motorized transportation facilities. The development of the Long Range Transportation Plan (LRTP) is one of the MPO's transportation planning responsibilities. An LRTP is a surface transportation plan that includes both short and long-range strategies, has at least a 20-year planning horizon, and complies with state and federal requirements. As outlined in the Florida Statutes, the LRTP must consider the following prevailing principles:

- Preserve the existing transportation infrastructure;
- Enhance Florida's economic competitiveness; and
- Improve travel choices to ensure mobility.

The LRTP, a multi-modal plan, is updated every three years to ensure needs are being met and to identify any changes to the transportation plan that may be required. The Miami-Dade Long Range Transportation Plan to the Year 2030 is a major update to the Miami-Dade Transportation Plan for the Year 2025 which was adopted in December 2001. The current update, known as the 2030 Plan, began in May 2003. Based on the 2000 Census and the People's Transportation Plan adopted by referendum in November 2002, this study has resulted in a complete reassessment of the future capital and operational needs of the County's multimodal network.

### 1.1 Plan Development Process

The Long Range Transportation Plan (LRTP) identifies major transportation improvements needed to help alleviate traffic congestion and transportation issues for at least a 20-year horizon. The goal of the LRTP is to develop a transportation plan based on the priority needs and projected financial revenues, creating a multi- and inter-modal transportation system that meets the future mobility needs of the county.



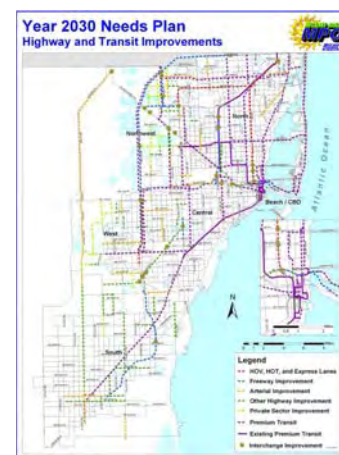


The LRTP development process is technical, forecasting the transportation needs for at least a 20-year time horizon. A detailed travel demand model, the foundation of the technical process, considers the following factors:

- Current system of roadway and transit facilities;
- Current population and employment;
- Current traffic and transit ridership;
- Financially committed transportation improvements;
- Projected population and employment; and
- Projected traffic and transit ridership.

The modeling process resulted in the Needs Plan, an identification of all improvements needed to help solve the deficiencies in the transportation system. The Needs Plan projects were ranked using the goals and objectives of the 2030 Plan as evaluation criteria. Steering Committee Members assigned a score to each project; projects were ranked and prioritized based on the average score. The priority order was reviewed by the Steering Committee for system continuity, equitable distribution of resources, mix of transportation modes, and funding compatibility.

A financial resource analysis was conducted to identify the available resources to design and construct projects during the 21-year planning period (from 2009 to 2030). Project costs were determined and applied to the available revenue based on rank, cost and funding source resulting in the Cost Feasible Plan.



### 1.1.1 **Safety and Security**

Safety and security are important aspects that must be incorporated in to the transportation system. The Miami-Dade MPO and the implementing agencies are committed to providing a safe and secure as well as an efficient transportation system. The MPO and implementing agencies will continue to improve the safety and security of transportation in Miami-Dade County through improvements and programs for all modes of transportation. Additional safety and security measures will be built on the existing programs and agencies that make Miami-Dade transportation safe and secure including:

- Bicycle and pedestrian safety
- Highway, Turnpike and Miami-Dade Expressway
- Sun-Guide Road Rangers
- Safety with information technology systems
- Safe school transport
- Miami-Dade Transit
- South Florida Regional Transportation Authority
- Miami International Airport (MIA) and the Port of Miami





### **1.1.2 Aesthetics & Urban Design**

It is the policy of the MPO to have aesthetic and urban design characteristics and features of transportation projects considered in the design of major projects. To accomplish this, individual improvement projects in the planning phase should be evaluated by the Transportation Aesthetics Review Committee (TARC) to identify potential aesthetic and urban design enhancements that can be incorporated early in the process.

## **1.2 Goals & Objectives**

The purpose of Miami-Dade 2030 Plan was to develop a plan for a multimodal transportation system that complied with state and federal requirements, optimized the movement of people and goods, and met the goals and objectives adopted by the Miami- MPO Board.

The LRTP Steering Committee developed six primary goals for the Miami-Dade County transportation system. For each goal, a number of more specific objectives were identified. The Transportation Equity Act of the 21<sup>st</sup> Century's (TEA-21) seven principles for guiding the development of LRTPs are the foundation of the goals and objectives; in addition goals were based on local experience, augmented with local community desires, and incorporated increased systems level multimodal and intermodal security concerns.

The goals and objectives were the basis for selecting and prioritizing projects to develop a transportation system that optimizes the movement of people and goods while reinforcing the fundamental guiding principals of sustainability, equability and environmental capability. The following set of Goals and Objectives approved by the MPO Governing Board in December 2003 form the basis for selecting and prioritizing projects of the Miami-Dade 2030 Plan.

### **Goal 1: Improve Transportation Systems and Travel**

- Improve accessibility
- Enhance mobility
- Reduce congestion
- Maximize multimodal travel options and provide travel choices
- Improve safety on facilities and in operations
- Improve transportation security for facilities and in operations
- Complete roadway network
- Fill transit service gaps
- Improve transportation facilities' and services' regional connectivity
- Include provisions for non-motorized modes in new projects and in reconstructions
- Enhance evacuation travel corridors



**Goal 2: Support Economic Vitality**

- Increase access to employment areas and sites
- Enhance tourist travel and access opportunities
- Increase and improve passenger and goods access to airports and seaports
- Augment multimodal access to major activity centers
- Enhance the efficient movement of freight and goods
- Increase reverse commute opportunities
- Generate employment opportunities

**Goal 3: Enhance Social Benefits**

- Increase accessibility to major health care, recreation, education, and cultural facilities
- Preserve communities
- Provide equitable and environmentally just travel facilities and services
- Promote elderly and disabled accessibility
- Increase reverse commute opportunities for disadvantaged communities
- Utilize sound community-compatible values in systems development and aesthetic principles in systems design

**Goal 4: Mitigate Environmental and Energy Impacts**

- Minimize air quality impacts of transportation facilities, services, and operations
- Minimize water quality impacts of transportation facilities, services, and operations
- Reduce fossil fuels use
- Promote sustainability in transportation systems
- Minimize and avoid access to environmentally sensitive areas

**Goal 5: Integrate Transportation with Land Use and Development Considerations**

- Discourage improvements that support peripheral growth and urban area sprawl
- Endorse transportation improvement projects that advance infill growth, development, and redevelopment that supports Eastward Ho!, encourages walkable communities, and promotes transit-oriented development
- Avoid improvements encouraging growth and development in high hazard coastal areas
- Prioritize funding to favor intra-UDB (Urban Development Boundary) improvements, followed by those in the UEA (Urban Expansion Area)
- Support South Florida Regional growth initiatives
- Minimize access to and travel within sensitive land uses





**Goal 6: Optimize Sound Investment Strategies**

- Minimize construction costs
- Minimize operations expenses
- Optimize applications of PTP funding
- Optimize maintenance outlays
- Optimize use of private sector funding sources
- Maximize use of external funding sources
- Promote local improvement projects within the systems improvement context

**1.3 Public Involvement**

Public involvement is an important aspect of all transportation planning projects. Prior to the Long Range Transportation Plan (LRTP) approval, MPOs must provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit and other interested parties with an opportunity to comment on the LRTP, as required by federal requirements.

The Miami-Dade MPO was committed to assure that opportunities for public involvement were available throughout the duration of the project for other public agencies, stakeholders, property owners, business interests, community groups, environmental agencies and the general public. The Miami-Dade MPO offered open, frequent, and effective public participation activities throughout the project. The input obtained from the public was considered during the development of the 2030 Plan Update.

In December 2003, the *Long Range Transportation Plan Update (to the Year 2030) Public Involvement Plan & Program* was developed as a project specific Public Involvement Program (PIP) to complement the MPO Public Involvement Program. The project PIP identifies the mechanisms that were available to interested individuals and groups to participate in the planning process of the 2030 Plan. The project PIP also identifies the methods of project coordination that were employed, business and community groups, public organizations, elected and appointed officials and agencies having jurisdictional responsibilities over planning and transportation issues. Public Involvement goals were developed to guide the consensus building process.

**Goal 1: Provide sufficient opportunities of various types for stakeholders to participate in the project and provide input.**

**Objectives:** Facilitate an active role for citizens in the planning process at key decision points throughout the study period. Minimize misinformation through accurate





and two-way public communication and active listening.

Strive for consensus on project decisions, products, and recommendations.

**Goal 2: Promote effective intergovernmental coordination.**

**Objectives:** Identify and provide information linkages to crucial community interests.  
Build credibility and support for the study process and foster an attitude of cooperation.  
Inform project participants in order to provide a working knowledge of transportation, land use, and community development concepts.

**Goal 3: Present public information in a clear, concise, and understanding format.**

**Objectives:** Minimize the use of technical jargon in public informational materials and presentations.  
Encourage the use of effective graphics to illustrate project concepts.  
Provide opportunities for one-on-one discussions with knowledgeable project personnel to answer specific questions about the project and address community concerns.

The following direct communication techniques were employed to notify the public about the 2030 Plan, to inform the public about the current status of the project and future activities, and to solicit public input during the study.

**Internet Addresses**

The MPO maintained and published an internet address at <[www.miamidade.gov/mpo](http://www.miamidade.gov/mpo)> used by the public to transmit questions and comments concerning the Plan Update to the project team. All comments were documented.

**Countywide Mailing List**

The MPO maintained a permanent mailing list of all elected officials, MPO committee members, federal, state, and local agencies, community groups, and individuals interested in long-range transportation planning issues in Miami-Dade County. This mailing list was used as a basis for the dissemination of projects brochures, special notifications, and other messages that are appropriate for this group.







### **Citizens Transportation Advisory Committee (CTAC) Meetings**

MPO staff presented information about the July 2004 LRTP Public Workshops to the CTAC at the May 26, 2004 meeting. CTAC hosted all of the 7 Public Workshops conducted during the month of July, 2004.

### **Transportation Planning Council (TPC) Meetings**

Three presentations were made to the TPC during key points in the study process and included the following:

- April 2004 – Travel Demand Model
- September 2004 – Draft Cost Feasible Plan information item
- October 2004 – Cost Feasible Plan Project Priorities information item
- November 2004 – Cost Feasible Plan approval

All comments provided by the TPC concerning the 2030 Plan Update were documented.

### **Newspaper Advertisements**

Under Florida law, all public meetings and workshops must be advertised in a newspaper of general circulation so that the public has an opportunity to attend such meetings. These advertisements were used to announce the date, time, and location of area-specific public meetings. Special efforts were made to make the announcement in local publications such as the *Miami Herald*, *El Nuevo Herald* and *En Marche*, with high levels of readership in the respective study area.

### **News Releases to Local Media**

A press release was prepared and sent to the local media requesting citizen participation in the future of Miami-Dade County's transportation system by attending the Long Range Transportation Plan Workshops held in July 2004. The date, time and location of the workshops were provided.

### **Radio and Television Shows**

Community involvement in the LRTP process was discussed during radio and TV shows. The MPO produced a radio show with the Haitian AM station, WRHB Radio Carnivale on February 7<sup>th</sup>, 2004. This broadcast was taped live and was translated from English to Creole. The show began with a brief introduction on the role of the MPO and discussed how the Haitian community can become involved in the LRTP process.

The MPO taped a television program that aired on the Haitian Television Network (HTN) on February 8<sup>th</sup>, 2004. The program was taped in English and translated to Creole to provide transportation information to the Haitian community. The broadcast featured an introduction on the MPO and how the community could become involved in the LRTP process. In addition, Phillip Brutus interviewed MPO project managers on transportation issues affecting the Haitian community.



## **Multi-lingual written materials, project brochures, and graphic displays**

Written materials and graphic displays with easy-to-understand text, maps, photographs, and other media were used to convey technical information in clear terms to the general public concerning the project. Large-size, colorful graphics, and maps were used during public meetings to facilitate the public's understanding of the 2030 Plan its issues.

Brochures were developed at key points in the project including at the project start, prior to the public workshops and after the adoption. The first brochure explained the purpose and importance of the Long Range Transportation Plan Update, and how to get involved. This brochure was produced in English, Spanish and Creole.

The second brochure explained the future socio-economic (population and employment) conditions that are expected in the Year 2030, Miami-Dade County's associated travel needs within the 21-year horizon, and the potential opportunities to improve the County's highway and public transportation system to meet those needs. This was a countywide brochure produced in English, Spanish, and Creole.

Individual planning area brochures were produced for the six planning areas including: North, Northwest, Beach/CBD, Central, West and South in conjunction with the countywide brochure for the public workshops.

The third brochure will summarize the findings of the study process and will identify the final recommendations for the 2030 Plan. This brochure will be used after the 2030 Plan is adopted to document the final plan development process. This brochure will be produced in English and Spanish and may be used as an insert for the *Miami Herald* and *El Nuevo Herald* newspapers.

## **Environmental Justice**

The Transportation Equity Act for the Twenty-first Century (TEA-21) defines the traditionally underserved as "...including, but not limited to, low-income and minority households." Special outreach efforts were made to the traditionally underserved population groups by holding community workshops throughout Miami-Dade in locations convenient to these individuals. These special efforts were attempted to encourage participation and input including minorities, senior citizens, low income, non-English speaking, and illiterate.

## **Community Workshops**

A series of community workshops were held in the summer of 2004 at the time when the Plan's goals, objectives, and policies, and the technical information concerning the future travel needs were available for discussion by the public. Project staff from the consultant team and the







MPO staff were available to explain the 2030 Plan, its issues and implications as well as answer questions from attendees. Homeowner Associations were contacted to attend the workshops. All public comments were documented. The workshops were held as follows:

- July 20, 2004 -North Dade Regional Library
- July 20, 2004 -Miami Lakes Library
- July 21, 2004 -Miami Beach City Hall
- July 21, 2004 -West Kendall Regional Library
- July 22, 2004 -South Miami City Hall
- July 22, 2004 -Homestead City Hall
- July 26, 2004 -Joseph Caleb Center

### **MPO Public Hearing**

Near the end of the 2030 Plan development process, a public hearing was held at a regularly scheduled MPO Governing Board meeting to meet the federal and state transportation planning requirements. This public hearing was advertised and the 2030 Plan documents were available for inspection by the public. The public hearing for the 2030 Plan Update adoption was held at the November 18, 2004 MPO Governing Board meeting.

### **Additional Activities**

The MPO has researched and developed several additional activities to increase public participation in the Plan Update. These innovative activities include presenting the information to locations where people gather and distributing information through new channels. These proposed additional activities included the following:

- **Cultural Events** - The MPO coordinated bi-monthly public outreach events with some taking place at local cultural events. During these events, the MPO provided information on the development of the 2030 Plan to the public.
- **2030 LRTP Update Website** - The MPO dedicated a section of their website <[www.miamidade.gov/mpo](http://www.miamidade.gov/mpo)> exclusively for the 2030 Plan that provided both written and visual information. The 2030 Plan section contained up-to-date progress of the project including meeting agendas, meeting summaries, and maps. The public was able to provide comments on the 2030 Plan to the MPO through this portal.
- **Miami-Dade County Library** - The countywide brochure was distributed throughout the Miami- Dade County Library system.
- **Interactive Town Hall Meeting** - The CTAC hosted a televised Town Hall Meeting in the County Commission Chambers that





allowed the general public to comment via e-mail, fax, telephone, or in person in March 2004. Project staff was available to answer questions. This meeting was held in conjunction with the public comment period on the draft Transportation Improvement Program (TIP).

- **MPO Newsletters** - The countywide brochure was turned into a newsletter and mailed to over 2000 entities. In addition, the Spring 2005 Newsletter will focus exclusively on the outcome of activities associated with the LRTP cycle.
- **Accommodations for the Disabled** - The MPO encouraged participation in the 2030 Plan by disabled individuals by providing special accommodations. All public workshops and the public hearings were held in buildings that are physically accessible to the disabled. All meeting announcements included information directing any disabled individuals that need special accommodation to participate in the public meetings to call the MPO Office for assistance.

Copies of the various newsletters and brochures distributed during the 2030 Plan development process are provided in **Appendix A**.

#### **1.4 Efficient Transportation Decision Making Process**

The Efficient Transportation Decision Making (ETDM) Process creates linkages between land use, transportation and environmental resource planning initiatives through early, interactive agency and community involvement. The ETDM Process not only improves the quality of the decisions but ultimately reduces the time, effort and cost related to the decision making process and reduces the likelihood of potential challenges raised during the National Environmental Policy Act (NEPA) and permitting processes. The ETDM Process brings agency and community interaction forward into the early stages of transportation planning.

Efficiency is gained through a two step screening process: the Planning Screen and Programming Screen. The two screening processes are conducted much earlier than they were in the traditional planning process.

- **Planning Screen** – Agencies are given the opportunity to comment on a project's potential impact to environmental and community resources during the early planning stages. Project concepts can be adjusted to avoid or minimize adverse impacts, consider mitigation alternatives and improve project cost estimates based on the comments received.
- **Programming Screen** – This screening occurs before projects enter the FDOT Five-Year Work Program and initiates the NEPA





process for federally fund projects or the State Environmental Impact Process for state-funded projects.

The goal of the ETDM Process is to produce transportation decisions that reflect a balance between social, land use and environmental preservation considerations through early agency and community involvement. An “LRTP Project Description” document has been compiled to address the “Needs and Purpose” requirement of the ETDM Process. The MPO is working closely with the FDOT District 6 on the other required ETDM activities including Community Characteristics Project. The MPO and FDOT completed the Planning Screen effort with projects from the 2005 Transportation Improvement Program (Priority I projects identified in the 2030 Plan). The Programming Screen efforts will follow adoption of the 2030 Plan.

## 1.5 Background

### 1.5.1 Transportation Planning Areas

Miami-Dade County was divided into the following six planning areas for analysis and presentation purposes. **Figure 1** depicts the boundaries and location of each planning area.

- **North Area** - The North Transportation Planning Area includes the portion of Miami-Dade County south of the Broward / Miami-Dade County Line, east of NW 52<sup>nd</sup> Avenue and NW 37<sup>th</sup> Avenue (connected by Gratigny Parkway), north of NW North River Drive / MacArthur Causeway, and west of Biscayne Bay.

***Commission Districts*** included in the North Area:

- Commission District One,
- Commission District Two, and
- Commission District Three.

***Municipalities*** included in the North Area:

- City of Miami Gardens,
- City of Opa-Locka,
- City of Miami-Dade,
- City of North Miami,
- City of Miami Shores, and
- Town of El Portal.

***Major Neighborhoods*** included in the North Area:

- The Lake District and
- Airport West commercial and industrial area.

The North Area is traversed by several important corridors including I-95, Florida’s Turnpike, SR-826 / Palmetto Expressway, SR-9 / 27<sup>th</sup> Avenue, US-1 Biscayne Boulevard, SR-934 / 79<sup>th</sup> Street, SR-112 /



Airport Expressway, I-195 / Julia Tuttle Causeway, Venetian Causeway, and I-395 / US 41 MacArthur Causeway.

- **Northwest Area** - The Northwest Transportation Planning Area includes the northwestern part of Miami-Dade County west of NW 52<sup>nd</sup> Avenue and north of SW 8<sup>th</sup> Street / Tamiami Trail and Dolphin Expressway / SR-836.

***Commission Districts*** included in the Northwest Area:

- Commission District Twelve and
- Commission District Thirteen.

***Municipalities*** included in the Northwest Area:

- City of Doral,
- City of Hialeah,
- City of Hialeah Gardens,
- City of Sweetwater,
- City of Miami Lakes, and
- Town of Medley.

***Major Neighborhoods*** included in the Northwest Area:

- The Lake District and
- Airport West commercial and industrial area.

The Northwest Area is traversed by several important transportation corridors including the SR-826 / Palmetto Expressway, I-75, Okeechobee Road, SW 8<sup>th</sup> Street / Tamiami Trail, and Krome Avenue.

- **Beach – Central Business District (CBD) –**

The Beach / CBD Transportation Planning Area includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the Miami CBD.

***Commission Districts*** included in the Beach/CBD Area:

- Commission District Four and
- Commission District Five.

***Municipalities*** included in the Beach/CBD Area:

- City of Miami Beach,
- City of North Bay Village,
- City of Aventura,
- Town of Golden Beach,
- Town of Surfside,
- Town of Bal Harbour,
- Town of Indian Creek Village, and
- Town of Bay Harbor Islands.

***Sections of Municipalities*** included in the Beach/CBD Area:

- City of Miami,
- City of North Miami,
- City of North Miami Beach,

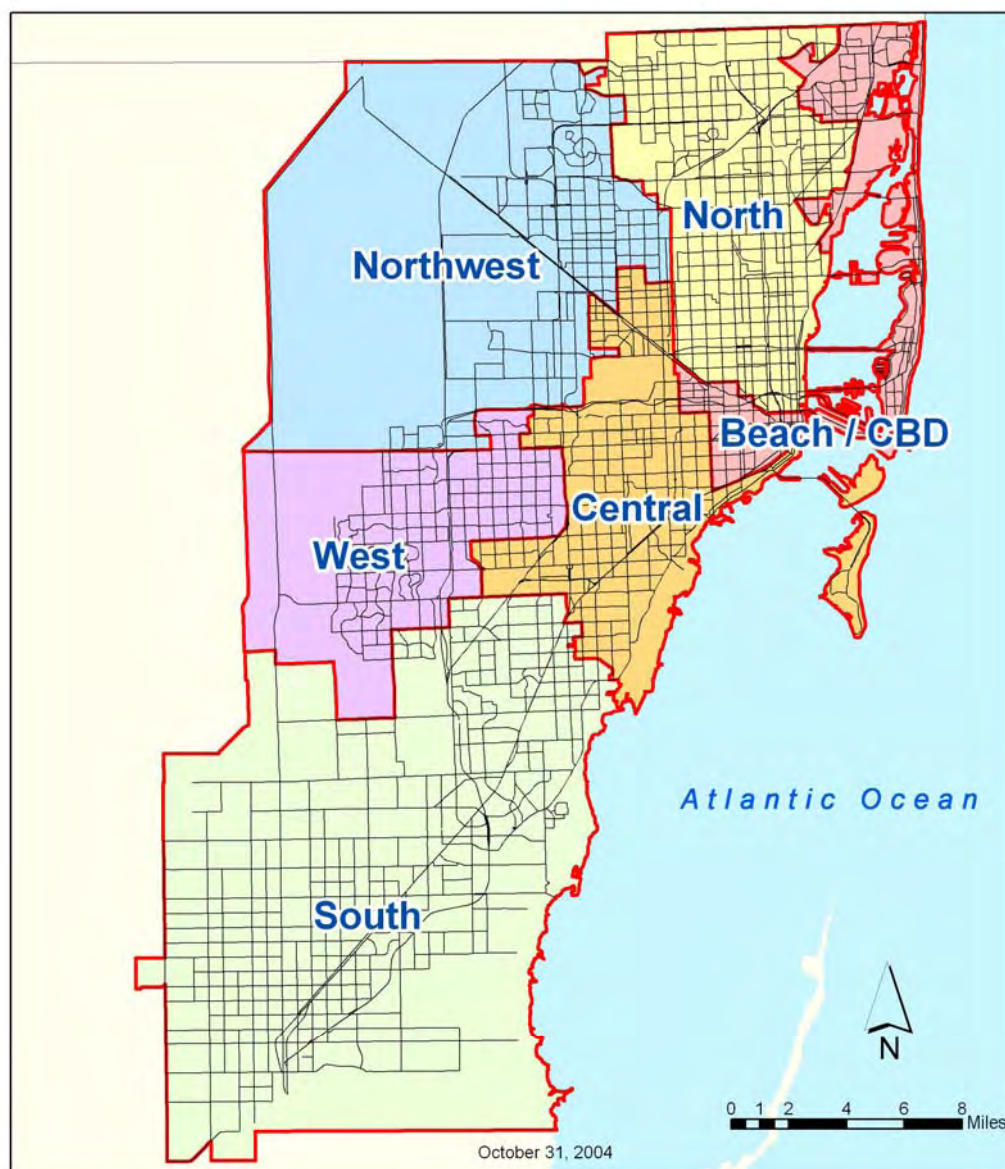


- Village of Biscayne Park, and
  - Village of Miami Shores,
- Major Neighborhoods** included in the Beach/CBD Area:
- Little Havana and
  - The Roads areas of the City of Miami.

The Beach / CBD Planning Area is unique as it is traversed by seven causeways linking the mainland to the Beach Area.

**Figure 1. Miami-Dade County Planning Areas**

### Miami-Dade County Planning Areas





- **Central** - The Central Transportation Planning Area includes the area east of SW 76<sup>th</sup> Avenue, south of SW 30<sup>th</sup> Street, generally west of NW 37<sup>th</sup> Avenue, and north of SW 136<sup>th</sup> Street.

***Commission Districts*** included in the Central Area:

- Commission District Six and
- Commission District Seven.

***Municipalities*** included in the Central Area:

- City of South Miami,
- City of Miami Springs,
- Village of Key Biscayne,
- Village of Pinecrest,
- Village of Virginia Gardens, and
- Town of Medley.

***Sections of Municipalities*** included in the Central Area:

- City of Miami,
- City of Hialeah, and
- City of Coral Gables.

The Central Area is traversed by several of Miami-Dade's most important transportation corridors, including the SR-826 / Palmetto Expressway, the SR-836 / East-West Expressway, US-1 / South Dixie Highway, Okeechobee Road, SW 8<sup>th</sup> Street / Tamiami Trail, Flagler Street, and Le Jeune Road.

- **West** - The West Transportation Planning Area includes the west central section of Miami-Dade County north of Kendall Drive / SW 88<sup>th</sup> Street, south of Tamiami Trail / SW 8<sup>th</sup> Street, east of Krome Avenue, and west of SW 76<sup>th</sup> Avenue.

***Commission Districts*** included in the West Area:

- Commission District Ten and
- Commission District Eleven.

***Municipalities*** included in the West Area:

- City of Coral Gables,
- City of South Miami, and
- Village of West Miami.

***Major Neighborhoods*** included in the West Area:

- Westwood Lakes,
- Kendall Lakes,
- Sweetwater,
- Fontainebleau, and
- Country Walk.

The West Area is traversed by several important corridors including the SR-826 / Palmetto Expressway, SR-874 / Don Shula Expressway,





SR-821 / Homestead Extension of Florida's Turnpike, South Dixie Highway, and Krome Avenue.

- **South** - The South Transportation Planning Area in Miami-Dade County includes the county south of Kendall Drive / SW 88<sup>th</sup> Street south to the Monroe / Miami-Dade county line.

**Commission Districts** included in the South Area:

- Commission District Eight and
- Commission District Nine.

**Municipalities** included in the South Area:

- City of Homestead,
- City of Florida City,
- Village of Palmetto Bay, and
- Village of Pinecrest.

**Major Neighborhoods** included in the South Area:

- Rockdale,
- Perrine,
- Cutler,
- Peters,
- Bel Aire,
- Cutler Ridge,
- Franjo,
- Goulds,
- Naranja,
- Princeton, and
- South Allapattah.

The South Area is traversed by several important corridors, including the SR-821 / Homestead Extension of Florida's Turnpike, South Dixie Highway (US-1), Killian Parkway, Old Cutler Road, and Krome Avenue.

### **1.5.2 Socioeconomic Trends**

Traffic congestion plays a role in a person's quality of life and according to the Urban Land Institute can also discourage new residents and businesses from moving into a community. Miami-Dade County is constantly growing; in order to protect the quality of life for current residents and to continue to attract new people and businesses, steps to relieve congestion and develop a plan for an efficient, multimodal transportation system is necessary.

Population and employment growth increases the demand for travel. The projected travel demand is based on future socioeconomic characteristics which are derived from the 2000 Census. **Table 1** and **Figure 2** depict the projected socioeconomic trends that will shape Miami-Dade County between 2000 and the 2030 horizon year.





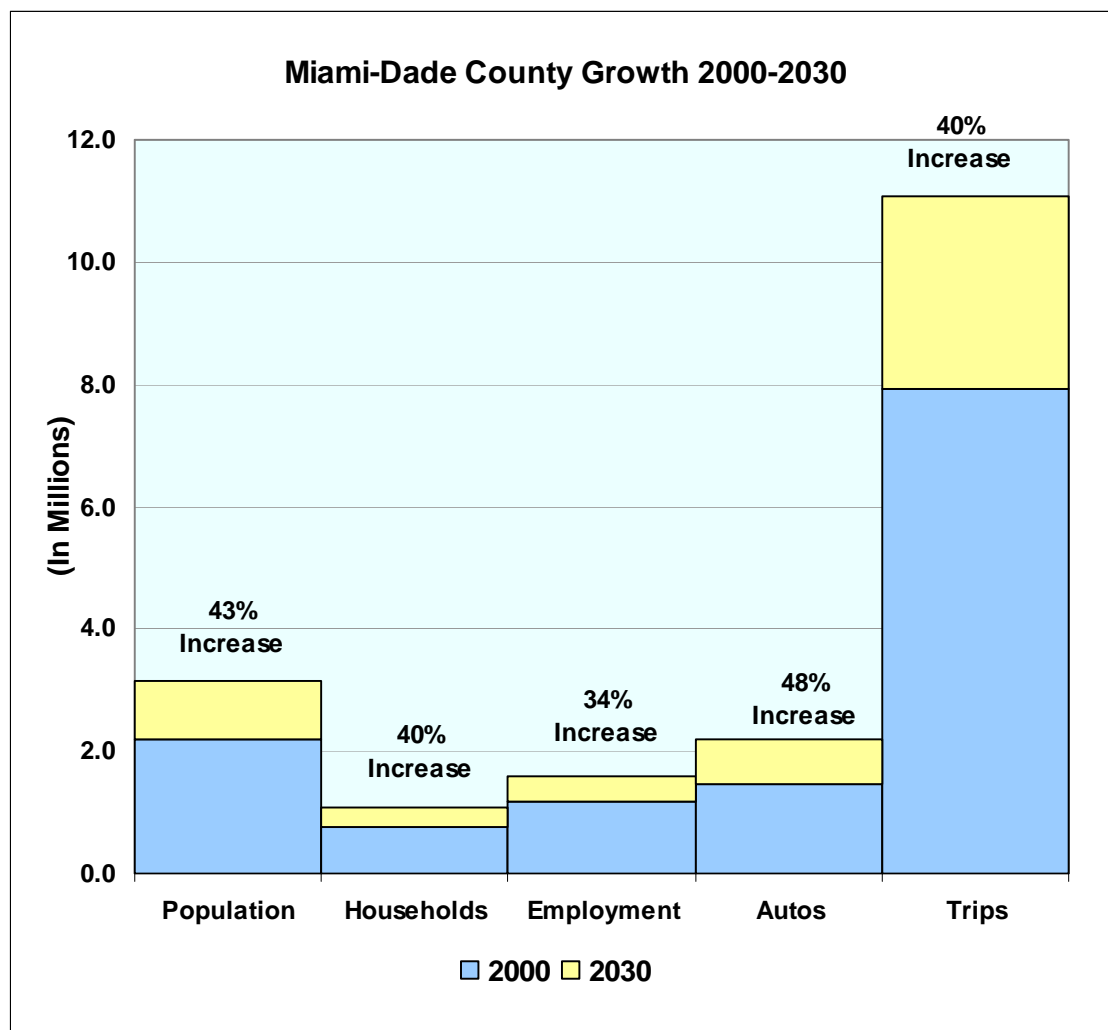
In 2030, the population is expected to exceed three million, a 43 percent growth from 2000. Between 2000 and 2030, employment will increase by 34 percent to almost 1.6 million employees, households will increase by 40 percent to over one million, and similarly auto ownership will increase by 48 percent to over two million. The people of Miami-Dade County will be making more than 11 million trips each day to work, school, and shopping, a 40 percent increase.

**Table 1. Miami-Dade County Demographic & Transportation Data**

Socioeconomic Characteristic	2000	2030	Percent Increase
Population	2,204,700	3,149,300	43%
Households	774,300	1,084,900	40%
Employment	1,183,300	1,590,200	34%
Autos	1,479,400	2,182,500	48%
Trips	7,934,400	11,080,200	40%

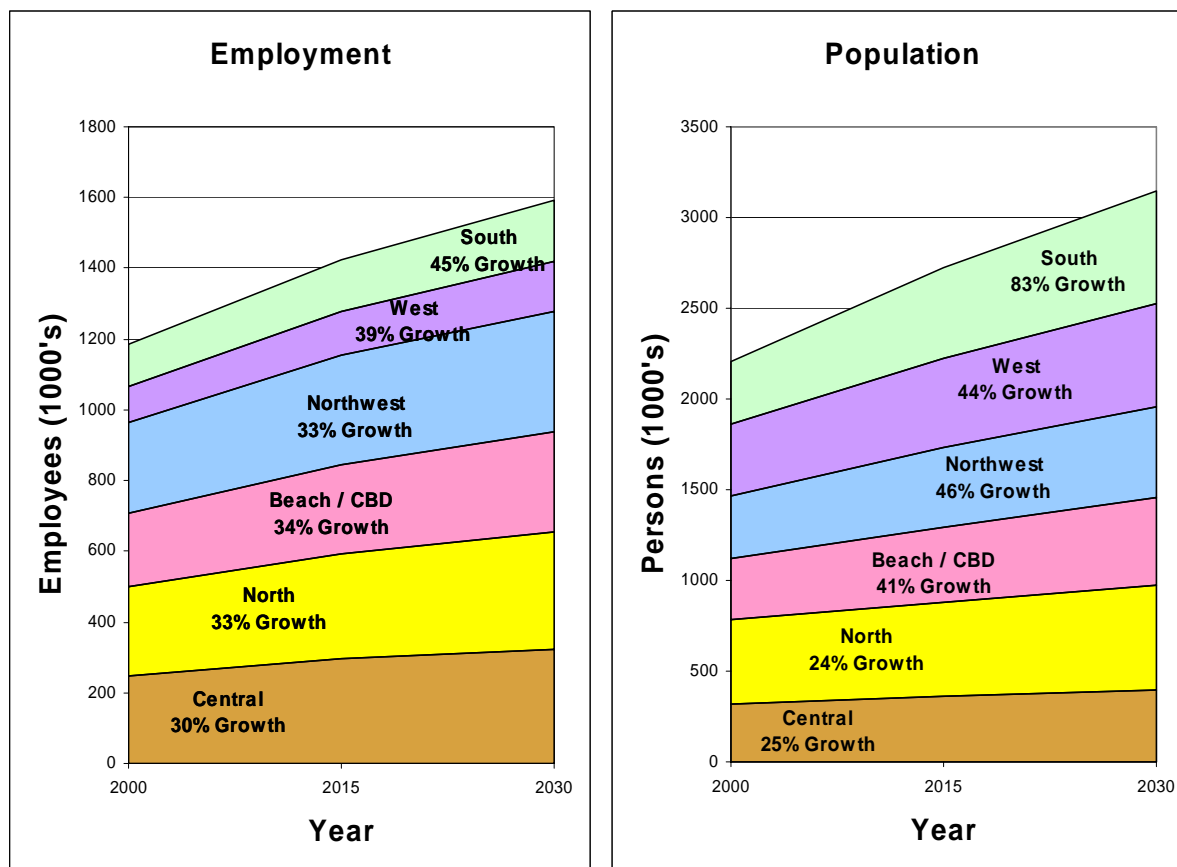


**Figure 2. Miami-Dade County Projected Growth, 2000 to 2030**



**Figure 3** depicts the population and employment growth by planning area. Projected growth in Miami-Dade County for population and employment is located throughout the county and not concentrated in a particular area, presenting the challenge of connecting the population to activities. These growth trends emphasize the need to update the LRTP to guide investments for sound and effective transportation projects.

**Figure 3. Miami-Dade County Projected Employment & Population Growth by Planning Area**



## 1.6 Plan Development

### 1.6.1 Needs Plan

An important step of the 2030 Plan was to identify needed improvements to the transportation system through 2030, creating the “Needs Plan.” The Needs Plan development process is a multidisciplinary and multi-agency effort that hinges on the input of the local, state, and regional agencies; municipalities; citizens; and the technical results produced by travel demand models.

Using a travel demand model, the base year (2000) was developed and calibrated to simulate reported travel conditions in 2000. The existing plus committed (E+C) transportation network, which consisted of improvements made to the transportation network since 2000 and improvements programmed for construction in the MPO’s Transportation Improvement Program (TIP), was modeled with 2030 socioeconomic data to determine the deficiencies of the future transportation system. Improvements that were identified to help alleviate the deficiencies in the transportation system, resulting in the Needs Plan, were developed from





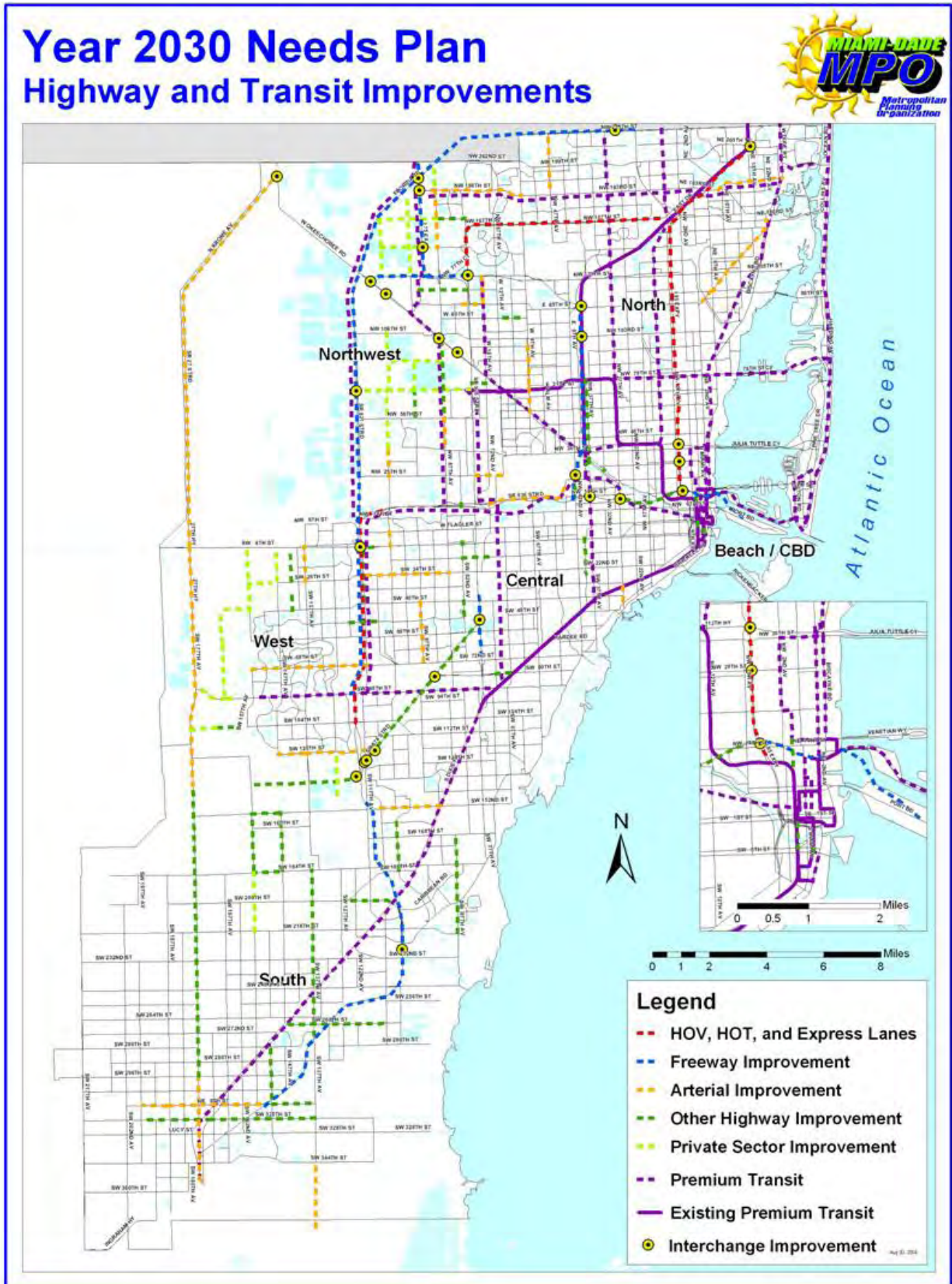
the 2025 Needs and Minimum Revenue Plans, input from local, state, and regional agencies, municipalities, and citizens. This list of needed improvements was developed without regard to cost.

The Needs Plan is a multimodal list including improvement projects for motorized and non-motorized modes of transportation. In addition to highway improvement projects, the Needs Plan includes premium transit. Premium transit considers various types of transit technologies including: Conventional Bus Transit, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and Heavy Rail Transit (HR). Following are brief explanations of the four transit technologies identified in the Needs Plan.

- **Bus Transit** includes the operation of buses that are integrated into vehicular traffic. This technology accounts for the majority of transit service in terms of both route mileage and ridership in Miami-Dade County.
- **Bus Rapid Transit (BRT)** is a bus transit technology consisting of buses operating in exclusive busways with on-line stations similar to light rail transit systems, or operate on roads with improvements that allow buses to bypass traffic congestion. A key attribute of a BRT system is that it can use a combination of existing roadways and exclusive busway facilities. A prime advantage of BRT technology is that it can provide a level of service comparable to rail at a much lower capital cost.
- **Light Rail Transit (LRT)** often derives power from an overhead wire similar to a streetcar system. This overhead power collection allows LRT systems to be integrated with other at-grade transportation modes and pedestrians. LRT can operate in mixed traffic on tracks embedded in the street (like streetcars), on at-grade rights-of-way with street and pedestrian crossings, or on exclusive rights-of-way.
- **Heavy Rail** is a technology that is defined by steel-wheeled, electric powered vehicles operating in trains of two or more cars on a grade-separated or at-grade right-of-way. Loading and unloading of passengers generally takes place at stations featuring fixed platforms at floor level allowing for rapid entry and exit.

**Figure 4** depicts the highway and transit projects included in the 2030 Needs Plan. In addition to highway and transit improvement projects, the Needs Plan included Intelligent Transportation Systems (ITS) projects and non-motorized projects consisting of on-road bicycle improvements, pedestrian facilities and greenways / multi-use trails.

Figure 4. 2030 Highway and Transit Needs Plan







### **1.6.2 Project Evaluation**

Motorized and Intelligent Transportation Systems (ITS) projects in the Needs Plan were evaluated by Steering Committee members based on the 2030 Plan adopted Goals and Objectives, technical data developed from the travel demand model, and local knowledge. Projects were evaluated by Steering Committee members using an interactive web-based program. The evaluation program provided project description, location, and technical data from the travel demand model, as applicable. Scores were aggregated to arrive at a single final score for each project. Projects were then ranked and prioritized based on the composite score.

A comprehensive greenways “needs” network was developed in parallel with the 2030 Plan. Greenway projects, consisting of off-road, multi-use trails located throughout Miami-Dade County, were evaluated by the Bicycle and Pedestrian Advisory Committee (BPAC) based on a selected set of evaluation criteria.

### **1.6.3 Financial Resources**

A financial analysis was performed to develop a financial plan that identifies the revenue that is applied to transportation improvements and operation and maintenance expenses. The projections of the available resources were based on the estimated growth of population, gasoline / diesel fuel use, vehicle miles traveled, fuel efficiency, and motor vehicle registrations. Resources have been identified for the Florida Department of Transportation (FDOT), Florida Turnpike Enterprise, Miami-Dade Expressway (MDX), Miami-Dade Department of Public Works, and Miami-Dade Transit (MDT). In addition, a new revenue source, the People’s Transportation Plan (PTP) funds that are available exclusively for transportation projects, were included in the revenue forecast. On November 5, 2002 Miami-Dade County residents voted to implement the PTP, funded by a one half (1/2) percent sales tax increase to provide traffic relief to Miami-Dade County. As a result, the Citizen’s Independent Transportation Trust was created to govern the spending of the surtax. The PTP is projected to provide an additional \$7.26 billion dollars (in year 2003 dollars) for transportation over the next 30 years. In general the PTP will:

- Improve bus services;
- Increase the bus fleet;
- Construct 88.9 miles of rapid transit lines; and
- Provide highway and road improvements.

The current federal funding transportation legislation, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), expired on September 30, 2003.





Extensions to this bill have been signed periodically, while waiting for the U.S. Congress to reauthorize the transportation bill. Due to the pending reauthorization of the transportation bill, FDOT advised the MPOs throughout the state to use the 2025 funding forecasts that were developed in 2001 for the LRTPs that were adopted in December 2001. Revenues were extrapolated to 2030 and inflation adjustment factors were applied. Miami-Dade Department of Public Works and MDT provided revenue estimates which included revenue from the PTP. The Miami-Dade Expressway (MDX) Authority's, Florida Turnpike Enterprise's, and the Florida Intrastate Highway System's (FIHS) portion of the FDOT revenues are programmed by those agencies and do not represent available revenues for projects identified in the 2030 Plan.

In 2003, the Florida Legislature approved the creation of the Florida Strategic Intermodal System (SIS) to guide the investment of state funds for a well planned transportation system that efficiently connects the various modes of transportation. The SIS has now been defined and is scheduled for approval in December 2004. The SIS concentrates on statewide and regional priorities; addresses all forms of transportation for moving people and goods; and integrates individual facilities, services, modes, and linkages into a single, integrated transportation system. The SIS will:

- Target expenditures to help the State's economic competitiveness, including increased corridor emphasis in planning and funding projects,
- Apply innovative policies and technologies, including Intelligent Transportation Systems,
- Clarify the State's roles and responsibilities on and off this system, and
- Provide input to the next update of the Florida Transportation Plan (2025).

Any changes to the Miami-Dade Transportation Plan that may be needed as a result of future federal and State legislative actions, will be subsequently incorporated.

The financial resources were analyzed to determine the available revenues for capacity related improvements for surface transportation and operating and maintenance (O&M). Capacity related improvements are improvements to surface transportation facilities that add capacity to the transportation network including highway, transit, rail, bicycle, or pedestrian facilities. The assumptions made for the financial resources analysis are detailed in a separate report, the *Financial Resources Review*.





Total revenue for highway and transit improvements was estimated at 19.3 billion dollars. **Table 2** identifies the revenues and cost for highway and transit projects.

**Table 2. Summary of Forecasted Revenues, FY 2010 to 2030**

	Priority II 2010 - 2015	Priority III 2016 - 2020	Priority IV 2021 - 2030	Total
<b>Capital Revenue</b>				
FIHS Construction / ROW				\$1,174
Other Arterial Construction / ROW / Intermodal Access	\$693	\$548	\$1,045	\$2,286
State Turnpike Enterprise				\$968
Miami-Dade Expressway Authority				\$424
MDT	\$1,666	\$1,199	\$2,695	\$5,561
DPW	\$189	\$142	\$247	\$578
Total Capital Revenue	\$2,548	\$1,889	\$3,988	\$10,991
<b>Operating Revenue</b>				
MDT	\$1,931	\$1,827	\$3,945	\$7,703
DPW	\$180	\$140	\$253	\$573
Total Operating Revenue	\$2,111	\$1,967	\$4,198	\$8,276
<b>TOTAL</b>				<b>\$19,267</b>

#### 1.6.4 Cost Estimates

In order to determine the financial feasibility of the projects, costs for individual projects had to be determined. Project costs were taken from existing reports and work programs from the various modal agencies where available and converted to year 2003 dollars. All costs and revenues were expressed in terms of year 2003 dollars for purposes of this work. Costs were calculated from unit costs derived from FDOT's Cost Estimation Manual and/or from costs from existing, similar facilities for projects where costs had not yet been developed by a modal agency. Costs for new and replacement buses and for several transit corridors were taken from the PTP.

Capital and Operating and Maintenance (O&M) costs estimates for the proposed highway improvements in the 2030 Plan were primarily based upon existing estimates of O&M expenses from the road-building agencies. In the case of the State Highway System, FDOT has already set aside sufficient funding to operate and maintain State facilities. For the County road facilities, Miami-Dade County Public Works Department provided estimates, based on per-unit maintenance costs and recent mileage reports. O&M costs estimates for transit were projected for the various corridors, based on the PTP.



### **1.6.5 Cost Feasible Plan**

The Miami-Dade Long Range Transportation Plan (to the Year 2030) was developed to guide transportation investments in Miami-Dade County to the Year 2030. The Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit, bicycle and pedestrian facilities. Based on the Financial Resources Review funding is limited for transportation improvements in Miami-Dade County for the Plan period. As a result of evaluating and prioritizing the projects in the Needs Plan and applying the projected revenue identified, a “fiscally constrained” or Cost Feasible Plan was developed. The Cost Feasible Plan identifies projects for which funding is projected to be available.

### **1.6.6 Miami-Dade Travel Corridors**

The 2030 Plan includes projects on major highway and transit corridors helping to increase the mobility of Miami-Dade County. Some of the major highway corridors include:

- **I-75** - Interstate 75 enters Miami-Dade County between NW 97<sup>th</sup> and NW 87<sup>th</sup> Avenues and extends south from the Broward County line to NW 138<sup>th</sup> Street. The interstate then extends east and terminates at SR 826. A major project in the Cost Feasible Plan on I-75 includes the addition of HOV lanes in the median on the east/west portion of the facility. This project is part of the I-75 Master Plan and is designed to alleviate congestion on the mainline.
- **I-95** – Interstate 95 is a major corridor in the east part of the County, entering Miami-Dade between NE 15<sup>th</sup> and NE 20<sup>th</sup> Avenues, extending south to downtown Miami. Projects on I-95 include conversion of existing HOV lanes to reversible HOV/HOT lanes from Ives Dairy Road south to SR 112. This project will provide additional capacity to I-95 in Miami-Dade County.
- **HEFT** – The Homestead Extension of the Florida Turnpike (HEFT) extends from the Florida Turnpike south to Homestead. The HEFT plays an important role in a major north/south corridor in west Miami-Dade County. Projects in the Cost Feasible Plan on the HEFT include widening various segments of the facility to 6, 8, 10, and 12 lanes, depending on the segment. Other projects include the addition of express toll lanes at several existing tolls, providing improvements to the congestion caused by a limited number of general use toll lanes.
- **SR 826** – State Road 826 is a major north/south facility that connects SR 874 (Don Shula Expressway) in the south to I-75 in north Miami-Dade County. It also extends east from I-75 and



terminates at I-95, serving as a connection between several other major facilities. Cost Feasible projects on SR 826 include one HOV lane in each direction between I-75 and I-95 and added general use lanes between Sunset Drive and SW 32nd Street.

- **SR 836** – State Road 836 is a major east/west highway that connects the HEFT in western Miami-Dade County to downtown Miami, terminating at I-95, at which point it becomes I-395 and extends to the beaches. Projects on SR 836 include construction of collector-distributor roadways from NW 14th Street to NW 28th Street and an extension of SR 836 (4-lane expressway) between SW 104th Street and NW 137th Avenue. In addition, the Cost Feasible Plan includes a project to construct 4 express lanes in the median of the existing facility. These projects will provide relief to a congested facility.

The addition of the PTP revenue to the 2030 Plan provides the opportunity for major transit corridors to be planned, designed and constructed in Miami-Dade County. The major transit corridors included in the 3020 Plan include:

- **Earlington Heights Connection** – Is a 2.3 mile heavy rail extension between the existing Metrorail Earlington Heights Station and the Miami Intermodal Center (MIC), a proposed regional transportation hub serving the Miami International Airport. The purpose of this project is to establish a rail connection to Miami International Airport to serve visitors and airport employees and to provide an intermodal connection access.
- **East – West Corridor** - Is a 17.2-mile rail extension of Metrorail consisting of two segments. Segment 1 is 10.5 miles connecting the MIC to FIU. The purpose of this project is to serve a population highly dependent on transit; establish the first east-west link in the central Miami-Dade area; provide a transit connection between major generators: FIU, Miami International Airport-MIC, Downtown, Port of Miami; provide connection with the regional network; and relieve high traffic congestion along major roadways. Segment 2 is a 4.4 mile segment connection the MIC to the Government Center.
- **Northeast Corridor** - Is a 13.6 mile rapid transit corridor from Downtown Miami to the Broward County Line (NE 215th Street) along Biscayne Boulevard and the Florida East Coast Corridor Right-of-way. The purpose of this project is to serve the high densities and population concentrations along the eastern seaboard, provide a regional link to Broward County, and to provide service to multiple municipalities and neighborhoods.





- **North Corridor** - Is a 9.5 mile heavy rail extension of Metrorail along NW 27th Avenue from Dr. Martin Luther King Jr. Metrorail Station (NW 62nd Street) to NW 215th Street (Miami-Dade / Broward County Line). The purpose of this project is to serve a highly transit dependent population, connect major generators such as: Miami-Dade College North Campus and Proplayer Stadium, and provide a future rail linkage to Broward County.
- **Douglas Corridor** - Future plans call for a 4.5-mile Metrorail extension from Douglas Road station to the MIC along SW 37th Avenue. The purpose of this project is to provide a linkage to Miami International Airport from the south area and to avoid circuitous trips to Miami International Airport.
- **Kendall Corridor** - This project includes two segments: an east/west segment along Kendall Drive (SW 88th Street) from SW 157th Avenue east to Dadeland area, and a north/south segment along the Florida Turnpike. The project will connect with the East-West corridor. The purpose of this project is to connect the growing southwest areas to the regional network; provide service to major generators such as Baptist Hospital, Miami-Dade College-South, Downtown Kendall, Florida International University (FIU), Miami International Airport (MIA) and the Miami Intermodal Center (MIC); provide service to the highest concentration of choice-riders; and severe traffic congestion along east-west roadways during peak periods.
- **South Miami-Dade Corridor** - Future plans call for a 21-mile Metrorail extension from Dadeland South station to Florida City. The project runs along US-1 and consists of two segments: from Dadeland South Metrorail station to Cutler Ridge, and from Cutler Ridge to Florida City. The purpose of this project is to serve a population highly dependent on transit, serve deep southwest communities, and establish regional links to central and north Miami Dade in this fast urban development area.
- **Bay Link** - Is a 5.1 mile light rail corridor that will connect Downtown Miami to south Miami Beach across the MacArthur Causeway. The purpose of this project is to provide a premium high capacity transit service in the corridor connecting the Government Center and the Miami Beach Convention Center and to provide linkage between the East-West corridor into Miami Beach.

#### **1.6.7 Mobility Trends**

Year 2000 is the base year for the travel demand model that was used in this study to project the transportation conditions for the 2030 horizon





year and compare the results of the analysis. Level of Service (LOS) is a qualitative measure that describes the operational conditions of traffic flow as perceived by motorists. There are six LOS ranging from A to F based on the volume to capacity (v/c) ratios for a particular roadway segment. LOS A is the best situation, representing free flowing traffic; LOS F is the worst representing total congestion, a stop and go situation, as the volume approaches and even exceeds the roadway capacity. **Figure 5** depicts the daily LOS for the 2000 base year. **Figure 6** depicts the daily LOS for the proposed 2030 Cost Feasible Plan.

## **1.7 Transportation Alternative Strategies**

Alternative transportation strategies focus on demand and resource management to increase the efficiency of the existing transportation system without major capital expenditures. In addition to the traditional transportation capital and operational improvements proposed in the 2030 Plan, the following strategies are to promote the efficient use of the transportation system.

### **1.7.1 Comprehensive Development Master Plan**

Miami-Dade's Comprehensive Development Master Plan (CDMP) is the framework that guides development within the county. Within the CDMP are goals and objectives that compliment the use of alternative strategies to promote increased efficiency of the existing transportation system without increasing physical capacity. Strategies include:

- Identification of priority corridors;
- Promotion of urban core densities;
- Implementation of Liveable Communities / Transit-Oriented Development policies; and
- Implementation of Smart Growth / Sustainability principles.

### **1.7.2 Transportation Management Systems**

Transportation Management Systems are techniques that can be applied to the transportation system to increase its capacity. Transportation Management Systems are an alternative to capital improvements and consists of strategies to reduce the number of vehicles in the network and to increase efficiency and safety of the network through the use of advanced technology.

Figure 5. Level of Service – 2000 Base Year

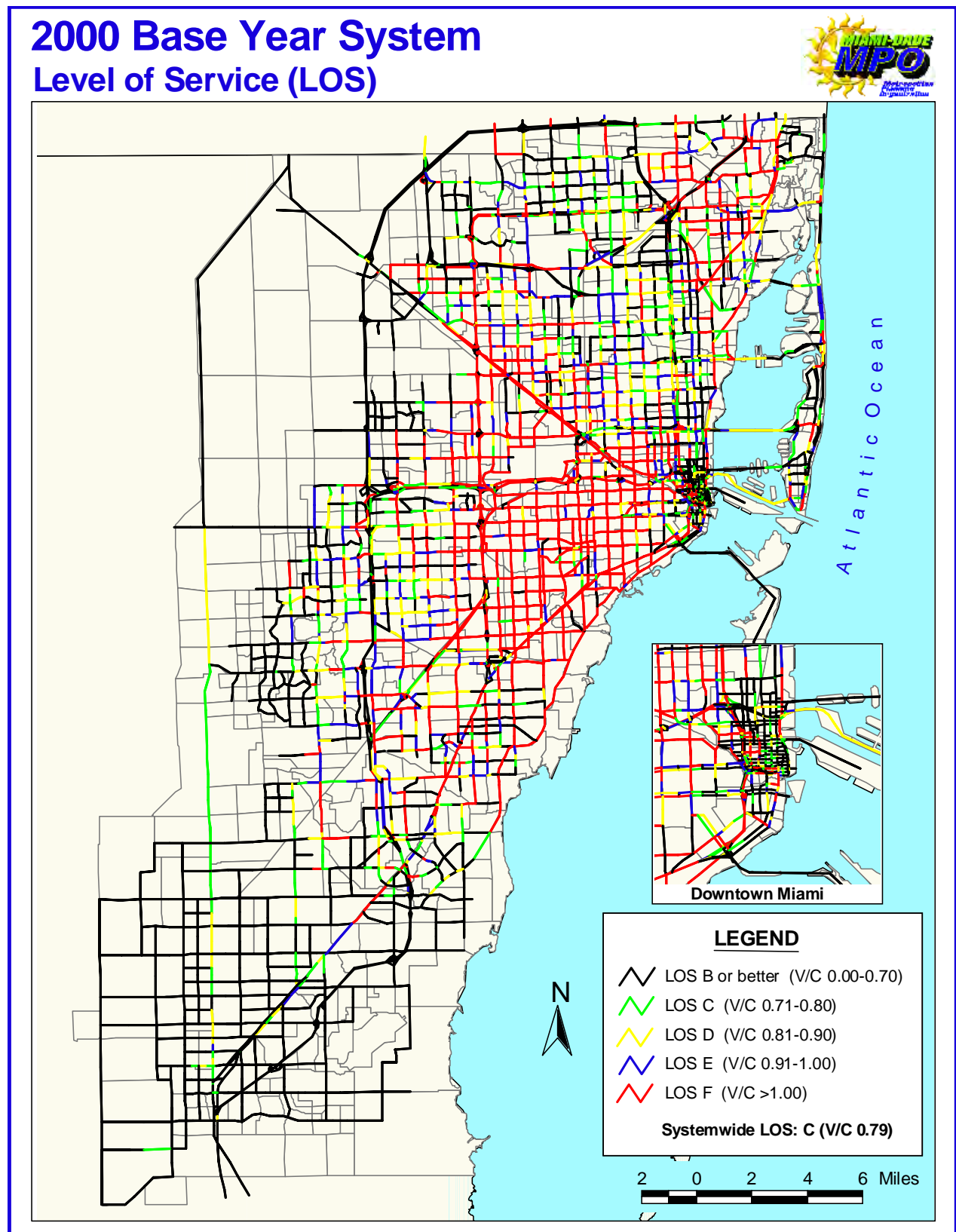
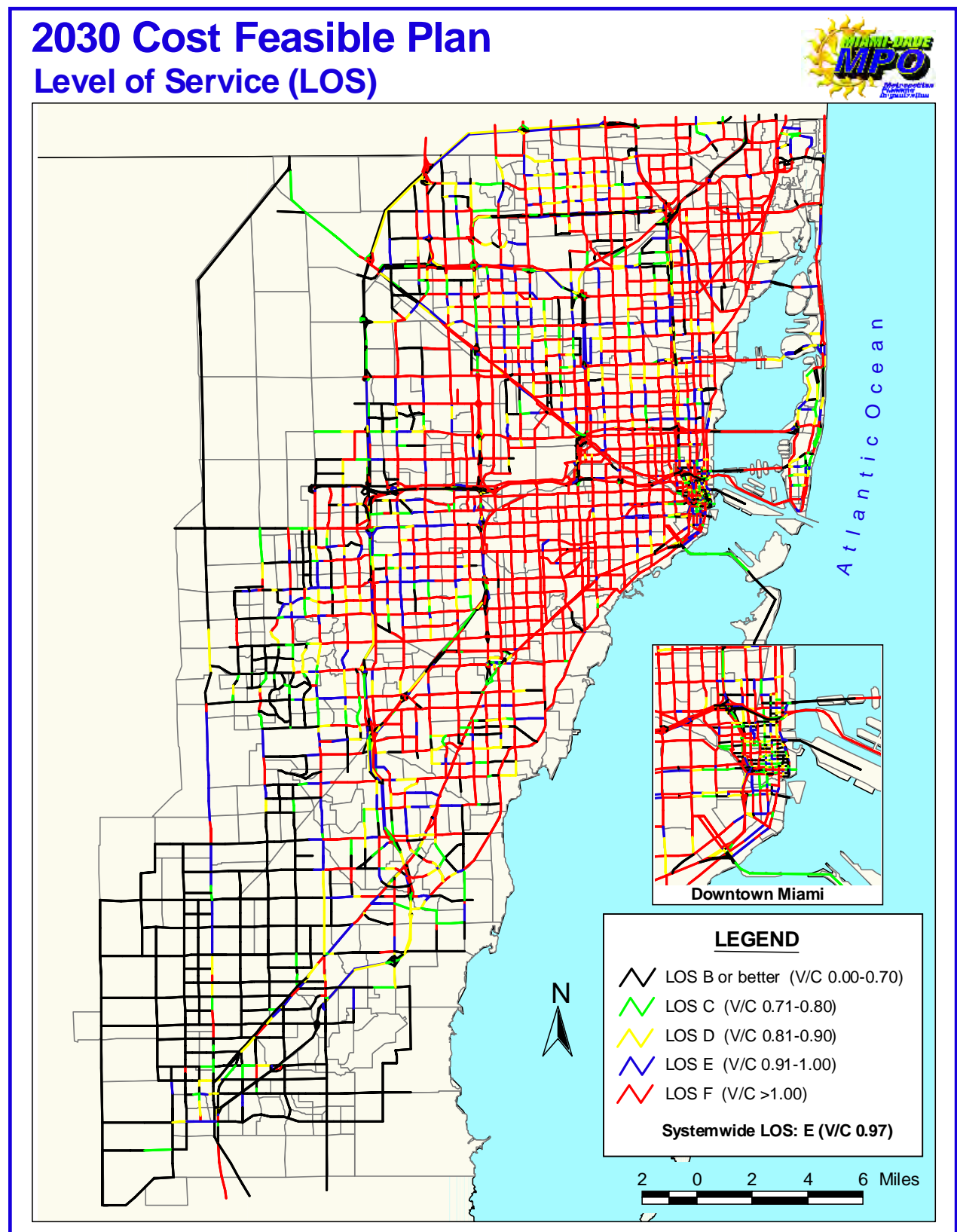




Figure 6. Level of Service – 2030 Cost Feasible Plan





### 1.7.2.1 Congestion Management System

Congestion Management Systems (CMS) are processes used to provide information on the performance of the transportation system and emphasizes alternative techniques to alleviate congestion thereby, enhancing the mobility of people and goods and improving the quality of life for those that live and work within the Miami-Dade area. All Transportation Management Areas (TMA) (urbanized areas with a population over 200,000) are required by Federal Regulation to include a CMS in the planning process (23 USC 143(i)(3)). The purpose of the CMS is to evaluate transportation alternatives along congested corridors before implementing traditional projects that increase physical capacity of the roadway. Following are examples of CMS strategies:

- **Vanpool Programs** are eight to fifteen people sharing a van, generally to the same place of employment, thereby, reducing the number of single occupant vehicles (SOV).
- **Ridesharing/Carpool Programs** are two or more persons traveling by any mode of transportation thereby, reducing the number of single occupant vehicles.
- **Reversible Lanes** are single lanes used to accommodate peak flow of traffic that increases the capacity of roadways without adding additional lanes.
- **Parking Management** reduces single occupant driving for specific sites by limiting the number of spaces available or providing preferential parking spaces for carpooling/vanpooling.
- **Congestion Pricing** is placing a higher price on roadways during peak hours and encourages alternate routes or modes of transportation thereby, reducing the congestion during peak hours.
- **Signalization Optimization** increases efficiency of the existing system by improving travel time thereby, reducing congestion.
- **Work Hour Management** is alternative work arrangements to reduce traffic congestion during peak travel periods (examples include Flextime, Staggered Work Hours, Modified Work Weeks and Telecommuting).
- **Intersection Improvements** have the potential to increase the efficiency of existing roadway systems without adding additional lanes.

### Transportation Management Strategies & Efforts

- Vanpool Programs
- Ridesharing / Carpooling
- Subscription Services
- Parking Management
- Congestion Pricing
- Signalization Optimization
- Work Hour Management
- Shuttle Services
- Intersection Improvements
- Transportation Management Organizations & Initiatives
- Rapid Bus Program



- **Transportation Management Organizations (TMOs) / Transportation Management Initiatives (TMIs)** are partnerships between businesses (typically private non-profit groups) and local government designed to help solve local transportation problems associated with rapid growth and development.
- **High Occupancy Vehicle (HOV) / High Occupancy Transit (HOT) Lanes** are preferential treatment for non-single occupant vehicles potentially increasing person-moving capacity.

#### **1.7.2.2 Intelligent Transportation Systems (ITS)**

Intelligent Transportation Systems (ITS) are the use of advance technologies to enhance the existing transportation infrastructure. In general, ITS is the collection, analysis and dissemination of real-time information to improve the efficiency and safety of the existing surface transportation system. The integration of ITS strategies into the transportation planning process is one of the requirements of TEA 21. The Federal Highway Administration (FHWA) issued Rule 940, Intelligent Transportation System (ITS) Architecture and Standards, and the Federal Transit Administration (FTA) issued the National ITS Architecture Policy on Transit Projects to require ITS projects to conform to the National ITS Architecture (NITSA) and Standards.

FDOT's Florida Rule 940, Draft Statewide Implementation Strategy, provides an overview of Federal Rule 940 and guidelines for integrating ITS into the LRTP process. Integration of ITS into the planning process requires each region to adopt a regional architecture by April 2005. The Florida Department of Transportation has created a Florida Statewide ITS Strategic Plan to act as a guide for planning, programming and implementation integrated multi-modal ITS elements. Florida MPO's are required to develop an ITS element and integrate ITS planning into their transportation planning processes consistent with the National ITS Architecture. In response to this requirement, the Miami-Dade MPO develops an annual ITS report of the Countywide ITS efforts by agency including: FDOT – District 6, Miami-Dade Transit, Seaport, Public Works Department, Miami-Dade Expressway, Miami-Dade Aviation Department, and Florida Turnpike Enterprises. The 2004 Annual report was developed in August 2004.

For the development of the 2030 Plan, ITS projects were evaluated based on the Goals and Objectives in the same way highway and transit projects were evaluated.

#### **1.7.3 Intermodal Systems**

Intermodal linkages connect individual modes of transportation such as buses, trains, airports, seaports, automobiles, freight, bicycle and pedestrians to create a unified transportation system. The goal is to create

a more balanced transportation system by integrating all modes of transportation, improving the efficiency and the safety of services for both passengers and freight. The objective is to create an optimal intermodal system utilizing all modes of transportation rather than optimizing a single mode of transportation.

#### **1.7.3.1 Miami Intermodal Center**

The Miami Intermodal Center (MIC) is a multitmodal access facility providing regional connectivity and improved access to the Miami International Airport (MIA). The MIC will provide safe and efficient transfers for users of various modes of transportation including commuter, heavy and light rail systems, buses, taxis, private automobiles, and bicycles. In addition to increasing multitmodal access, rental car facilities will be consolidated within the MIC improving access to those facilities. A tram service connecting the rental car facilities and the airport will also be provided as well as connections to cruise ship terminals.

#### **1.7.3.2 Golden Glades Multimodal Terminal**

The Golden Glades Multimodal Terminal is where various transportation modes converge and passengers are able to transfer from one mode to another easily and safely. This project will enhance transit and carpool use by upgrading the existing park and ride facilities and better integrate Tri-Rail with Dade and Broward transit. Additionally, the Transit Bridge Project, which will serve GGI Terminal, is planned to provide an additional link between the two counties. The project would enable a seamless transfer to take place between Tri-Rail and bus modes which does not exist today.

#### **1.7.3.3 Freight Movement**

The MPO staff is committed to providing a Transportation system that enhances the efficiency of freight movement within the surface transportation system. Since the advent of ISTEA a decade ago, particular emphasis on multimodal solutions to transportation problems and the inclusion of transportation projects that focus on the movements of goods as well as people have been hallmarks for the development of LRTPs. TEA-21 continued that emphasis further underscoring the importance of goods movement as a significant role transportation networks are expected to play.



Both Miami International Airport (MIA) and the Port of Miami are recognized as the two most important individual entities serving as economic engines for Miami-Dade. The Airport is one of the busiest airports, not only in the US but in the world, and is a recognized leading international air cargo hub. The Port of Miami is the world's largest, busiest cruise port, the leading container cargo port in Florida and one of the top ten on the eastern seaboard. In both cases, trucking is the dominant mode of cargo access and transshipment.



The 2030 Plan embraces freight movement concerns through the inclusion of projects that focused on improving freight movement from MIA and the Port of Miami as well as throughout Miami-Dade County. One important project to improve freight movement is the seaport tunnel expressway connecting the seaport to I-395. The seaport tunnel project will increase transportation effectiveness and efficiency by allowing truck traffic direct access to the Interstate system from the Port.

A number of other improvements to roadways within the Airport West area will also serve to expedite truck movements and retain economic competitiveness of county and regional freight-associated activities. Additionally, improvements to roadways in several other areas of Miami-Dade address projected traffic flow deficiencies and diminished levels of service; a number of these improvements are recommended for roads that service the industrial areas of Miami-Dade County.

#### 1.7.3.4 Bicycle/Pedestrian Plans

As population increases, the construction of bicycle and pedestrian facilities as an alternative to motorized travel becomes increasingly more important. In 2001, the MPO updated the original 1995 Bicycle Facilities Plan and developed the first Pedestrian Facilities Plan. The overall purpose of Miami-Dade County's *Bicycle and Pedestrian Facilities Plans* was to examine existing roadway conditions as they related to bicycle and pedestrian travel and propose a set of facility improvements to be incorporated into the Transportation Improvement Program (TIP).

In addition to the on-road bicycle facility improvement projects, Miami-Dade County also developed a comprehensive greenways network through its North Dade Greenways Master Plan (adopted November, 1998) and the South Dade Greenway Network (adopted November, 1994). The greenways network is a series of off-road, multi-use trails providing a comprehensive network throughout the entire County.

Bicycle and pedestrian improvement projects were included as part of the 2030 Plan. On-road bicycle and pedestrian facilities were evaluated as part of the 2001 Bicycle and Pedestrian Facilities Plans. Due to the nature of the on-road bicycle and pedestrian facility improvements, the majority of improvements are only feasible in conjunction with highway capacity improvement projects. Highway capacity improvement projects identified in the TIP and the 2030 Cost Feasible Plan are highlighted as opportunities to include bicycle and pedestrian facilities. It is anticipated that when those improvements are constructed, bicycle and pedestrian facilities will be included when feasible. Greenway projects were evaluated during the development of the 2030 Plan independently of highway and transit projects. Funding for greenway projects was based on the assumption that





1.5% of eligible surface transportation funds will be devoted to non-motorized transportation projects.

## **2 REGIONAL PLANNING**

Metropolitan Planning Organizations are designated for each urbanized area with a population of more than 50,000 people, as required by Federal Law. As a result of the 2000 Census, the urbanized areas encompassing parts of Miami-Dade, Broward, and Palm Beach Counties have grown together. The three MPOs were redesignated individually due to the size and complexity of the existing MPO planning areas. However, as stated in the official redesignation letter from the State of Florida, redesignation of separate MPOs would be contingent upon the development and implementation of coordinated planning processes resulting in, but not limited to, the following: a regional long-range transportation plan covering the combined metropolitan planning area that will serve as the basis for the Transportation Improvement Programs of each MPO, a coordinated project prioritization and selection process, a regional public involvement process and a coordinated air quality planning process.

In response to the State's request, the three MPOs in South Florida have developed a Regional Planning Committee. The Regional Planning Committee is made up of representatives from:

- Miami-Dade MPO
- Broward County MPO
- Palm Beach County MPO
- FDOT District 4
- FDOT District 6
- South Florida Regional Transportation Authority (SFRTA)
- The other three transit operators in the region as follows: Miami-Dade Transit (MDT), Palm Beach Transit (Palm Tran), and Broward County Transit (BCT)

The Regional Planning Committee defined corridors of regional significance. Regional corridors facilities are defined as: facilities that cross county lines (Broward / Miami-Dade or Broward / Palm Beach) and connect to SIS (Florida's Strategic Intermodal Transportation System), facilities identified as SIS corridors or facilities identified as SIS connectors. Regional facilities included roadways, regional rail and SIS connectors as depicted in the map in **Figure 7**.



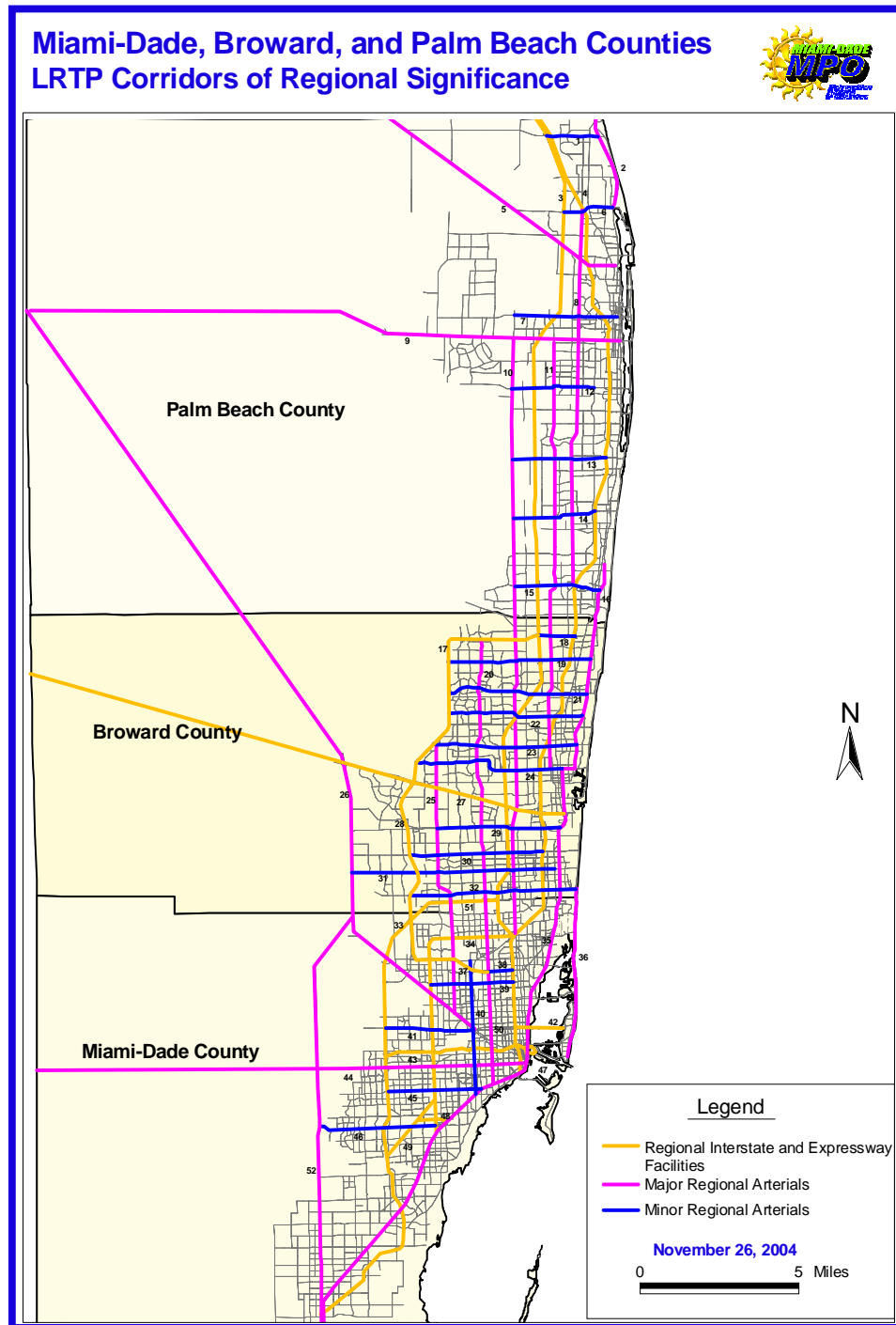




The Regional Planning Committee also developed Regional 2030 LRTP Goals as follows:

- Improve Regional Transportation Systems;
- Support Regional Economic Vitality;
- Enhance Regional Social Benefits; and
- Mitigate Regional Environmental Impacts.

**Figure 7. Corridors of Regional Significance**



- |                       |                         |                                      |                              |                             |
|-----------------------|-------------------------|--------------------------------------|------------------------------|-----------------------------|
| 1. Indiantown Rd.     | 13. Boynton Beach Blvd. | 25. Flamingo Rd.                     | 35. US 1                     | 46. SW 88 St. / Kendall Dr. |
| 2. Federal Hwy/US 1   | 14. Atlantic Ave.       | 26. US 27 / SR 25                    | 36. A1A / Collins Ave.       | 47. I-395                   |
| 3. Florida's Turnpike | 15. Glades Rd.          | 27. I-595                            | 37. Gratiot Exp.             | 48. SR 878                  |
| 4. I-95               | 16. US 1                | 28. I-75                             | 38. NW 119 St.               | 49. SR 874                  |
| 5. Bee Line Hwy.      | 17. Sawgrass Exp.       | 29. Griffin Rd.                      | 39. NW 103 St.               | 50. NW 27 Ave.              |
| 6. POA Blvd.          | 18. SW 10 St.           | 30. Sheridan St.                     | 40. LeJeune Rd. / 42 Ave.    | 51. NW 57 Ave.              |
| 7. Okeechobee Blvd.   | 19. Sample Rd.          | 31. Hollywood Blvd. / Pines Blvd.    | 41. NW 3641 St.              | 52. Krome Ave.              |
| 8. Military Trail     | 20. University Dr.      | 32. Hallandale Blvd. / Miramar Pkwy. | 42. I-195                    |                             |
| 9. Southern Blvd.     | 21. Atlantic Blvd.      | 33. HEFT                             | 43. SR 836                   |                             |
| 10. SR 7              | 22. Commercial Blvd.    | 34. SR 826 / Palmetto Exp.           | 44. SW 8 St. / Tamiami Trail |                             |
| 11. Powerline Rd.     | 23. Oakland Park Blvd.  |                                      | 45. SW 40 St. / Bird Rd.     |                             |
| 12. Lake Worth Rd.    | 24. Sunrise Blvd.       |                                      |                              |                             |

Regional Corridor Facility Criteria	
Regional Interstates and Expressways	Urban or Rural Principal Arterials - Interstate and Expressway
Major Regional Arterials	Urban or Rural Principal Arterials - Others that Cross County Lines
Minor Regional Arterials	Urban or Rural Principal Arterials - With Two or More Connections to Regional Interstate and Expressway Facilities





### 3 AIR QUALITY

The Miami-Dade Long Range Transportation Element must conform to the provisions the Clean Air Act Amendment (CAAA) of 1990 in addition to being financially feasible. The United States Environmental Protection Agency (USEPA) designated Miami-Dade County as a moderate non-attainment area for national ozone standards. In 1995 the USEPA redesignated Miami-Dade County to attainment status, which means that for a twenty-year period, Miami-Dade County must demonstrate conformity to the maintenance plan through its Long Range Transportation Plan and Transportation Improvement Plan.

Effective in June, 2004, the EPA transitioned to the 8-hour ozone and fine particulate matter (PM<sub>2.5</sub>) National Ambient Air Quality Standards (NAAQS) for transportation conformity. The new standard is based on averaging air quality measurements over 8-hour blocks of time for a three year period, instead of the 1-hour time period mandated by the previous standard. The 8-hour standard is more representative of conditions occurring over a long-term exposure. As a maintenance area under the 1-hour rule, Miami-Dade County is subject to conformity for a statutory one-year grace period after being re-designated as attainment by the new standards on (April 15, 2005). The Air Quality analysis for the 2030 Plan is based on the new 8-hour NAAQS.

Through the Air Quality Conformity Analysis, it was demonstrated that the projected emission levels, given the planned future transportation systems, would be within the established budgets. All of the transportation projects in the Cost Feasible Plan that add capacity to the local road or transit network are included in one or more of the networks used for this analysis, depending on the priority status of the projects. The following assumptions were made with respect to which improvements are included in which landmark year networks:

- Priority I: open to traffic by 2010
- Priority II: open to traffic by 2015
- Priority III: open to traffic by 2020
- Priority IV: open to traffic by 2030 (or 2025, depending on available funding)

The projects are listed by priority in the Cost Feasible Plan section of this document. Projected emissions were calculated using the travel demand model and Mobile6. The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the 2000 highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the 2000 HPMS total vehicle

miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000, adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

The results of the air quality conformity analysis, as detailed in the Conformity Determination Report, are summarized in the **Table 3**.

As part of this process, one Air Quality Newsletter was produced and distributed to the public for informational purposes. An additional newsletter will be prepared after adoption of the LRTP. The first newsletter is included in **Appendix A**.

**Table 3. Miami-Dade County VOC and NO<sub>x</sub> Emissions**

Model Year	Model Alternative	Population	Employment	VOC* (2005 & 2015 Budget=74.60)	NO <sub>x</sub> * (2005 & 2015 Budget=127.5)
2000	Base Year	2,204,700	1,183,300	89.95	139.57
2005	Interim Cost Feasible	2,316,900	1,283,800	64.37	109.99
2015	Interim Cost Feasible	2,721,700	1,425,400	35.51	45.62
2025	Interim Cost Feasible	3,006,700	1,535,300	27.35	26.49
2030	Interim Cost Feasible	3,149,300	1,590,200	28.27	24.27



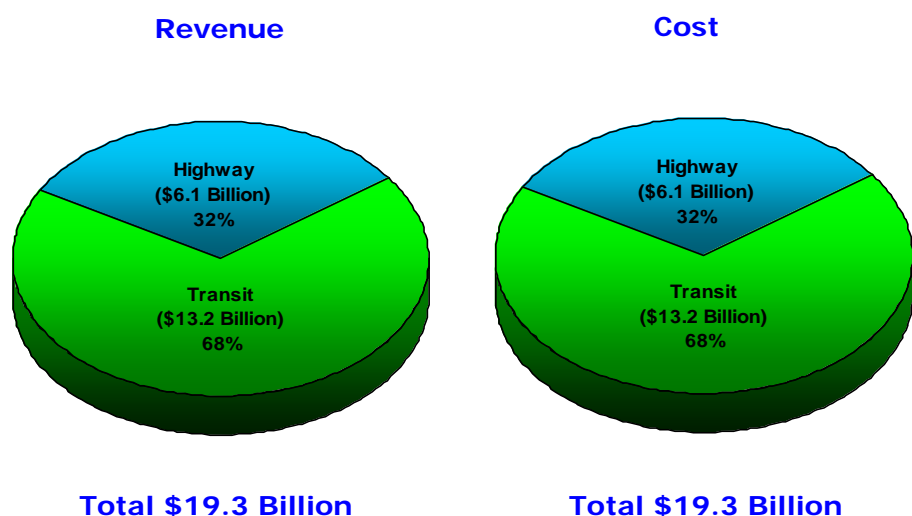
## 4 PROGRAM OF PROJECTS

### 4.1 Recommended Cost Feasible Plan

The 2030 Plan has been developed to guide transportation investments in Miami-Dade County to the Year 2030. The 2030 Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit, bicycle and pedestrian facilities. Based on the financial resource analysis, there is only a limited amount of funding available for transportation improvements in Miami-Dade County during the Plan period.

As depicted in **Figure 8**, revenues designated for highway and transit projects were allocated to the respective project types. The total revenues and cost included in the 2030 Plan are balanced, creating a fiscally constrained Cost Feasible Plan.

**Figure 8. Expected Revenue and Cost, 2010 – 2030 Cost Feasible Plan**



### 4.2 Priority Categories

Projects in the Cost Feasible Plan were grouped into Priorities based on funding availability: The Priorities are described as follows:

- **Priority I** – Projects are scheduled to be funded by 2009. This group includes those projects needed to respond to the most pressing and current urban travel problems. Funds for these improvements are programmed in the 2005-2009 Miami-Dade Transportation Improvement Program.
- **Priority II** – Projects are planned to be funded between 2010 and 2015.



- **Priority III** – Projects are planned to be funded between 2016 and 2020.
- **Priority IV** – Projects are planned to be funded between 2021 and 2030.
- **Priority IV Unfunded** – Projects that have been identified in the Needs Plan, however, revenues are not available to fund the project.

#### **4.3 Project Listings by Category**

Highway and transit projects included in the 2030 Cost Feasible Plan are listed in **Tables 4 through 9** by priority phase and depicted in **Figures 9 through 10**. Figure 9 depicts projects in Priority I, representing projects in the 2005-2009 TIP. Figure 10 depicts projects in priorities III through IV. Greenway projects included in the 2030 Cost Feasible Plan are listed in **Table 10** and depicted in **Figure 11**.





**Table 4. 2030 Cost Feasible Plan  
Highway and Transit  
Priority I**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	BEACH/CBD	SR 836 EB TOLL PLAZA	NW 27 Ave.	NW 17 AVE	NEW TOLL PLAZA ON EB RAMP TO NW 17 AVE
	BEACH/CBD	SR 836	NW 14 ST	NW 28 ST	DESIGN & CONSTRUCTION: CD ROADS / ACQUISITION: ROW
*	BEACH/CBD	SW 1ST AVE	SW 8TH ST	SW 1ST ST	4-LANE TUNNEL UNDER RIVER
	BEACH/CBD, NORTH	NE 12 AVE	NE 151 ST	NE 167 ST	WIDEN TO 3 LANES
	BEACH/CBD, NORTH	NE 15 AVE	NE 159 ST	MIAMI GARDENS DR	WIDEN TO 4 LANES
	BEACH/CBD, CENTRAL, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	BEACH/CBD, CENTRAL, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SAFETY PATROLS
	BEACH/CBD, CENTRAL, NORTHWEST, WEST	SR 836 EXPRESS LANES	HEFT	SR 826/836 INTERCHANGE	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836
	CENTRAL	LEJEUNE ROAD			MIAMI INTERMODAL CENTER - C-D SOUTHBOUND ACCESS IMPROVEMENT
	CENTRAL	MIC			MIC/MIA INTERCHANGE - ACCESS IMPROVEMENT
	CENTRAL	LEJEUNE ROAD			MIAMI INTERMODAL CENTER - C-D NORTHBOUND ACCESS IMPROVEMENT
	CENTRAL	SR 112	NW 21 ST.	SR 112 / NW 27 AVE.	RECONSTRUCT SR 112/NW 36 ST/LEJEUNE INTERCHANGE
	CENTRAL	SR 836 WB AUXILIARY LANE	SR 826	NW 57 AVE	ADD AUXILIARY LANE IN WB DIRECTION
	CENTRAL	SR 836	E OF NW 57 AVE	W OF NW 57 AVE	INTERCHANGE IMPROVEMENTS AND WB EXIT RAMP
	CENTRAL	PONCE DE LEON BLVD	ALMERIA AVE	ALCAZAR AVE	6 TO 4 LANES WITH LEFT TURN BAYS
	CENTRAL	SW 62 AVE	SW 24 ST	NW 7 ST	STREET IMPROVEMENTS
	CENTRAL	SW 62 Ave.	SW 70 St.	SW 64 St.	5 TO 2 LANES
	CENTRAL	SOUTH MIAMI AVE	SW 25 RD	SW 15 RD	TRAFFIC CALMING MEASURES, CURBING, AND SIDEWALK
	CENTRAL	SW 27 AVE	US 1	BAYSHORE DRIVE	WIDEN FROM 2 TO 3 LANES
	CENTRAL	GRAND AVE	SW 37 AVE	SW 32 AVE	CONSTRUCT 2 LANES WITH LEFT TURN LANES (4 TO 2)
	CENTRAL	SW 97 AVE	SW 56 ST	SW 72 ST	2 TO 3 LANES
*	CENTRAL, NORTH	EARLINGTON HEIGHTS CONNECTION	EARLINGTON HEIGHTS METROSTATION	MIC	PREMIUM TRANSIT
	CENTRAL, NORTHWEST	SR 934 / HIALEAH EXPWY	SR 826	SR 823 / NW 57 AVE	ADD LANES AND RECONSTRUCT (4 TO 6)
	CENTRAL, BEACH/CBD, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	CENTRAL, BEACH/CBD, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SAFETY PATROLS

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP



**Table 4. 2030 Cost Feasible Plan  
Highway and Transit  
Priority I**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	CENTRAL, NORTHWEST, WEST	SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES
	CENTRAL, BEACH/CBD, NORTHWEST, WEST	SR 836 EXPRESS LANES	HEFT	SR 826/836	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836
	CENTRAL, WEST	SR 826	SW 32 ST	SW 16 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	CENTRAL, WEST	SR 826	SW 16 ST	SW 2 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTH	SR 860	320 METERS WEST OF NW 27 AVE.	SR 91 / TURNPIKE	ADD LANES AND REHABILITATE PAVEMENT (4 TO 6)
	NORTH	SR 932	AT NW 2 AVE		ADD LEFT TURN LANES EB AND WB
	NORTH	SR 9A / I-95 (N/B)	NW 135 St.	NW 151 St.	CORRIDOR IMPROVEMENT - SB THRU LANE
	NORTH	SR 9A / I-95 (S/B)	NW 125 St.	NW 135 St.	CORRIDOR IMPROVEMENT - SB THRU LANE
	NORTH	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SERVICE PATROLS
	NORTH	NE 8 ST / BAYSHORE DR	BISCAYNE BLVD	PORT BLVD	NEW 4 LANES AND BAYWALK
	NORTH	NW 14 ST	NW 10 AVE	I-95	WIDEN TO 3 LANES AND RESURFACE
*	NORTH	NW 37 AVE	NW NORTH RIVER DRIVE	NW 79 ST	WIDEN 2 TO 5 LANES
	NORTH	S BAYSHORE DR	MCFARLANE	AVIATION	RESURFACING AND MEDIAN IMPROVEMENTS
	NORTH	TURNPIKE - GOLDEN GLADES TOLL PLAZA			3 EXPRESS AND 3 MANUAL LANES
*	NORTH	NORTH CORRIDOR	MLK METROSTATION	MIAMI-DADE / BROWARD LINE	PREMIUM TRANSIT
	NORTH, BEACH/CBD	NE 12 AVE	NE 151 ST	NE 167 ST	WIDEN TO 3 LANES
	NORTH, BEACH/CBD	NE 15 AVE	NE 159 ST	MIAMI GARDENS DR	WIDEN TO 4 LANES
*	NORTH, CENTRAL	EARLINGTON HEIGHTS CONNECTION	EARLINGTON HEIGHTS METROSTATION	MIC	PREMIUM TRANSIT
	NORTH, NORTHWEST, CENTRAL, BEACH/CBD	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	NORTH, NORTHWEST, CENTRAL, BEACH/CBD	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SAFETY PATROLS
	NORTH, NORTHWEST	SR 823 / NW 57 AVE	W 49 ST / 103 ST	NW 138 St.	4 TO 6 LANES
*	NORTHWEST	EAST-WEST CORRIDOR	FIU	MIC	PREMIUM TRANSIT (HEAVY RAIL)
*	NORTHWEST	KROME AVE	SW 8TH ST	US 27	ACCESS MGT. / SAFETY / TRAIL
	NORTHWEST	SR 826	NW 62 ST	NORTH OF FEC RR	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTHWEST	SR 826	NORTH OF NW 25 ST	NW 47 ST	ADD LANES AND RECONSTRUCT (8 TO 10)

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 4. 2030 Cost Feasible Plan  
Highway and Transit  
Priority I**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	SR 826	NORTH OF FEC RR	SOUTH OF NW 103 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTHWEST	SR 25 / OKEECHOBEE RD	EAST OF W 12 AVE	W 19 ST	ADD LANES AND RECONSTRUCT (4 TO 6)
	NORTHWEST	SR 860 / MIAMI GARDENS DR.	W OF NW 87 AVE	E OF NW 87 AVE	INTERSECTION IMPROVEMENTS
*	NORTHWEST	NW 87 AVE	NW 58 ST	NW 74 ST	NEW 4-LANE ROAD
*	NORTHWEST	NW 87 AVE	NW 74 ST	OKEECHOBEE RD	NEW 4-LANE ROAD
*	NORTHWEST	SR 823 / NW 57 AVE	SR 934 / W 21 ST	SR 932 / W 49 ST	ADD 2 LANES TO 4 AND RECONSTRUCT
*	NORTHWEST	SR 823 / NW 57 AVE	OKEECHOBEE RD.	SR 954 / W 21 ST	ADD 2 LANES TO 4 AND RECONSTRUCT
	NORTHWEST	SR 25/OKEECHOBEE RD	SR 826	EAST OF W 12 AVE	ADD LANES AND RECONSTRUCT
	NORTHWEST	SR 836 WB TO SB HEFT CONNECTION	TURNPIKE	NW 107 AVE	RECONSTRUCTION OF EXISTING WB SR 836 TO SB HEFT CONNECTION TO PROVIDE AN ADDITIONAL LANE
	NORTHWEST	SR 836 EXTENSION	NW 137 AVE	NW 107 AVE	CONSTRUCTION OF A NEW 4 LANE EXPRESSWAY EXTENSION ON SR 836 AND CONSTRUCTION OF A PORTION OF NW 137 AVE FROM SW 8 ST TO SW 12 ST
	NORTHWEST	NW 72 AVE	NW 74 ST	OKEECHOBEE RD	2 TO 4 LANES AND BRIDGE
	NORTHWEST	W 24 AVE	W 52 ST	W 76 ST	2 TO 5 LANES
	NORTHWEST	NW 74 ST	HEFT	NW 87 AVE	NEW 2 LANES
	NORTHWEST	NW 74 ST	NW 87 Ave.	NW 84 AVE	NEW 4 LANES
*	NORTHWEST	NW 25 ST	NW 87 AVE	SR 826 / NW 77 AVE	ADD LANES AND RECONSTRUCT (ADD 1 TO EXISTING 5 LANES)
*	NORTHWEST	NW 122 ST	OKEECHOBEE RD.	NW 87 AVE	WIDEN 2 TO 5 LANES
*	NORTHWEST	NW 138 ST	NW 107 AVE	NW 97 AVE	WIDEN TO 2 TO 5 LANES
*	NORTHWEST	NW 107 AVE	OKEECHOBEE RD	NW 138 ST	2 TO 5 LANES
	NORTHWEST	CONSTRUCTION OF NW 87 AVE	NW 154 ST	MIAMI GARDENS (NW 186 ST)	
	NORTHWEST	NW 62 AVE	NW 105 ST	NW 138 ST	2 TO 3 LANES
	NORTHWEST	NW 138 ST BRIDGE			BRIDGE OVER MIAMI RIVER CANAL AT 138 ST
	NORTHWEST	NW 74 ST	HEFT	NW 82 AVE	NEW 3-LANE (ULTIMATELY HALF OF PROJECT 382: WIDEN TO 6 LANES)
	NORTHWEST	NW 97 AVE	NW 41	25 ST	WIDEN FROM 2 TO 4 LANES
	NORTHWEST	NW 58 ST	NW 107 AVE	NW 102 AVE	2 TO 4 LANES
	NORTHWEST	SW 184 ST	SW 147 AVE	SW 137 AVE	2 TO 4 LANES
	NORTHWEST	W 137 AVE	SW 8 ST	NW 12 ST	NEW CONSTRUCTION: 6 LANES
	NORTHWEST	HEFT (OKEECHOBEE TOLL PLAZA)			3 EXPRESS AND 4 MANUAL LANES
	NORTHWEST	NW 127 AVE	NW 12 ST	NW 25 ST	NEW 4 LANE ROAD
	NORTHWEST	NW 137 AVE	NW 12 ST	NW 17 ST	NEW 4 LANE ROAD
	NORTHWEST	NW 17 ST	NW 127 AVE	NW 137 AVE	NEW 4 LANE ROAD
	NORTHWEST	NW 122 AVE	NW 25 ST	NW 41 ST	NEW 2 LANE ROAD

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 4. 2030 Cost Feasible Plan  
Highway and Transit  
Priority I**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	NW 25 ST	NW 127 AVE	NW 117 AVE	NEW 4 LANE DIVIDED ARTERIAL
	NORTHWEST	NW 127 AVE	NW 12 ST	SW 8 ST	WIDEN TO 4 LANES
	NORTHWEST, CENTRAL	SR 934 / HIALEAH EXPWY	SR 826	SR 823 / NW 57 AVE	ADD LANES AND RECONSTRUCT (4 TO 6)
	NORTHWEST, CENTRAL, BEACH/CBD, NORTH	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	NORTHWEST, CENTRAL, BEACH/CBD, NORTH	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SAFETY PATROLS
	NORTHWEST, CENTRAL, WEST	SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES
	NORTHWEST, NORTH	SR 823 / NW 57 AVE	W 49 ST / 103 ST	NW 138 St.	4 TO 6 LANES
	NORTHWEST, WEST	SR 836 EXTENSION	NW 111 Ave.	NW 87 AVE	IMPROVEMENTS FROM NW 107 TO NW 87 AVE INCLUDING A NEW BIDIRECTIONAL MAINLINE TOLL PLAZA
	NORTHWEST, WEST	NW 97 AVE			CONSTRUCT 4 LANE BRIDGE OVER SR 836
*	NORTHWEST, WEST	HEFT	AT SW 8 ST		INTERCHANGE MODIFICATION
	NORTHWEST, WEST, CENTRAL, BEACH/CBD	SR 836 EXPRESS LANES	HEFT	SR 826/836	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836
	SOUTH	SR 5 / US-1	CARD SOUND RD	SR 821 / HEFT	CONSTRUCT AUXILIARY LANES
	SOUTH	US 1 SOUTH	CARD SOUND RD	MONROE CO. LINE (N OF JEWFISH CK)	IMPROVE EXISTING 2 LANES - ADD WIDE SHOULDERS
	SOUTH	SR 997 / KROME AVE			ADD TURN LANES AT SW 288, SW 272, SW 256, SW 216, SW 200, SW 192, SW 184, SW 168, SW 136 INTERSECTIONS
	SOUTH	SR 874 NB ON RAMP FROM KENDALL DR	KENDALL DR	SW 72 AVE	PROVIDE NB RAMP FROM KENDALL DR TO SR 874 AND INSTALL ELECTRONIC TOLLING FOR CONNECTION TO SR 874
	SOUTH	SR 874 / KILLIAN PKWY	HEFT	KENDALL DR	NEW NB AND SB MAINLINE TOLL PLAZAS, NB RAMP PLAZA TO KILLIAN
	SOUTH	SW 184 ST	SW 137 AVE	SW 127 AVE	2 TO 4 LANES
	SOUTH	SW 117 AVE	SW 184 St.	SW 152 ST	2 TO 4 LANES
*	SOUTH	SW 87 AVE	SW 168 ST	SW 216 ST	2 TO 4 LANES
*	SOUTH	SW 320 ST	SW 187 AVE	US-1/S DIXIE	WIDEN TO 3 LANES
*	SOUTH	SW 312 ST	SW 152 AVE	SW 137 AVE	WIDEN 2 TO 4 LANES
*	SOUTH	SW 312 ST (PHASE 2)	SW 187 AVE	SW 177 AVE	WIDEN TO 5 LANES
*	SOUTH	SW 328 ST	US-1	SW 162 AVE	WIDEN TO 4 LANES
*	SOUTH	SW 328 ST	SW 162 AVE	SW 152 AVE	WIDEN TO 4 LANES
	SOUTH	SW 56 ST	SW 158 AVE	SW 152 AVE	2 TO 4 LANES
	SOUTH	SW 56 ST	SW 158 AVE	SW 167 AVE	NEW 2 LANE
	SOUTH	SW 160 ST	SW 147 AVE	SW 137 AVE	NEW 4 LANES

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP







**Table 4. 2030 Cost Feasible Plan  
Highway and Transit  
Priority I**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	SOUTH	SW 136 ST	SW 157 AVE	FL TURNPIKE (SR 874)	WIDENING FROM 2 TO 4 LANES
	SOUTH	SW 157 AVE	SW 184 ST	152 ST	2 TO 4 LANES
	SOUTH	SW 180 ST	SW 147 AVE	137 AVE	
*	SOUTH	SW 120 ST	SW 137 AVE	SW 117 AVE	4 TO 6 LANES
	SOUTH	ACCESS TO COUNTRY WALK			EXTENSION OF SW 143 TERR. FROM RR TO SW 136 ST
	SOUTH, WEST	SW 127 AVE	SW 120 ST	SW 88 ST	WIDEN TO 5 LANES
	SOUTH	SOUTH MIAMI-DADE BUSWAY	CUTLER RIDGE	FLORIDA CITY	BUSWAY EXTENSION
	SOUTH, WEST	HEFT	SW 117 / SR 874	SR 874 / KENDALL DR.	12 LANES + 3 LANE CD / 8 LANES
	WEST	SR 94/KENDALL DR	MILLS DR	SW 102 AVE	ADD TURN LANES
	WEST	NW 82 AVE NW 8 ST	NW 7 ST NW 87 AVE	NW 10 ST NW 79 AVE	ROADWAY RECONSTRUCTION
	WEST	SW 26 ST	SW 149 AVE	SW 147 AVE	2 TO 4 LANES
*	WEST	SW 82 AVE	SW 7 ST	SW 8 ST	BRIDGE OVER TAMIAI CANAL
*	WEST	SW 137 AVE	SW 8 ST	SW 26 ST	4 TO 6 LANES
	WEST	SW 97 AVE	SW 40 ST	SW 56 ST	2 TO 3 LANES
	WEST	SW 42 ST	SW 157 AVE	SW 167 AVE	NEW 2 LANE
	WEST	SW 42 ST	SW 149 AVE	SW 150 AVE	2 TO 4 LANES
	WEST	SW 42 ST	SW 157 AVE	SW 162 AVE	2 TO 4 LANES
	WEST	SW 142 AVE	SW 42 ST.	SW 8 ST	NEW 2 LANES
	WEST	KENDALL DR	SW 162 AVE	SW 157 AVE	WIDEN TO 6 LANES
	WEST	KENDALL DR	SW 157 AVE	SW 150 AVE	WIDEN TO 6 LANES
	WEST	SW 82 AVE	SW 42	48 ST	2 LANES
	WEST, CENTRAL	SR 826	SW 32 ST	SW 16 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	WEST, CENTRAL	SR 826	SW 16 ST	SW 2 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	WEST, SOUTH	SW 127 AVE	SW 120 ST	SW 88 ST	WIDEN TO 5 LANES
	WEST, SOUTH	HEFT	SW 117 / SR 874	SR 874 / KENDALL DR.	12 LANES + 3 LANE CD / 8 LANES
	WEST, NORTHWEST	SR 836 EXTENSION	NW 111 Ave.	NW 87 AVE	IMPROVEMENTS FROM NW 107 TO NW 87 AVE INCLUDING A NEW BIDIRECTIONAL MAINLINE TOLL PLAZA
	WEST, NORTHWEST	NW 97 AVE			CONSTRUCT 4 LANE BRIDGE OVER SR 836
*	WEST, NORTHWEST	HEFT	AT SW 8 ST		INTERCHANGE MODIFICATION
	WEST, NORTHWEST, CENTRAL	SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES
	WEST, NORTHWEST, CENTRAL, BEACH/CBD	SR 836 EXPRESS LANES	HEFT	SR 826/836	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 5. 2030 Cost Feasible Plan  
Highway and Transit  
Priority II**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	COUNTYWIDE	ADV TRAFFIC MANAGEMENT SYSTEMS / SIGNAL UPGRADE			TRAFFIC SIGNAL SYSTEM UPGRADE
*	COUNTYWIDE	PARK AND RIDE LOTS			
*	COUNTYWIDE	SUNPASS SYSTEM ENHANCEMENT			
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	BEACH / CBD	MIAMI BEACH TRANSIT HUB			17 ST LINCOLN RD / WASHINGTON AVE
*	BEACH / CBD	MIAMI GARDENS DR	NE 6 AVE	US-1	4 TO 6 LANES
	BEACH / CBD	SR 836 / I-395	EAST OF I-95	MACARTHUR CSWY	MODIFY INTERCHANGE - IMPROVEMENTS
	BEACH / CBD, NORTH	I-95	GOLDEN GLADES INTERCHANGE	IVES DAIRY RD	ADD REVERSIBLE MANAGED LANES
*	BEACH / CBD, CENTRAL	EAST-WEST CORRIDOR	MIC	GOV'T CENTER	PREMIUM TRANSIT
*	BEACH/CBD	FLAGLER MARKETPLACE PASSENGER ACTIVITY CENTER			FLAGLER ST AND 1ST AVE
	BEACH/CBD	I-95	SOUTH OF I-395	NORTH OF SR 112	ADD REVERSIBLE MANAGED LANES
	BEACH/CBD	I-95 / Ives Dairy Rd Interchange			INTERCHANGE IMPROVEMENTS
	BEACH/CBD	NE 5 AND 6 ST IMPROVEMENTS PHASE II	NE 5 AND 6 ST	NE 1 AND 2 AVE	
	BEACH/CBD	SR A1A / COLLINS AVE / ALTON RD CORRIDOR	5 ST	LEHMAN CAUSEWAY	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, NORTH	NW/NE 167 ST / MIAMI GARDENS DR CORRIDOR	I-95	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, NORTH	US 441 / NW 17 AVE / 27 AVE CORRIDOR	US-1	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, CENTRAL	CORAL WAY / BIRD RD CORRIDOR	SW 132 AVE	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, CENTRAL, WEST	TAMIAMI TRAIL / W FLAGLER CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP







**Table 5. 2030 Cost Feasible Plan  
Highway and Transit  
Priority II**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	BEACH/CBD, NORTHWEST, NORTH	NW/NE 58 ST / 74 ST / 79 ST / 103 ST CORRIDOR	HEFT	A1A	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL	SR 826 / PALMETTO	N OF SUNSET DR.	SW 32 ST.	ADD NEW LANE IN EACH DIRECTION AND RECONSTRUCT BIRD RD/MILLER RD.
	CENTRAL	SW/NW 42 AVE CORRIDOR	US-1	NW 79 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
*	CENTRAL, BEACH / CBD	EAST-WEST CORRIDOR	MIC	GOV'T CENTER	PREMIUM TRANSIT
	CENTRAL, NORTHWEST	OKEECHOBEE RD	KROME AVE	NW 36 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, BEACH/CBD	CORAL WAY / BIRD RD CORRIDOR	SW 132 AVE	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, SOUTH, WEST	SW 87 AVE CORRIDOR	US-1	SR 836	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, SOUTH, WEST	KENDALL DR / SUNSET DR / KILLIAN PKWY CORRIDOR	SW 132 AVE	SW 57 AVE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
*	NORTH	GOLDEN GLADES MULTIMODAL TERMINAL	SR 836/TURNPIKE/ I- 95		
	NORTH	SR 112/I-195	I-95 (NW 10 AVE)	BISCAYNE	INTERCHANGE/RAMP IMPROVEMENTS AND AUXILIARY LANES
	NORTH	I-95	N OF SR 112	S OF GOLDEN GLADES	ADD REVERSIBLE MANAGED LANES
	NORTH	NORTHWEST PASSENGER ACTIVITY CENTER			MULTIMODAL ACTIVITY CENTER AT NW 7 AVE AND 62 ST
*	NORTH	NORTHEAST PASSENGER ACTIVITY CENTER			LOCATION TBD
	NORTH	NW/NE 125 ST / 135 ST	I-95	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, NORTHWEST	NW/NE 36 ST CORRIDOR	SR 826	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, NORTHWEST	RED RD / W 12 AVE CORRIDOR	OKEECHOBEE RD	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, BEACH/CBD	NW/NE 167 ST / MIAMI GARDENS DR CORRIDOR	I-95	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, BEACH/CBD	US 441 / NW 17 AVE / 27 AVE CORRIDOR	US-1	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, BEACH/CBD	I-95	GOLDEN GLADES INTERCHANGE	IVES DAIRY RD	ADD REVERSIBLE MANAGED LANES
	NORTH, NORTHWEST, BEACH/CBD	NW/NE 58 ST / 74 ST / 79 ST / 103 ST CORRIDOR	HEFT	A1A	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 5. 2030 Cost Feasible Plan  
Highway and Transit  
Priority II**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	I-75 INTERCHANGE AT NW 154 ST			NEW INTERCHANGE
	NORTHWEST	NW 25TH ST VIADUCT	NW 68 AVE	NW 77 AVE	NEW 2-LANE VIADUCT
	NORTHWEST	NW 74 ST	SR 826	HEFT	WIDEN TO 6 LANES
*	NORTHWEST	NW 82 AVE	NW 8 ST	NW 12 ST	NEW 4 LANE
*	NORTHWEST	NW 87 AVE	NW 36 ST	NW 58 ST	4 TO 6 LANES
	NORTHWEST	OKEECHOBEE RD			CONSTRUCT GRADE SEPARATED FREE FLOW LANES AT KROME AVE, NW 138 ST, NW 95 ST
	NORTHWEST	SW 107 AVE	SW 8 ST	FLAGLER ST	4 TO 6 LANES
	NORTHWEST, NORTH, BEACH/CBD	NW/NE 58 ST / 74 ST / 79 ST / 103 ST CORRIDOR	HEFT	A1A	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTHWEST, SOUTH	KROME AVE	SW 296 ST	SW 136 ST	ACCESS MGT / SAFETY / TRAIL
	NORTHWEST, CENTRAL	OKEECHOBEE RD	KROME AVE	NW 36 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTHWEST, NORTH	NW/NE 36 ST CORRIDOR	SR 826	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTHWEST, NORTH	RED RD / W 12 AVE CORRIDOR	OKEECHOBEE RD	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH	HEFT	N OF EUREKA DR.	N OF SW 117 AVE.	WIDEN TO 12 LANES
*	SOUTH	KROME AVE	US 1	SW 296 ST	TRUCK BY-PASS / WIDEN 2 TO 4 LANES
	SOUTH	SW 112 AVE CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH	SW 112 ST	GLADES DR	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH	SW 152 ST CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, CENTRAL, WEST	SW 87 AVE CORRIDOR	US-1	SR 836	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, WEST, CENTRAL	KENDALL DR / SUNSET DR / KILLIAN PKWY CORRIDOR	SW 132 AVE	SW 57 AVE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, NORTHWEST	KROME AVE	SW 296 ST	SW 136 ST	ACCESS MGT / SAFETY / TRAIL
	WEST	KROME AVE / SW 177TH AVE**	SW 136 ST	SW 8 ST	ADD 2 LANES TO 2 LANE ROADWAY
*	WEST	SW 117 AVE	SW 40 ST	SW 8 ST	WIDEN 2 TO 4 LANES

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 5. 2030 Cost Feasible Plan  
Highway and Transit  
Priority II**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	WEST	SW 137 AVE	120 ST	SW 128 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
*	WEST	SW 167 AVE	SW 56 ST	SW 88 ST	NEW 2 LANE
*	WEST	SW 72 ST	SW 117 AVE	SW 157 AVE	4 TO 6 LANES
	WEST	SW 88 ST / KENDALL DR**	SW 177 AVE	SW 167 AVE	4 TO 6 LANES
	WEST	KENDALL CORRIDOR	DADELAND NORTH	W FLAGLER	PREMIUM TRANSIT
	WEST, CENTRAL, BEACH/CBD	TAMIAMI TRAIL / W FLAGLER CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, CENTRAL, WEST	SW 87 AVE CORRIDOR	US-1	SR 836	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, WEST, CENTRAL	KENDALL DR / SUNSET DR / KILLIAN PKWY CORRIDOR	SW 132 AVE	SW 57 AVE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

\*\*CDMP AMENDMENT NEEDED





**Table 6. 2030 Cost Feasible Plan  
Highway and Transit  
Priority III**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	BEACH / CBD	SR 836 / I-395	EAST OF I-95	MACARTHUR CSWY	MODIFY INTERCHANGE - IMPROVEMENTS
	BEACH / CBD	SR 836 / NW 27 AVE INTERCHANGE	NW 27 AVE	NW 17 AVE	RECONSTRUCT SR 836
	BEACH / CBD, NORTH	SR 836 / I-395	WEST OF NW 17 AVE	I-95	CORRIDOR IMPROVEMENT; C-D ROAD
*	BEACH/CBD	BAY LINK	DOWNTOWN MIAMI	MIAMI BEACH	LRT
*	BEACH/CBD	SEAPORT TUNNEL EXPRESSWAY***	I-395	SEAPORT	TUNNEL CONNECTING SEAPORT TO I-395 (4 LANES)
	CENTRAL	NW 77 ST.	NW 79 AVE.	MILAM DAIRY	NEW 4 LANES
	CENTRAL, SOUTH	SR 874	KENDALL DR	SR 826	INTERCHANGE IMPROVEMENTS INCLUDING NEW BRIDGE OVER SR 874 FROM SR 878 AND SB CD ROAD TO KENDALL DR (INCLUDES SR 874/878 INTERCHANGE
	NORTH	HEFT - MIRAMAR TOLL PLAZA			3 EXPRESS LANES
	NORTH, BEACH / CBD	SR 836 / I-395	WEST OF NW 17 AVE	I-95	CORRIDOR IMPROVEMENT; C-D ROAD
*	NORTHWEST	HEFT	AT NW 74 ST		INTERCHANGE (MAJOR)
*	NORTHWEST	HEFT	I-75 INTERCHANGE		INTERCHANGE IMPROVEMENTS
	NORTHWEST	I-75 / MIAMI GARDENS DR INTERCHANGE			INTERCHANGE IMPROVEMENTS
*	NORTHWEST	NW 107 AVE	NW 41 ST	NW 25 ST	4 TO 6 LANES
	NORTHWEST	NW 87 AVE	NW 58 ST	OKEECHOBEE RD	WIDEN TO 6 LANES
*	NORTHWEST	NW 97 AVE	NW 58 ST	NW 74 ST	2 TO 4 LANES
	NORTHWEST	W 60 ST.	W 4 AVE.	W 12 AVE.	2 TO 3 LANES

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

\*\*\*PARTIALLY FUNDED - REMAINDER IS IN UNFUNDED NEEDS





**Table 6. 2030 Cost Feasible Plan  
Highway and Transit  
Priority III**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	SOUTH	HEFT	SW 216 ST SW 200 ST US-1	SW 200 ST US-1 N OF EUREKA DR	WIDEN TO 6 LANES 8 LANES 10 LANES
	SOUTH	HEFT - HOMESTEAD TOLL PLAZA			3 EXPRESS LANES
*	SOUTH	HOMESTEAD TRANSIT HUB			LOCATION TBD
*	SOUTH	SR 874	SW 120 ST	SW 117 AVE	PROVIDE SB OFF RAMP, NB ONRAMP AND INSTALL NOISE ATTENUATION WALLS
*	SOUTH	SW 107 AVE	QUAIL ROOST DRIVE	SW 160 ST	WIDEN 2 TO 4 LANES
*	SOUTH	SW 147 AVE	SW 184 ST	SW 152 ST	ADD 2 LANES AND RESURFACE
	SOUTH	SW 152 ST	HEFT	US 1	4 TO 6 LANES
	SOUTH	SW 152 ST	SW 147 AVE	SW 157 AVE	2 TO 4 LANES
*	SOUTH	SW 157 AVE	SW 184 ST	SW 216 ST	NEW 2 LANE
*	SOUTH	SW 184 ST	SW 157 AVE	SW 147 AVE	2 TO 4 LANES
*	SOUTH	SW 200 ST	US-1	QUAIL ROOST DR	2 TO 4 LANES
	SOUTH, CENTRAL	SR 874	KENDALL DR	SR 826	INTERCHANGE IMPROVEMENTS INCLUDING NEW BRIDGE OVER SR 874 FROM SR 878 AND SB CD ROAD TO KENDALL DR (INCLUDES SR 874/878 INTERCHANGE
	WEST	HEFT	SW 104 ST	NW 107 AVE/SR 836	EXPRESS LANES
	WEST	HEFT	KENDALL	SW 8 ST	WIDEN TO 8 LANES
*	WEST	SW 104 ST	SW 160 AVE	SW 167 AVE	NEW 4 LANE
*	WEST	SW 127 AVE	SW 120 ST	SW 144 ST	NEW 4 LANE
*	WEST	SW 157 AVE **	SW 8 ST	SW 42 ST	NEW 4 LANE
*	WEST	SW 167 AVE	SW 40 ST	SW 56 ST	NEW 2 LANE
*	WEST	SW 24 ST	SW 107 AVE	SW 87 AVE	WIDEN 4 TO 6 LANES

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

\*\* CDMP AMENDMENT NEEDED





**Table 7. 2030 Cost Feasible Plan  
Highway and Transit  
Priority IV**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	BEACH/CBD	SE 1 AVE	SE 8 ST	SE 5 ST	EXTEND SE 1 AVE
	BEACH/CBD	W 1 AVE	MIAMI ARENA	NW 20 AVE	EXTEND W 1 AVE CORRIDOR EXTENSION
*	BEACH / CBD, NORTH	NORTHEAST CORRIDOR	DOWNTOWN MIAMI	BROWARD COUNTY LINE	PREMIUM TRANSIT
*	CENTRAL	NW 21 ST / NW 32 AVE BRIDGE	NW 37 AVE	NW 28 STREET	CONSTRUCT HIGH LEVEL BRIDGE
*	CENTRAL	PERIMETER RD	NW 20 ST	NW 72 AVE	2 TO 4 LANES
	NORTH	SR 112/I-195	I-95 (NW 10 AVE)	BISCAYNE	INTERCHANGE/RAMPS IMPROVEMENTS AND AUXILIARY LANES
*	NORTH	DOUGLAS ROAD CORRIDOR	DOUGLAS ROAD METROSTATION	MIC	PREMIUM TRANSIT
*	NORTH, BEACH/CBD	NORTHEAST CORRIDOR	DOWNTOWN MIAMI	BROWARD COUNTY LINE	PREMIUM TRANSIT
*	NORTH, NORTHWEST	SR 826 - HOV	I-75	GOLDEN GLADES INTERCHANGE	ONE HOV LANE EACH DIRECTION
	NORTHWEST	HEFT	US-27	I-75	WIDEN TO 8 LANES
	NORTHWEST	HEFT	SR 836	US-27	6 TO 8 LANES + 2 AUX LANES
*	NORTHWEST	HEFT	I-75	FL TURNPIKE	4 TO 6 LANES (SHOWN AS FUNDED IN BROWARD LRTP)
	NORTHWEST	I-75	SR 826	NW 138 ST	IMPLEMENT MASTER PLAN
*	NORTHWEST	MIAMI GARDENS DRIVE	I-75	NW 57 AVE	4 TO 6 LANES
*	NORTHWEST	NW 36 / 41 ST	NW 42 AVE	HEFT	EXPRESS STREET (ITS, GRADE SEPARATIONS, ETC.)
*	NORTHWEST	NW 72 AVE	NW 122 ST	NW 138 ST.	WIDEN 2 TO 3 LANES
	NORTHWEST	OKEECHOBEE RD			CONSTRUCT GRADE SEPARATED INTERSECTIONS AND ADD TURN LANES AT KROME AVE, HIALEAH GARDENS BLVD / NW 116 WAY, NW 105 WAY, NW 87 AVE, AND NW 79 AVE

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 7. 2030 Cost Feasible Plan  
Highway and Transit  
Priority IV**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	SR 924	EASTERN TERMINUS OF SR 924	OKEECHOBEE RD	EXPRESSWAY EXTENSION FROM SR 924 TO OKEECHOBEE
*	NORTHWEST	WEST 68 ST	WEST 21 COURT	WEST 19 COURT	ADD LANE ON SOUTH SIDE
*	NORTHWEST	WEST 76 ST	WEST 36 AVE	WEST 20 AVE	WIDEN 2 TO 5 LANES
*	NORTHWEST, NORTH	SR 826 - HOV	I-75	GOLDEN GLADES INTERCHANGE	ONE HOV LANE EACH DIRECTION
	SOUTH	HEFT	US-1 (SOUTHERN TERMINUS OF HEFT)	SW 216 ST	4 TO 6 LANES
	SOUTH	SR 874	SW 138 ST	SR 874/ KENDALL DR	PROVIDE ACCESS RAMP TO SR 874 FROM SW 138 ST
*	SOUTH	SW 152 AVE	US-1	SW 312 ST	2 TO 4 LANES
*	SOUTH	SW 268 ST / MOODY DR	US 1	SW 112 AVE	ADD TURN LANES
	SOUTH	SW 312 ST	NW 14 AVE SW 176 AVE	SW 197 AVE HEFT	WIDEN TO 6 LANES
	SOUTH	SW 320 ST	SW 187 AVE S DIXIE HWY	SW 197 AVE SW 142 AVE	WIDEN TO 4 LANES
*	SOUTH, WEST	SOUTH MIAMI-DADE CORRIDOR RAIL EXTENSION TO FL. CITY US-1/S DIXIE HIGHWAY	DADELAND	FLORIDA CITY	PREMIUM TRANSIT
*	WEST	SW 104 ST	SW 167 AVE	SW 177 AVE	NEW 2 LANE
*	WEST	SW 120 ST**	SW 137 AVE	SW 147 AVE	4 TO 6 LANES
*	WEST	SW 16 ST	SW 82 AVE	SW 71 AVE	OVERPASS ACROSS 826
*	WEST	SW 24 ST	SW 117 AVE	SW 107 AVE	WIDEN 4 TO 6 LANES
	WEST	SW 26 ST	SW 147 AVE	SW 157 AVE	NEW 4 LANE
*	WEST	SW 47TH / 48TH ST	SW 112 AVE	SW 122 AVE	OVERPASS ACROSS HEFT
*	WEST	SW 80TH ST	SW 72 AV	US 1 / S DIXIE	WIDEN 2 TO 5 LANES
*	WEST, SOUTH	SOUTH MIAMI-DADE CORRIDOR RAIL EXTENSION TO FL. CITY US-1/S DIXIE HIGHWAY	DADELAND	FLORIDA CITY	PREMIUM TRANSIT

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

\*\*CDMP AMENDMENT NEEDED



**Table 8. 2030 Cost Feasible Plan**  
**Highway and Transit**  
**Priority IV Unfunded**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	BEACH / CBD	BAYLINK EXTENSION	DADE BLVD	79 ST	LRT
	BEACH / CBD	BEACH / A1A	81 ST N	M-D/BROWARD COUNTY LINE	PREMIUM TRANSIT
*	BEACH/CBD	METROMOVER			LOOP METROMOVER THROUGH BRICKELL FINANCIAL DISTRICT
*	BEACH / CBD	METROMOVER OMNI LOOP CLOSURE			
*	BEACH / CBD	NEW BASEBALL STADIUM METRORAIL STATION			
*	BEACH/CBD	UNFUNDED PORTION OF SEAPORT TUNNEL EXPRESSWAY	I-395	SEAPORT	TUNNEL CONNECTING SEAPORT TO I-395 (4 LANES)
	BEACH / CBD, NORTH	MIAMI STREETCAR****	SW 1 ST	NE 79 ST	LRT
	NORTH	BROWARD TRANSIT - BRIDGE PROJECT*****	GOLDEN GLADES	BROWARD COUNTY	NEW BUS RAPID TRANSIT SERVICE
	NORTH	BRT/LRT METRORAIL FEEDER	NW 12 AVE/NW 36 ST (ALLAPATTAH MR STATION)	GOLDEN GLADES INTERCHANGE	PREMIUM TRANSIT
	NORTH	METROMOVER			EXTEND METROMOVER INTO WYNWOOD
	NORTH	NW 47 AVE	MIAMI GARDENS DR	M-D/BROWARD COUNTY LINE	2 TO 4 LANES
	NORTH	NW 79 ST	NORTHSIDE METRORAIL STATION	COLLINS AVE	PREMIUM TRANSIT
	NORTH	WEST DIXIE HWY	NE 119 ST	NE 163 ST	4 TO 6 LANES
	NORTH, NORTHWEST	MIAMI GARDENS DR	NW 87 AVE	AVENTURA MALL	PREMIUM TRANSIT
	NORTH, BEACH / CBD	MIAMI STREETCAR****	SW 1 ST	NE 79 ST	LRT
	NORTHWEST	HIALEAH LRT	MIC	I-75	LRT
	NORTHWEST	I-75	NW 138 ST	M-D/BROWARD COUNTY LINE	IMPLEMENT MASTER PLAN
	NORTHWEST	I-75 / DORAL	M-D/BROWARD COUNTY LINE	PALMETTO METRORAIL STATION	PREMIUM TRANSIT
	NORTHWEST	I-75 / HEFT	SW 8 ST (FIU)	M-D/BROWARD COUNTY LINE	PREMIUM TRANSIT
	NORTHWEST, NORTH	MIAMI GARDENS DR	NW 87 AVE	AVENTURA MALL	PREMIUM TRANSIT
*	NORTHWEST, WEST	PALMETTO CORRIDOR	DADELAND SOUTH	NW 74 ST (PALMETTO MR STATION)	PREMIUM TRANSIT
	NORTHWEST	HIALEAH EXPRESSWAY (SIS)	NW 74 AVE	NW 69 AVE ENTRANCE	RECONSTRUCT
*	WEST, NORTHWEST	PALMETTO CORRIDOR	DADELAND SOUTH	NW 74 ST (PALMETTO MR STATION)	PREMIUM TRANSIT

\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP

\*\*\*\*FUNDED BY CITY OF MIAMI

\*\*\*\*\*AS A REGIONAL FACILITY FUNDING MAY BECOME AVAILABLE THROUGH IMPLEMENTATION OF THE SIS





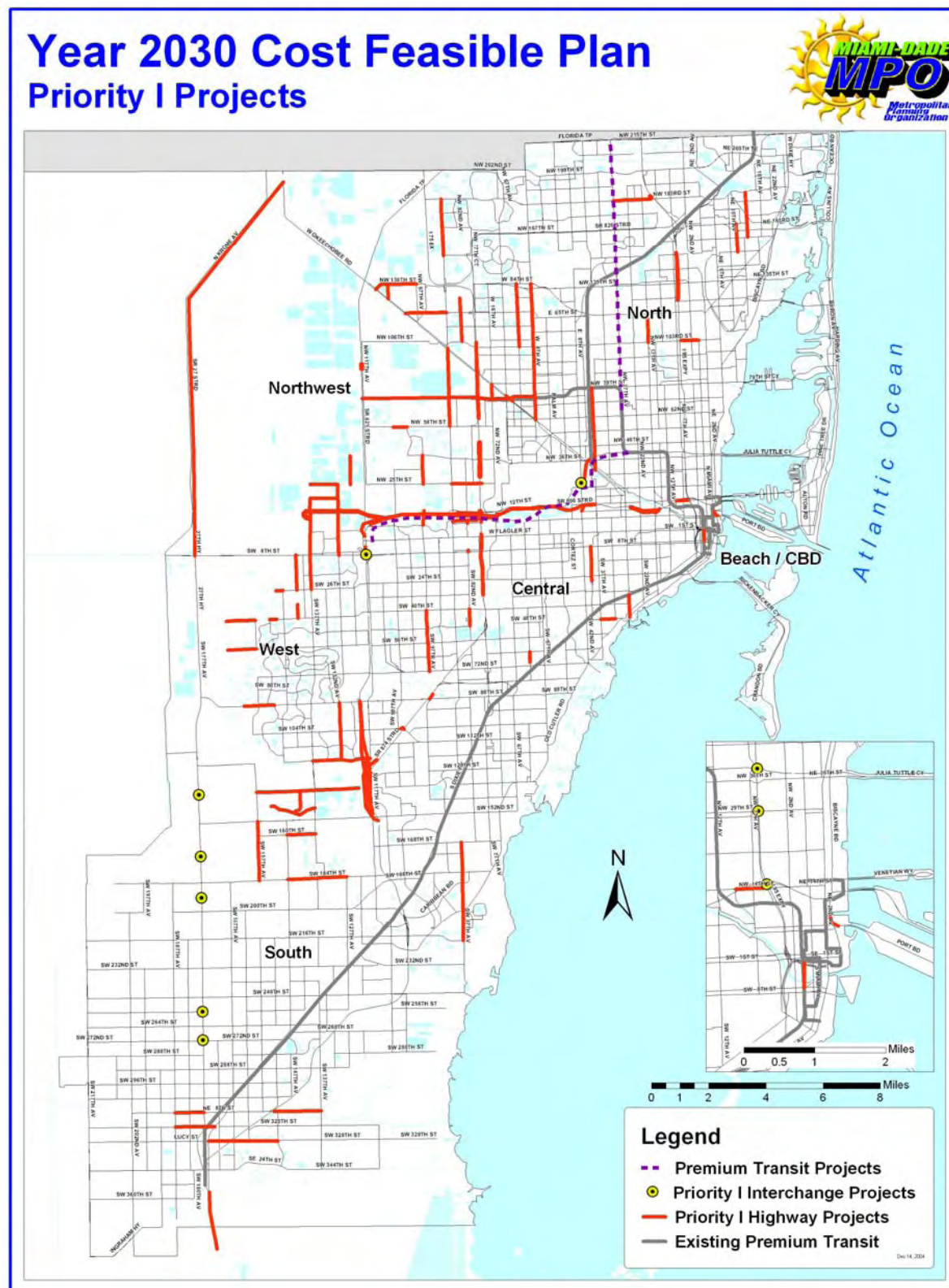
**Table 9. 2030 Cost Feasible Plan  
Highway and Transit  
Developer Contributions**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	NORTHWEST	NW 107 AVE	NW 106 ST	NW 41 ST	NEW 4 LANE
*	NORTHWEST	NW 97 AVE	NW 74 ST	NW 90 ST	NEW 4 LANE
*	NORTHWEST	NW 87 AVE	NW 183 ST	COUNTY LINE	NEW 2-4 LANE
*	NORTHWEST	NW 107 AVE	NW 138 ST	NW 170 ST	NEW 2 LANE
*	NORTHWEST	NW 154 ST	NW 87 AVE	NW 107 AVE	NEW 2 LANE
*	NORTHWEST	NW 97 AVE	NW 138 ST	NW 183 ST	2 LANE
*	NORTHWEST	NW 90 ST	NW 107 AVE	NW 87 AVE	NEW 2 LANE
*	WEST	SW 40 ST	SW 157 AVE	SW 167 AVE	NEW 2-LANE
*	WEST	WEST DADE TRANSIT HUB			AT NW 12 ST EAST OF 107 AVE
*	WEST	WEST KENDALL TRANSIT HUB			PRIVATE DEVELOPMENT AS PART OF KENDALL TOWN CENTER
*	WEST	SW 88 ST / KENDALL DR	SW 162 AVE	SW 167 AVE	4 TO 6 LANES
*	WEST	SW 147 AVE	SW 8 ST	SW 26 ST	ADD 2 LANES TO 2 LANE ROADWAY

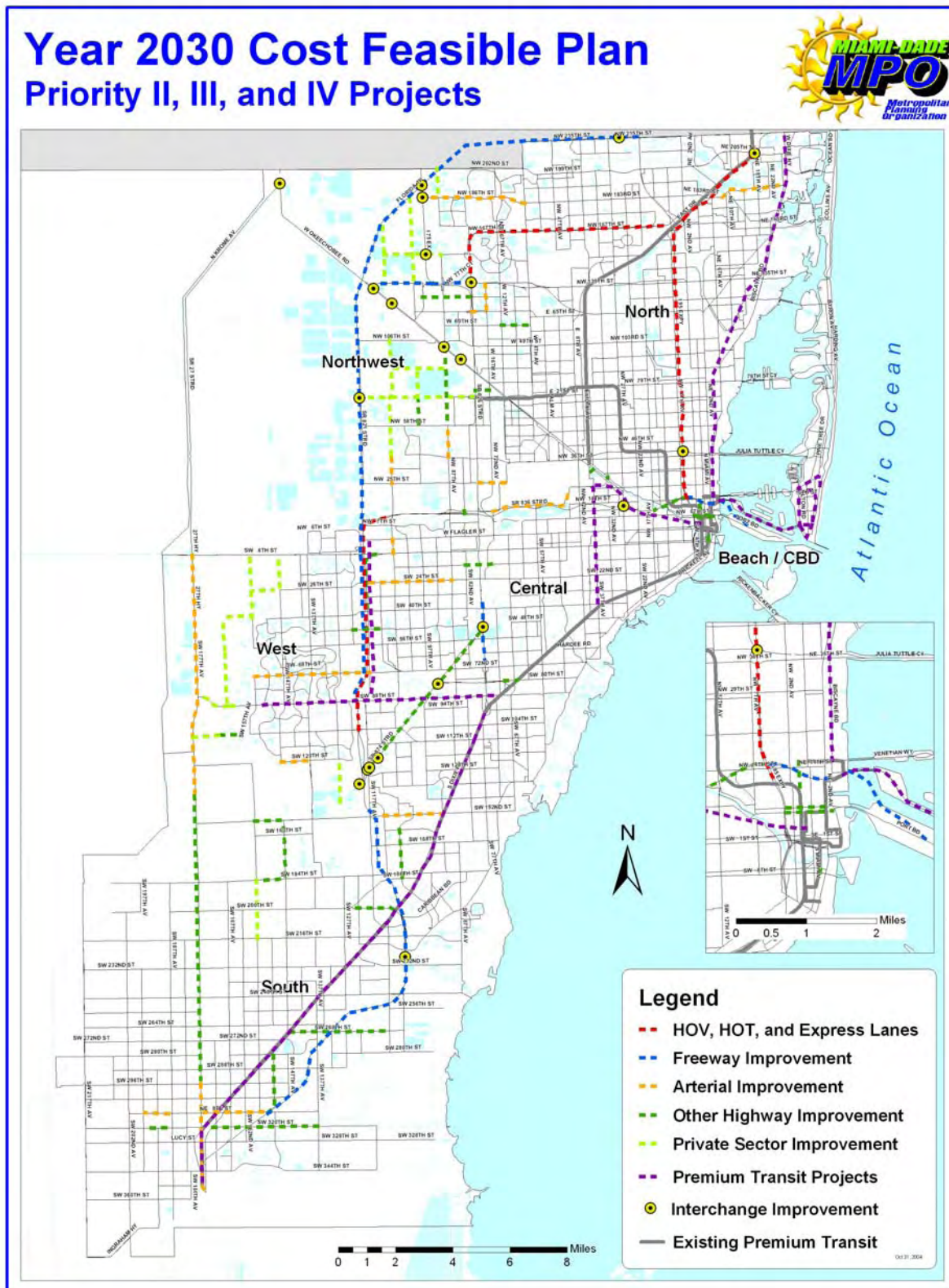
\* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP



**Figure 9. Cost Feasible Plan – Highway & Transit Improvements, Priority I**



**Figure 10. Cost Feasible Plan – Highway & Transit Improvements, Priority II, III, IV**







**Table 10. 2030 Cost Feasible Plan  
Greenways**

Area	Project or Facility	Limits		Project Description
		From	To	
BEACH/CBD	Indian Creek Greenway	23rd St	50th St	New paved path along Indian Creek
BEACH/CBD	Miami River Greenway	SR 836	Palmer Lake/NW 37 Ave	New/improved paved path along both sides of the Miami Canal
BEACH/CBD	Miami River Greenway	Metrorail	SW 2 Ave	New paved path along the south side of the Miami River
BEACH/CBD	Miami River Greenway	SW 12 Ave	SR 836	New paved path along the south side of the Miami River
BEACH/CBD, CENTRAL	M Path Trail	SW 67 Ave	SW 7 St	Reconstruct paved path under Metrorail
BEACH/CBD, NORTH	Snake Creek Trail	Miami Gardens Drive	NW 17 Ave	New / improved paved path along Snake Creek
BEACH/CBD, NORTH	Flagler Trail	NW 74 St	Broward Co. Line	New paved path along FEC RR
BEACH/CBD, CENTRAL	Miami River Greenway	SW 7th St	Mouth of Miami River	Connecting portion from M Path Trail along Miami River to Baywalk
CENTRAL	Ludlam Trail	Bird Road	NW 12 St	New paved path replacing FEC RR
CENTRAL	Unity Trail	Gwen Cherry Park @ NW 24 Ave	NW 57 Ave	New paved path along FEC RR
CENTRAL	Commodore Trail	Crandon Park	Cape Florida State Park	On-road facility through Village of Key Biscayne
CENTRAL	Commodore Trail	Kirk St @ SW 22nd Ave	Rickenbacker Toll	Connecting portion along Bayshore Blvd / S Miami Ave
CENTRAL	Commodore Trail	Snapper Crk Trail @ Old Cutler Rd	Cocoplum Cir	Improved path along Old Cutler Rd
CENTRAL	Commodore Trail	Cocoplum Circle	Kirk St @ SW 22nd Ave	New/improved paved path Edgewater, Douglas, Main Hwy, and Bayshore Dr
CENTRAL	Ludlam Trail	Dadeland North Station	Bird Road	New paved path replacing FEC RR
CENTRAL, BEACH/CBD	M Path Trail	SW 67 Ave	SW 7 St	Reconstruct paved path under Metrorail
CENTRAL, BEACH/CBD	Miami River Greenway	SW 7th St	Mouth of Miami River	Connecting portion from M Path Trail along Miami River to Baywalk
CENTRAL, WEST	FP&L Easement	Snapper Creek	Dolphin Expwy	New paved path along SW 107 Ave, SW 97 Ave, and SW 92 Ave
CENTRAL, WEST	Snapper Creek Trail	FIU Main Campus	Old Cutler Road	New paved path along Snapper Creek Canal
NORTH	Unity Trail	NE 2 Ave	Gwen Cherry Pk @ NW 24 Ave	New paved path along FEC RR
NORTH	Baywalk	Bayside Marketplace	NE 21 St	Paved path along Biscayne Bay
NORTH	Flagler Trail	Venetian Causeway	NW 74 St	New paved path along FEC RR
NORTH, BEACH/CBD	Snake Creek Trail	Miami Gardens Drive	NW 17 Ave	New / improved paved path along Snake Creek
NORTH, BEACH/CBD	Flagler Trail	NW 74 St	Broward Co. Line	New paved path along FEC RR
NORTH, NORTHWEST	Memorial Trail	Miami Canal	FEC RR	New paved path and on-road facilities along the Biscayne Canal and NW 154 St
NORTHWEST, NORTH	Memorial Trail	Miami Canal	FEC RR	New paved path and on-road facilities along the Biscayne Canal and NW 154 St
SOUTH	Biscayne Trail	SW 328 St	US-1 @ SW 344 St	New paved path
SOUTH	Krome Trail (South)	US-1	SW 296 St	Bike lanes (except Historic District)
SOUTH, WEST	Black Creek Trail	Larry & Penny Thompson Park	Krome Ave	New paved path along Black Creek Canal
WEST, CENTRAL	Snapper Creek Trail	FIU Main Campus	Old Cutler Road	New paved path along Snapper Creek Canal
WEST, CENTRAL	FP&L Easement	Snapper Creek	Dolphin Expwy	New paved path along SW 107 Ave, SW 97 Ave, and SW 92 Ave
WEST, SOUTH	Black Creek Trail	Larry & Penny Thompson Park	Krome Ave	New paved path along Black Creek Canal



Figure 11. 2030 Cost Feasible Plan – Greenway Projects



## **Greenways and Trails Projects**

This section includes a prioritized list of greenway and trail projects and is intended to guide project funding decisions for greenway and trail projects.

**Relationship to other plans:** The projects in the greenways and trails section have been taken from the South Dade Greenway Network Master Plan, the North Dade Greenways Master Plan as well as other project concepts identified by local governments and the public.

**Prioritization:** Off-road projects identified as “needs” through prior planning efforts and other sources were divided into logical segments and evaluated based on their proximity to:

- Rail stations and other transit hubs
- Schools
- Universities
- Higher density residential areas
- Higher density employment areas
- Reported traffic crashes involving bicycles

Projects with greater proximity to intermodal connections, higher density land uses and in areas where observed safety problems exist were given a higher priority. The criteria were reviewed by the Bicycle/Pedestrian Advisory Committee.

**Public Involvement/BPAC:** The draft list of priorities was presented to the Bicycle/Pedestrian Advisory Committee (BPAC) for review. The final list was included in the public involvement workshops held as part of the LRTP 2030 Workshop series.

**Funding:** The funding target for the non-motorized section is based on the LRTP assumption that 1.5% of eligible federal funds will be devoted to non-motorized transportation projects in addition to the amount of Transportation Enhancement Program funds that have historically been programmed for bicycle and pedestrian projects.

**On-road bicycle and pedestrian projects:** The LRTP does not include other non-motorized transportation projects (such as bike lanes, wide curb lanes, or sidewalks on roads) which are parts of standard roadway design and should be funded and implemented through projects such as roadway widening or reconstruction. More information on the needs for on-road bicycle facilities and sidewalks can be found in the MPO’s Bicycle and Pedestrian Plans.



# **Appendix A**

## **Newsletters and Brochures**







# Initial Brochure



*You can help **BUILD THE FUTURE** of Miami-Dade Transportation.*

*Usted puede ayudar a **CONSTRUIR EL FUTURO** del Sistema de Transporte de Miami-Dade.*

*Usted puede ayudar a **CONSTRUIR EL FUTURO** del Sistema de Transporte de Miami-Dade.*




**METROPOLITAN PLANNING ORGANIZATION**

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Email: [mpo@miamidadegov](mailto:mpo@miamidadegov) • Web site: [www.miamidadegov/mpo](http://www.miamidadegov/mpo)



- 
- Your ideas are important to develop a **Smarter, Faster, and Easier** transportation system for Miami-Dade County. The Miami-Dade Metropolitan Planning Organization (MPO) is currently updating the Transportation Plan for the County which will be adopted by December 2004, as required by federal regulations. Help us plan ways to travel safely and efficiently through Miami-Dade County.

## Get Involved...

- Watch for articles and notice of public meetings in local newspapers.
- Follow the development of the Transportation Plan and make comments at [www.miamidade.gov/mpo](http://www.miamidade.gov/mpo).
- For more information or to give your ideas call, fax, or e-mail the MPO.

**Phone:** (305) 375-4507 • **Fax:** (305) 375-4950 • **Email:** mpo@miamidade.gov

## MIAMI-DADE LONG RANGE TRANSPORTATION PLAN

- Citizen and business participation is the only way to build the best plan for Miami-Dade's future.



■ Sus ideas son importantes para desarrollar un sistema de transportes **Más inteligente, Más rápido y Más fácil** para el condado Miami-Dade. La Organización de Planeación Metropolitana de Miami-Dade (MPO) se encuentra actualizando el Plan de Transporte para el Condado, que deberá ser adoptado antes de diciembre de 2004, tal como lo exigen las normas federales. Ayúdenos a planear maneras seguras y eficientes para viajar a lo largo y ancho del Condado Miami-Dade. **Involúcrese...**

- Preste atención a artículos e invitaciones para reuniones públicas que aparecen en la prensa local.
- Siga de cerca el desarrollo del Plan de Transportes y exprese sus comentarios en la página de Internet [www.miamidade.gov/mpo](http://www.miamidade.gov/mpo).
- Para mas información o para darnos sus ideas lamenos, envíenos un fax o un correo electrónica a MPO.

**Teléfono: (305) 375-4507 Fax: (305) 375-4950 • Email: [mpo@miamidade.gov](mailto:mpo@miamidade.gov)**

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- **La participación de los ciudadanos y las empresas es la única manera de construir el mejor plan para el futuro de Miami-Dade.**



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## METROPOLITAN PLANNING ORGANIZATION

Stephen P. Clark Center  
111 N.W. First Street, Suite 910  
Miami, FL 33128

## METROPOLITAN PLANNING ORGANIZATION GOVERNING BOARD MEMBERS

---

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## Countywide Brochures





# Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.



Summer 2004

## *Planning Our Transportation Future*



### UPDATING THE PLAN

The draft **Miami-Dade Transportation Plan to the Year 2030** (the Plan) is being developed to guide federal, state, and local transportation expenditures between now and 2030. This comprehensive plan will consist of highway, transit, bicycle, and pedestrian improvements.

The Plan development process involves months of technical work and public involvement activities. At present, the Plan is being developed through the use of a detailed travel demand forecasting model and other analytical tools, the results of which are evaluated by the Miami-Dade MPO's Transportation Planning Council.

#### **The travel demand forecasting model considers:**

- current system of roadway and transit facilities;
- current population and employment;
- current traffic and transit ridership;
- future land use, population, and employment; and
- future traffic and transit ridership.

#### **The Transportation Planning Council, before making its recommendation, considers:**

- the results of the travel demand forecasts;
- historic preservation and right-of-way constraints;
- air quality, environmentally sensitive areas, and natural resources;
- future, anticipated financial capability; and
- the concerns and desires of the community.

Currently, a list of projects, or Needs Plan, is being developed to identify all transportation facility improvements that will be "needed"



through the Year 2030 to meet the area's projected transportation requirements, regardless of project cost. The Needs Plan will include projects from all modes of transportation and will be developed through input from citizens, local governments, Florida Department of Transportation, and local and regional transportation agencies. A Financial Resources analysis is also being conducted to project the anticipated funding available to design and construct the projects.

Finally, a Cost Feasible Plan will be developed that depicts those major capital improvement projects the County can reasonably expect to afford. The Cost Feasible Plan will represent the highest priority projects from the Needs Plan that are within the financial capabilities of Miami-Dade County. In the next few months, draft copies of the Cost Feasible Plan will be developed.

# IT IS TIME TO UPDATE THE MIAMI-DADE TRANSPORTATION PLAN...

## GOALS

- Goal 1:** Improve Transportation Systems & Travel
- Goal 2:** Support Economic Vitality
- Goal 3:** Enhance Social Benefits
- Goal 4:** Mitigate Environmental & Energy Impacts
- Goal 5:** Integrate Transportation with Land Use, & Development Considerations
- Goal 6:** Optimize Sound Investment Strategies

## WHAT CAN WE AFFORD?

Not all the projects we need can be built. There is not enough funding to include them all in the Transportation Plan. Which are the MOST important?

- More roads
- More rail and buses
- Alternative work hours
- Additional carpooling

## WHAT WILL WE NEED TO GET AROUND?

- ROADS
- BUSES
- RAIL
- SIDEWALKS
- BICYCLES
- TECHNOLOGY
- GREENWAYS
- RIDESHARING

The Transportation Plan will look at where we want to go and identify what we NEED to get there safely and efficiently. The needs of existing and future businesses and citizens are considered and a list of projects is created. Solutions will include new approaches to old problems.

## DEMOGRAPHIC AND TRANSPORTATION DATA

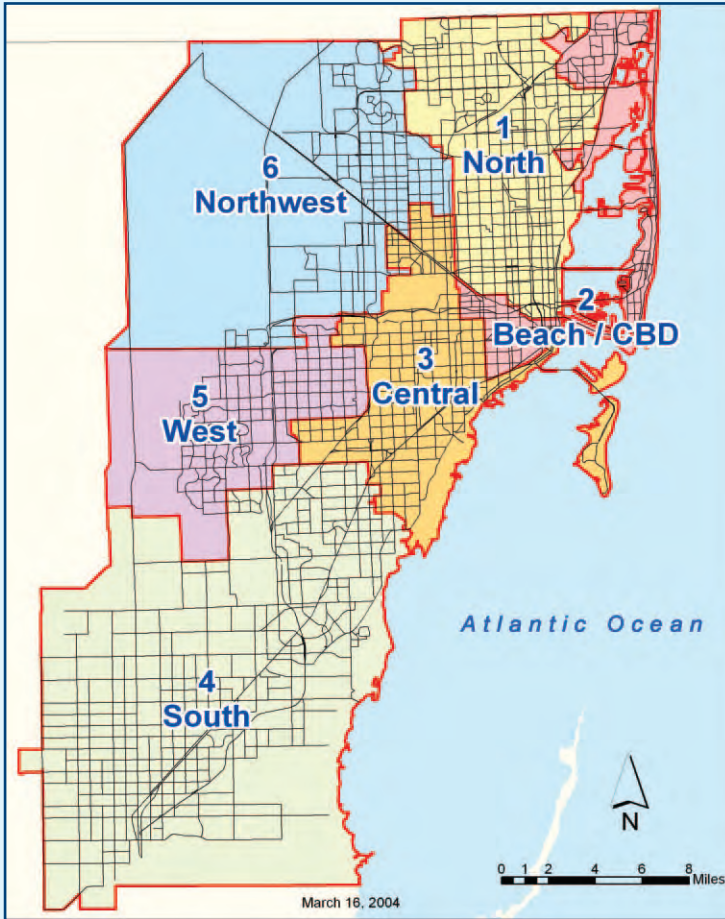
Demographic and transportation data are the driving force in developing the projects. The table depicts the future growth that will shape the area between the years 2000 and 2030.

Demographic and Transportation Information	2000	2030	Percent Increase
Population	2,204,700	3,149,300	43%
Households	774,300	1,084,900	40%
Employment	1,183,300	1,590,200	34%
Autos	1,479,400	2,182,500	48%
Average Daily Trips	7,934,400	11,080,200	40%





# PLANNING AREAS & FUTURE GROWTH

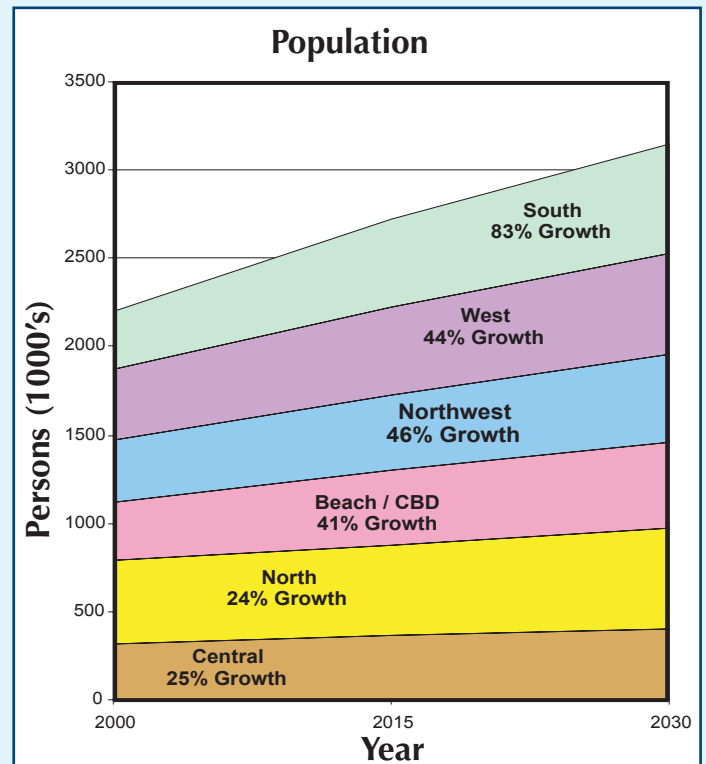
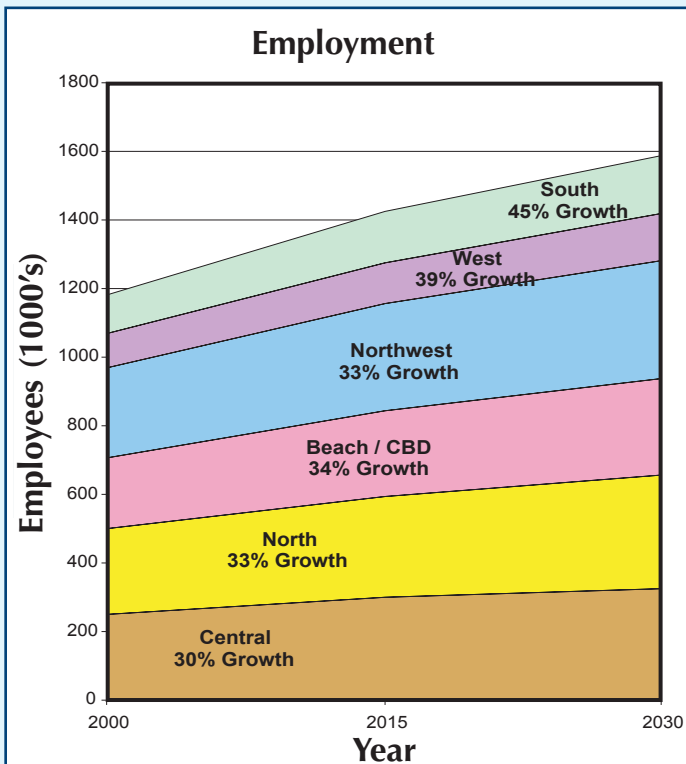


## 2004 Transportation Planning Areas Miami-Dade County

Miami-Dade County has been divided into six planning areas of analysis for purposes of presentation during the public meetings for the *Miami-Dade Transportation Plan to the Year 2030*.

The six Transportation Planning Areas are:

- Beach - Central Business District (CBD)
- Central
- Northwest
- North
- South
- West



Miami-Dade population will increase by 43% between 2000 and 2030.

Miami-Dade employment will increase by 34% between 2000 and 2030.



## REGIONALISM

One of the major realizations from the 2000 Census is the amount of growth in population urbanized areas within the State of Florida have experienced over the last ten years. The result of this growth is that urbanized areas are gradually growing together over time and in many cases they now share common boundaries. This pattern of growth continues to draw the attention of transportation officials who attempt to provide roadways that are consistent from one urbanized area to another and will accommodate traffic moving from one region to another.

As a result of this growth, the 2000 Census recognized the need to designate portions of Miami-Dade, Broward, and Palm Beach Counties as a single urbanized area. These designations also include the contiguous areas that are expected to become urbanized in the next 20 years. This 2000 Census designation will require the development and implementation of a coordinated regional Long Range Transportation Plan. This plan will include coordinated priority projects, a regional public involvement process, and a coordinated air quality planning process to insure the plan is consistent across MPO boundary lines.



## WHAT'S NEXT?

Once the Needs Plan has been developed, based on the input from the public, these projects will be evaluated based on the Project's Goals and Objectives. The projects will then be prioritized based on this evaluation to help develop the recommended 2030 Cost Feasible Plan. The Cost Feasible Plan balances the needed projects with the projected available financial resources.



## WE WANT YOUR IDEAS TO BE PART OF THE SOLUTION!



Through the year 2030, it is anticipated that the population growth in Miami-Dade County will increase 43 percent and employment will increase by 34 percent! The challenges of creating a more cost-efficient transportation system for Miami-Dade County are great.

**Please send your ideas to:**

**Project Manager, Miami-Dade Transportation Plan to the Year 2030**  
111 N.W. First Street, Suite 910, Miami, FL 33128

**Phone: (305) 375-4507 • Fax: (305) 375-4950**

**Website: [www.miamidade.gov/mpo](http://www.miamidade.gov/mpo) • e-mail: [mpo@miamidade.gov](mailto:mpo@miamidade.gov)**





# Plan de Transporte para Miami-Dade hasta el año 2030



¡PARTICIPE!

Verano del 2004

*Estamos planificando el futuro del transporte*



## ACTUALIZACIÓN DEL PLAN

Se está preparando el **Plan de Transporte para Miami-Dade hasta el año 2030**, que impondrá directrices para los gastos que se efectúen en el área de transporte en Miami-Dade hasta el año 2030. Este plan maestro comprenderá obras que mejorarán las autopistas, el transporte público, así como la infraestructura para ciclistas y peatones.

El proceso para elaborar el plan lleva meses de trabajo técnico y de actividades de participación ciudadana. Para llevar a cabo el plan, se está utilizando un modelo detallado para pronosticar la demanda de viajes, así como otros recursos de análisis. El Concejo de Planificación del Transporte, conformado por representantes estatales, representantes de agencias tanto regionales como locales y ciudadanos, evalúa los resultados del proceso de análisis antes mencionado.

### El modelo para pronosticar la demanda de viajes considera:

- El sistema actual de vías públicas y equipos de transporte público;
- La población y los empleos actuales;
- El tránsito y los usuarios del transporte público actuales;
- El uso de los terrenos, la población y los empleos futuros; y
- El tránsito y los usuarios del transporte público en el futuro.

### Para llegar a una recomendación, el Concejo de Planificación del Transporte considera:

- Los resultados de los pronósticos de demanda de viajes;
- Las restricciones a la luz de la conservación histórica y las franjas públicas;
- Los recursos naturales, la calidad del aire y las zonas ecológicas protegidas;
- La capacidad financiera prevista para el futuro; y
- Las sugerencias y los deseos de la comunidad.



Para satisfacer las necesidades de transporte en la zona, independientemente del costo de los proyectos, se está preparando una lista de proyectos, o "plan de necesidades", con el objeto de identificar todas las obras en el área de transporte que deberán realizarse hasta el año 2030. El plan de necesidades, que incluirá proyectos para todos los medios de transporte, se confeccionará teniendo en cuenta la opinión de los ciudadanos, los gobiernos locales, las agencias de transporte y el Departamento de Transporte de la Florida. También, se está llevando a cabo un análisis de recursos financieros para proyectar la financiación disponible para el diseño y la construcción de los proyectos.

Por último, se preparará un plan de costos viables, el que describe los proyectos de obras de capital más importantes que se prevé que el Condado podrá costear. El plan de costos viables representará los proyectos prioritarios del plan de necesidades que estén dentro de la capacidad financiera del Condado de Miami-Dade. En los próximos meses, se confeccionará un borrador de ese plan.



# ES HORA DE ACTUALIZAR EL PLAN DE TRANSPORTE DE MIAMI-DADE.

## OBJETIVOS

**Objetivo 1:** Mejorar el sistema de transporte y la calidad del servicio

**Objetivo 2:** Fomentar la vitalidad económica

**Objetivo 3:** Incrementar los beneficios sociales

**Objetivo 4:** Mitigar el impacto ambiental y energético

**Objetivo 5:** Integrar el transporte con el uso que puede hacerse de los terrenos y otras consideraciones de carácter urbano

**Objetivo 6:** Optimizar las estrategias de inversión

## ¿CUÁLES PROYECTOS SE PUEDEN CONCRETAR?

No se pueden concretar todos los proyectos que necesitamos porque no hay fondos suficientes para incluirlos a todos en el Plan de Transporte. Por lo tanto, ¿cuáles son los proyectos más importantes?

- Más vías públicas
- Más rieles y autobuses
- Horarios alternos de trabajo
- Más oportunidades para hacer viajes compartidos

## ¿QUÉ NECESITAREMOS PARA IR DE UN LADO A OTRO?

- VÍAS PÚBLICAS
- AUTOBUSES
- RIELES
- ACERAS
- BICICLETAS
- TECNOLOGÍA
- CORREDORES PARA TRANSPORTE NO MOTORIZADO
- VIAJES COMPARTIDOS

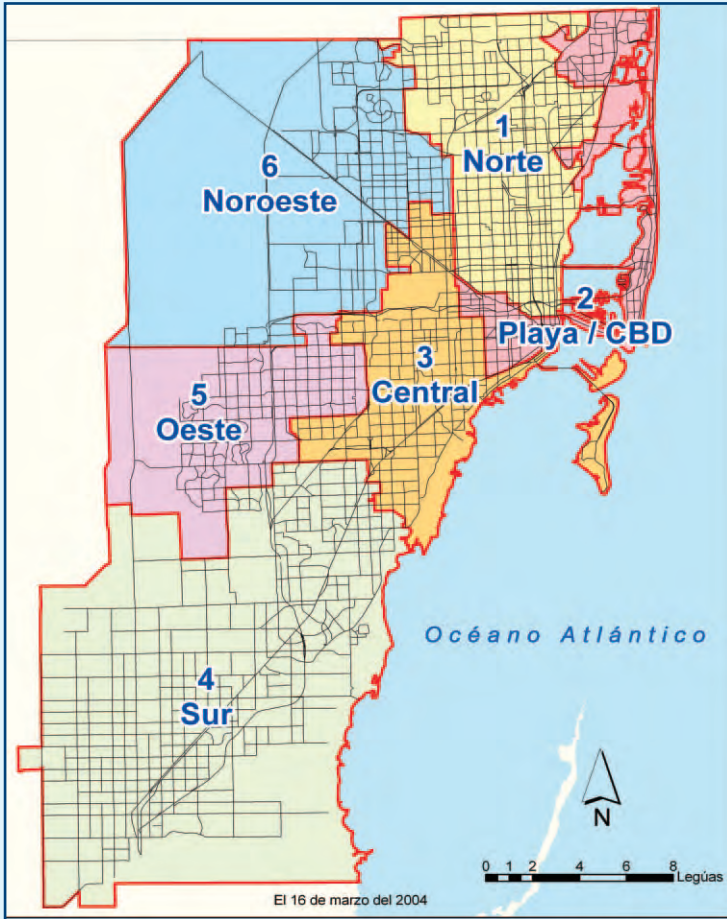
El Plan de Transporte analizará los lugares adonde queremos ir e identificará lo que NECESITAMOS para llegar a destino de manera eficiente, sin correr riesgos. Se tendrán en cuenta las necesidades actuales y futuras de los ciudadanos y comerciantes, y como consecuencia se elaborará una lista de proyectos. Las soluciones presentarán nuevas alternativas para solucionar los problemas existentes.

## DATOS DEMOGRÁFICOS E INFORMACIÓN ACERCA DEL TRANSPORTE

Los datos demográficos y la información relativa al transporte constituyen la fuerza motriz a la hora de llevar a cabo los proyectos. La tabla muestra el crecimiento futuro que caracterizará a la zona entre los años 2000 y 2030.

Datos demográficos e información	2000	2030	Porcentaje del incremento
Población	2,204,700	3,149,300	43%
Viviendas	774,300	1,084,900	40%
Empleos	1,183,300	1,590,200	34%
Automóviles	1,479,400	2,182,500	48%
Viajes promedios diarios	7,934,400	11,080,200	40%

# ZONAS DE PLANIFICACIÓN Y CRECIMIENTO FUTURO



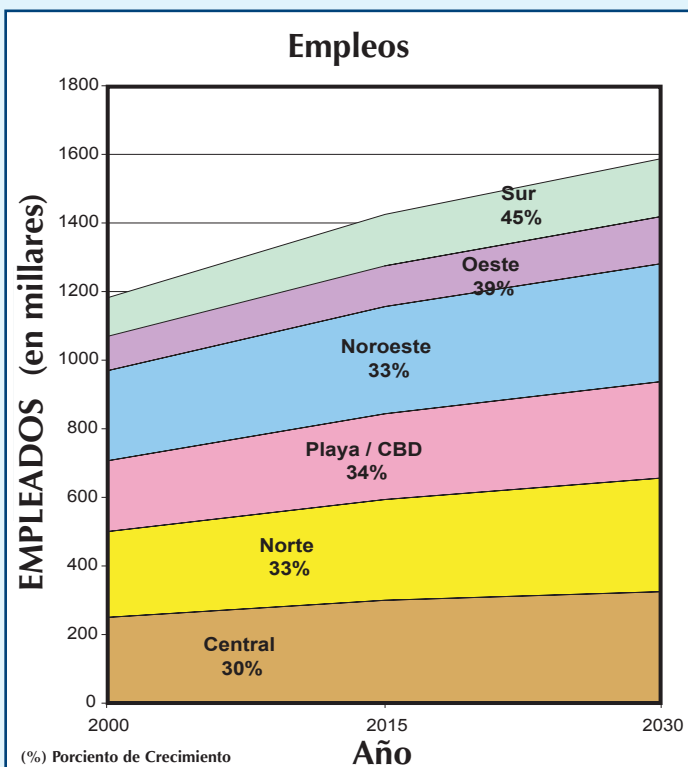
## Zonas para la Planificación del Transporte en el año 2004.

### Condado de Miami-Dade

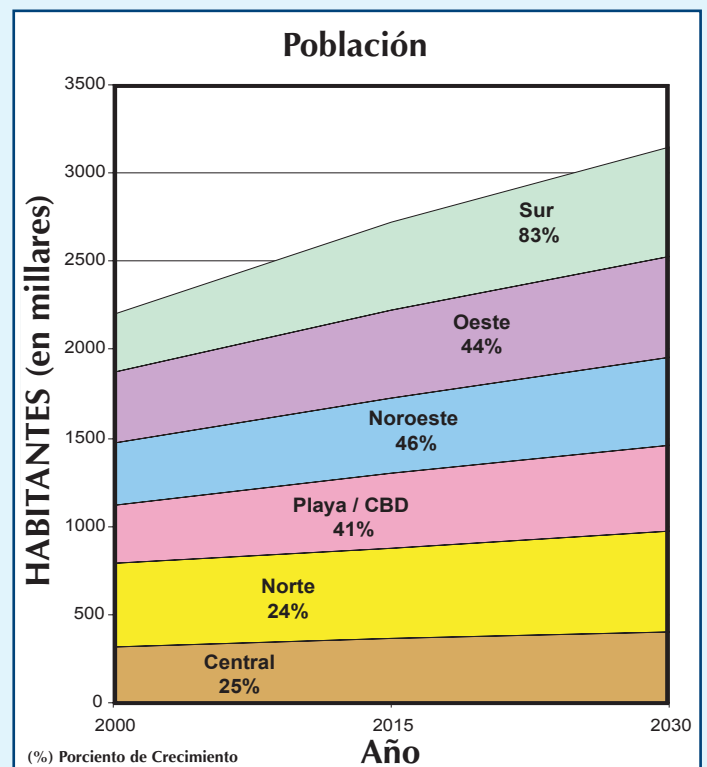
Con el objeto de facilitar la presentación en las reuniones públicas que se celebren en el marco del **Plan de Transporte de Miami-Dade hasta el año 2030**, se ha dividido el condado en seis (6) zonas de análisis.

Estas zonas son las siguientes:

- Playa –Distrito Comercial y Financiero Central (CBD, su sigla en inglés)
- Central
- Noroeste
- Norte
- Sur
- Oeste



Entre los años 2000 y 2030, la población de Miami-Dade registrará un aumento del 43%.



Los empleos crecerán un 34% entre los años 2000 y 2030.



## CONSIDERACIONES ZONALES

El censo del año 2000 mostró el aumento de la población en las zonas urbanizadas de la Florida correspondiente a los últimos diez años. Como consecuencia de dicho incremento, todas las zonas urbanizadas están creciendo gradualmente y, en muchos casos, ahora tienen límites demarcatorios en común. Esta pauta de crecimiento continúa atrayendo la atención de los funcionarios en el área del transporte, quienes intentan suministrar vías públicas que tengan coherencia de una zona urbanizada a la otra y que sean lo suficientemente extensas para la cantidad de vehículos que circulan de un lugar al otro. Por lo tanto, el censo del año 2000 reconoció que era necesario designar como si constituyeran una zona urbanizada única a ciertas porciones de los condados de Miami-Dade,

Broward y Palm Beach. Estas designaciones también incluyen a las zonas contiguas que se espera que se conviertan en zonas urbanizadas en los próximos 20 años. Esa designación del censo del año 2000 demandará la elaboración e instauración de un plan local de transporte, coordinado para un largo plazo. Con miras a garantizar la uniformidad de los planes en todos los terrenos independientemente de su ubicación con respecto a las líneas demarcatorias de la MPO, los planes mencionados incluyen proyectos prioritarios coordinados, un proceso de participación pública de los residentes locales y un procedimiento combinado de planificación para lo referente a la calidad del aire.



## ¿QUÉ SIGUE?

Una vez que se haya confeccionado el plan de necesidades con atención a las opiniones del público, los proyectos se evaluarán a la luz de los objetivos y metas del Proyecto. Luego, se dará prioridad a los proyectos conforme a esa evaluación, a fin de contribuir en la preparación del plan de costos viables que se recomiende. El plan de costos viables sopesará los proyectos necesarios con los recursos financieros proyectados que estén disponibles.



## ¡QUEREMOS QUE SUS IDEAS FORMEN PARTE DE LA SOLUCIÓN!



Se espera que hasta el año 2030, la población del Condado de Miami-Dade crezca un 43 por ciento y los empleos registren un incremento del 34 por ciento. Por lo tanto, es una tarea desafiante la de crear un sistema de transporte para Miami-Dade que resulte más conveniente en cuanto a los costos.

**Por favor, envíenos sus ideas a la oficina del:  
Gerente de Proyecto, Plan de Transporte para Miami-Dade hasta el año 2030  
111 NW First Street, Suite 910, Miami, FL 33128**

**Teléfono: 305-375-4507 • Fax: 305-375-4950  
Sitio cibernético: [www.miamidade.gov/mpo](http://www.miamidade.gov/mpo)  
Correo electrónico: [mpo@miamidade.gov](mailto:mpo@miamidade.gov)**







# Plan Transpòtasyon Miami-Dade Jiska Lane 2030

PATISIPE.



Ete 2004

## *Planifikasyon Avni Transpòtasyon Nou*



### METE PLAN AN AJOU

Chema **Plan Transpòtasyon Miami-Dade pou Ane 2030** ap devlope pou gide depans transpòtasyon lokal, eta, federal de kounyeyan a 2030. Plan byen detaye sa a va gen yen ladan li amelyorasyon pou otowout, transpò piblik, wout bisiklèt ak pyeton.

Pwosesis devlopman Plan an genyen ladan li de mwa travay teknik ak aktivite patisipasyon piblik. Kounyeyan, devlopman Plan an ap fèt apati de divès demann depasman byen detaye baze sou de modèl previzyon ak lòt zouti pou analize travay lan. Rezilta sa yo evalye pa Konsèy Planifikasyon Transpòtasyon an ki gen manm ki fè pati reprezantan eta, rejyonal ak ajans lokal epi senp sitwayen.

#### **Modèl previzyon demann depasman an pran an konsiderasyon:**

- lokal transpò piblik yo ak sistèm wout aktyèl yo;
- anplwa ak popilasyon aktyèl la;
- kantite aktyèl vwayajè transpò piblik epi sikilasyon aktyèl lan;
- sèvis teren, popilasyon, ak anplwa nan lavni; epi
- kantite vwayajè transpò piblik nan lavni epi sikilasyon nan lavni.

#### **Konsèy Planifikasyon Transpòtasyon an, anvan li bay rekòmandasyon liyo, pran an konsiderasyon:**

- rezilta previzyon demann depasman yo;
- prezèvasyon istorik ak kontrent dwa pasaj yo;
- kalite lèzè, zòn anviwonman sansib yo, ak resous natirèl yo;
- kapasite finansye antisipe pou lavni; epi
- dezi ak tèt chaje kominote an.



Aktyèlman, yon lis pwojè, oswa Bezwen Plan yo, ap devlope pou idantifye tout fòm amelyorasyon lokal transpòtasyon ke yo pral “bezwen” pandan ane 2030 lan pou ranpli ekzijans transpòtasyon pwojè pou zòn fè lan, san sè regadan sou pri pwojè an. ‘Bezwen’ Plan yo va enkli pwojè tout fòm transpòtasyon epi va devlope de patisipasyon sitwayen yo, gouvènman lokal yo, Depatman Transpòtasyon Florid, ak ajans transpòtasyon yo. Yon analiz Resous Finansye ap mennen tou pou pwojè fon lajan disponib pou desinen ak konstwi pwojè yo.

Finalman, yon Plan Frè Reyalizab va devlope pou montre pwojè amelyorasyon pi enpòtan yo ke yo va atann aske Konte an kapab peye. Plan Frè Reyalizab la va prezante pwojè priorite yo ki nan Bezwen Plan yo ki tonbe nan kapasite finansye Konte Miami-Dade. Nan pwochen mwa a veni yo, yon kopi chema Plan Frè Reyalizab la pral devlope.

# LI LÈ POU NOU METE PLAN TRANSPÒTASYON MIAMI-DADE LAN AJOU...

## BI YO

- Bi 1:** Amelyorasyon Sistèm Transpòtasyon ak Deplasman yo
- Bi 2:** Bay Vitalite Ekonomik Jarèt
- Bi 3:** Amelyore Benefis Sosyal yo
- Bi 4:** Adousi Enpak Anviwonmantal ak Enèji yo
- Bi 5:** Entegre Transpòtasyon ak sèvis teren yo, epi Konsiderasyon Devlopman yo
- Bi 6:** Valorize sou Estrateji Envestisman Byen Fonde

## KISA NOU KAPAB PEYE?

Se pa tout pwojè ke nou bezwen yo ki kapab bati. Pa genyen ase fon lajan pou enkli tout nan Plan Transpòtasyon an. Kiyès ladan yo ki PLIS enpòtan?

- Plis wout
- Plis ray ak bis yo
- Altènatif lè travay
- Plis Woulib Pase Chèche

## KISA NOU BEZWEN POU FÈ DEPLASMAN?

- WOUT YO
- BIS YO
- TREN YO
- TWOTWA YO
- BISIKLÈT
- TEKNOLOJI
- SANTYE POU TRANSPÒ SAN MOTÈ
- PATAJE WOULIB

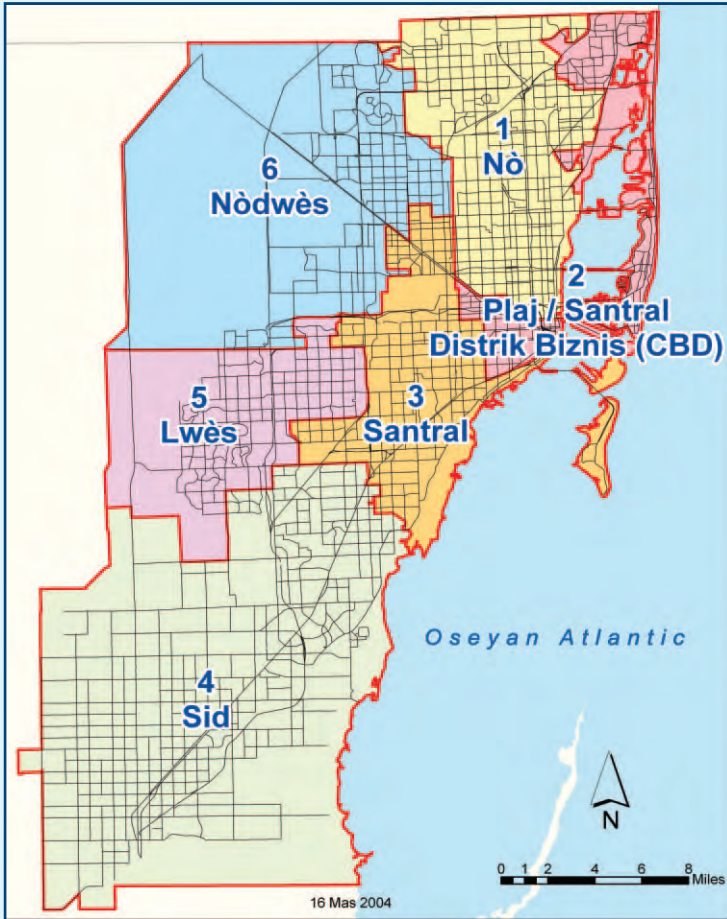
Plan Transpòtasyon an pral gade kote nou vle rive epi idantifye kisa nou BEZWEN pou nou rive an tout sekirite epi ak efikasite. Bezwen ki deja egziste yo pou biznis ki sou plas yo oswa sak pral vini yo epi pou sitwayen nou yo se sa nou konsidere lè nap kreye lis pwojè nou yo. Solisyon yo pral genyen ladan yo nouvo apwòch pou ansyen pwoblèm yo.

## DONE DEMOGRAFIK AK TRANSPÒTASYON

Done demografik ak transpòtasyon enfòmasyon se sous fòs motivasyon nan devlope pwojè yo. Tablo sa a montre devlopman ki gen pou fèt ki va fòme zòn lan pandan lane 2000 rive 2030.

Enfòmasyon Demografik ak Transpòtasyon	2000	2030	Pousantaj Ogmantasyon
Popilasyon	2,204,700	3,149,300	43%
Fwaye yo	774,300	1,084,900	40%
Anplwa	1,183,300	1,590,200	34%
Oto	1,479,400	2,182,500	48%
Vwayaj yo	7,934,400	11,080,200	40%

# ZÒN PLANIFIKASYON YO AK KWASANS FITI

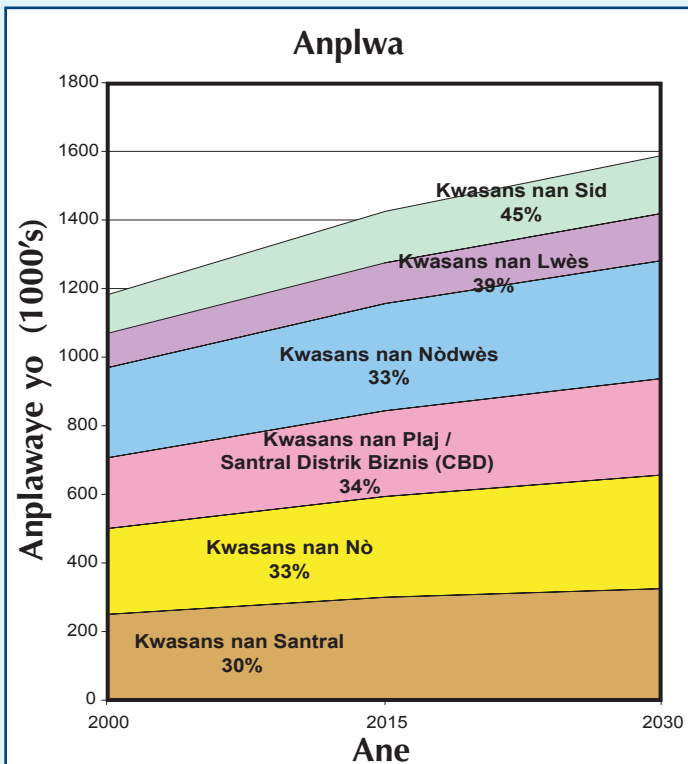


## 2004 Zòn Planifikasyon Transpòtasyon Konte Miami-Dade

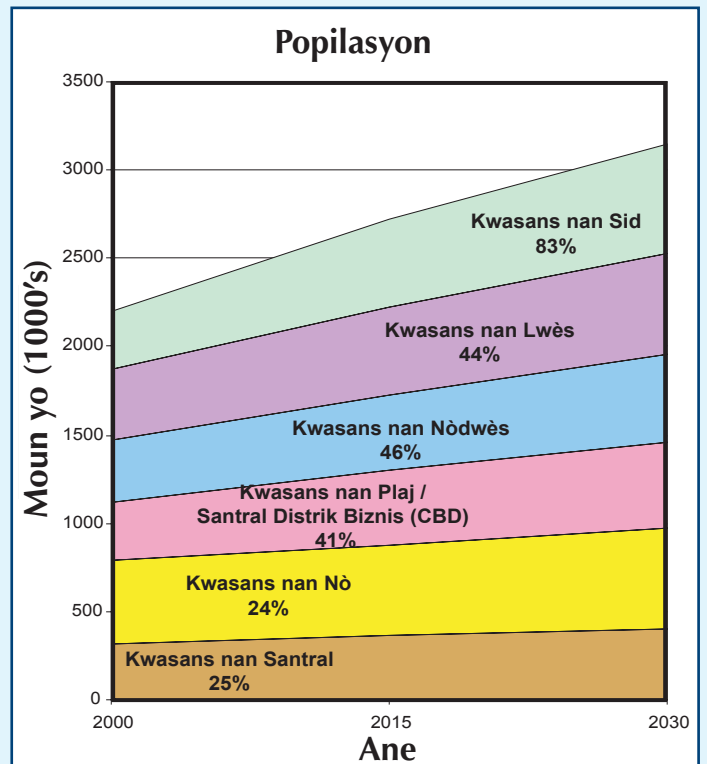
Yo divize Konte Miami-Dade an sis zòn planifikasyon analize nan bi pou prezante nan reyinyon piblik yo pou **Plan Transpòtasyon Miami-Dade jiska lane 2030**.

Sis Zòn Planifikasyon Transpòtasyon se:

- Plaj - Santral Distrik Biznis (CBD)
- Santral
- Nòdwès
- Nò
- Sid
- Lwès



Popilasyon Miami-Dade lan va ogmante pa 43% ant 2000 ak 2030.



Anplwa Miami-Dade lan va ogmante pa 34% ant 2000 ak 2030.





## REJYONALIS

Youn nan reyalizasyon enpòtan Resansman 2000 lan se kwasans nan popilasyon ki fèt nan zòn iben Eta Florid nan Dènye dizan ki sòt pase yo. Rezilta kwasans sa a se ke zòn iben yo devlope ansanm epi pandan menm tan sa a yo vini kole nan yon pwen kote yo vin genyen menm lizyè. Menm chema kwasans sa a ap kontinye atire atansyon ofisyèl responsab transpòtasyon yo ki ap eseye mete disponib wout ki konsistan de yon zòn iben a yon lòt zòn iben pou asire depasman de yon zòn a yon lòt. Kòm rezilta kwasans sa a, resansman 2000 lan

rekonèt nesite pou deziye de mòso Konte Miami-Dade, Broward ak Palm Beach kòm yon grenn zòn iben senp. Menm zòn atenan yo ansanm ak zòn deziye sa yo ki sipoze ap vin iben nan pwochen 20 an yo. Deziyasyon ki fèt nan Resansman 2000 lan va mande pou devlopman ak aplikasyon yon plan rejyonal kowòdone alontèm. Plan sa yo va enkli pwojè priyorite kowòdone yo, pwosesis patisipasyon piblik rejyonal epi kowòdinasyon pwosesis kalite lèzè pou asire ke plan yo konfòm sou tout deman depoze dapre lizyè MPO yo.



## KI PWOCHEN ETAP?

Yon fwa ke Plan Bezwen an fin devlope, baze dapre done piblik lan, yo va evalye pwojè sa yo baze sou Objektif ak Bi Pwojè. Yo priyorize pwojè sa yo baze sou evalyasyon sa a ki pou ede devlope Plan Frè Fezab 2030 ki rekòmande an. Plan Frè Fezab lan balanse pwojè nesèsè yo ak resous finansye prevwa ki disponib yo.



## NOU VLE KE IDE PA NOU YO FÈ PATI SOLISYON AN!



Pandan tout ane 2030, yo kwè ke kwasans popilasyon Konte Miami-Dade Lan va ogmante pa 43 pousan epi anplwa yo va ogmante pa 34 pousan! Defi an gran anpil pou kreye yon sistèm transpòtasyon a yon pri pi efikas pou Konte Miami-Dade.

**Tanpri voye ide w yo bay nan:**

**Project Manager, Miami-Dade Transportation Plan to the Year 2030**  
111 N.W. First Street, Suite 910, Miami, FL 33128

**Telefòn: (305) 375-4507 • Faks: (305) 375-4950**

**Sitwèb: [www.miamidade.gov/mpo](http://www.miamidade.gov/mpo) • e-mail: [mpo@miamidade.gov](mailto:mpo@miamidade.gov)**





# Newsletter Mailer





# Miami-Dade Transportation Plan to the Year 2030

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Autumn 2004

## *Introduction*

The Miami-Dade Long Range Transportation Plan Update to the Year 2030 has been developed to guide transportation investments in Miami-Dade County through the next twenty-five years with the purpose of achieving the best possible mobility connections in the transportation system of Miami-Dade. The proposed 2030 Plan is comprehensive in nature and includes improvements to roadways, transit, bicycle, pedestrian facilities, and greenways and trails. The Plan is updated every three years to meet legal requirements and to identify needed changes to the previously adopted plan.

The current updated began in May 2003. The Plan was developed using the latest planning assumptions. Taking into account the 2000 Census data and the Miami-Dade People's Transportation Plan (PTP) adopted by referendum in November 2003, this effort has resulted in a comprehensive reassessment of the future capital and operational needs of the metropolitan area multimodal transportation network.

## *Summary Highlights*

Between the year 2000 and 2030, population and households within Miami-Dade County are expected to increase by 43% and 40% respectively. Employment is projected to keep close pace with a 34% increase. The number of automobiles and person trips are also projected to increase by 48% and 40% respectively.

The 2030 Cost Feasible Plan was developed based on the projected available revenue of \$19.3 billion for the plan period. New to the 2030 Cost Feasible Plan is the People's Transportation Plan (PTP), a voter's approved one half (1/2) percent sales tax increase which provides additional revenues for transportation for the next 30 years.

Improvements of the public transportation system is one of the primary emphases of the projects listed in the 2030 Cost Feasible Plan.

Highway improvements are another emphasis of the 2030 Cost Feasible Plan. High Occupancy Vehicles (HOV) lanes are proposed along major expressways such as I-95 and SR 836. Also



## Save the date!!

### You are invited!

## Final adoption Public Hearing November 18, 2004

The Miami-Dade Metropolitan  
Planning Organization (MPO)  
Governing Board will hold a  
public hearing for the approval of  
the County's Long Range Trans-  
portation Plan Update and its air  
quality conformity determination  
as follows:

Thursday, November 18, 2004  
at 2:00 pm

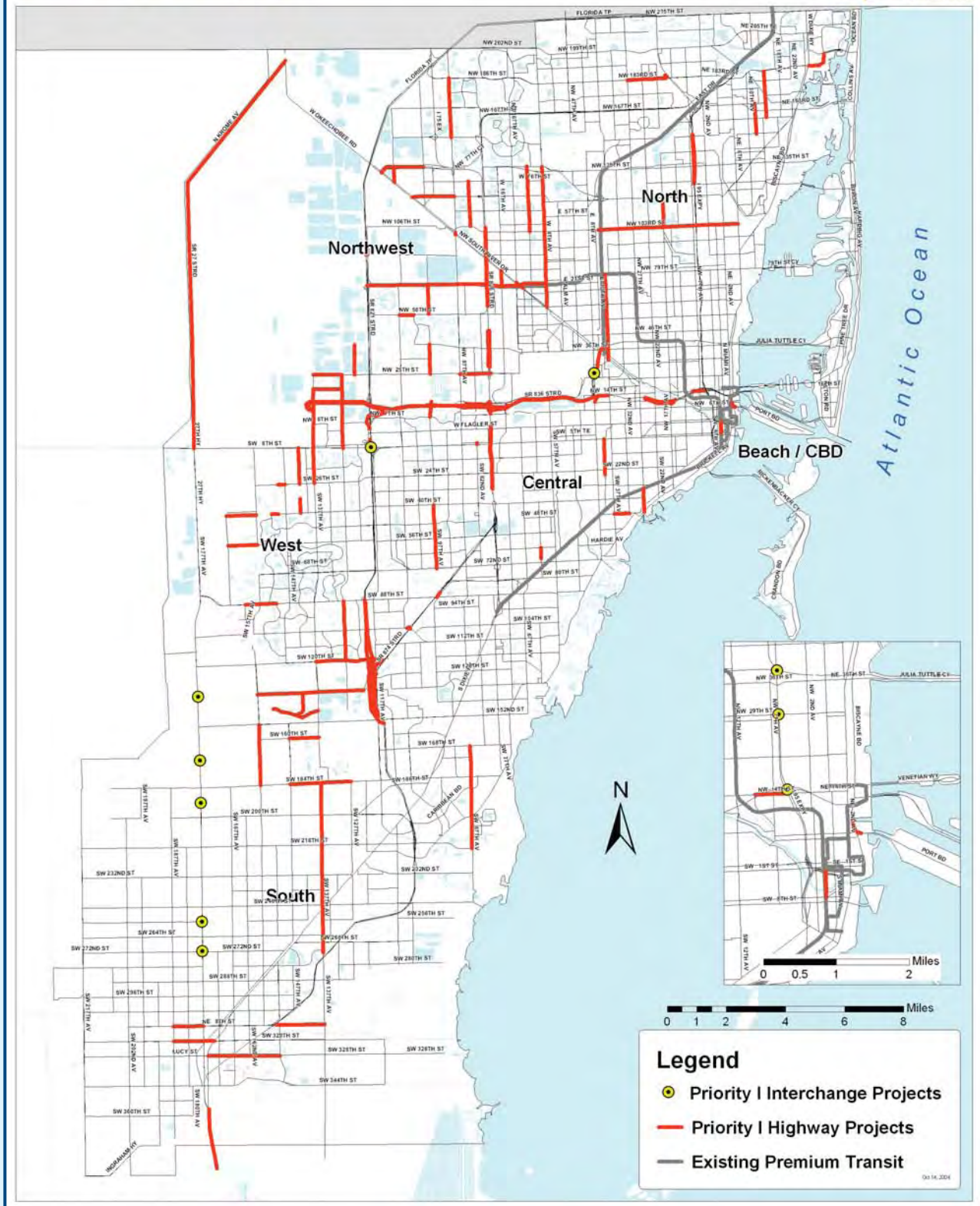
Miami-Dade County  
Commission Chambers  
111 NW 1 Street  
Miami, Florida 33128

*continued on page 4*



# Year 2030 Cost Feasible Plan

## Priority I Projects

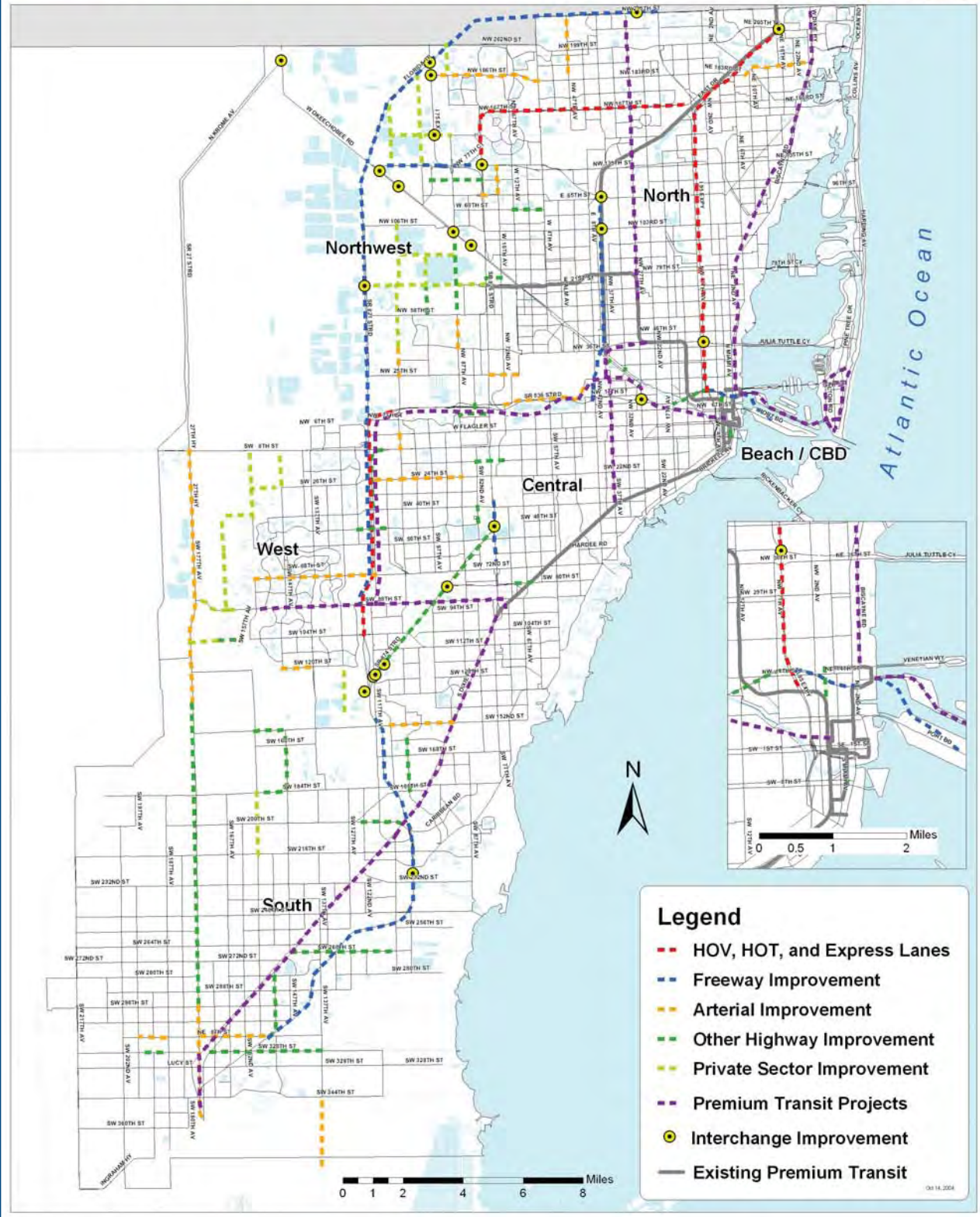


**P**riority I Projects are scheduled to be funded by 2009. This group of projects includes those projects needed to respond to the most pressing and current urban travel problems. Funds for these improvements are programmed in the 2005-2009 Miami-Dade Transportation Improvement Program (TIP).



# Year 2030 Cost Feasible Plan

## Priority II, III, and IV Projects



Projects in the Cost Feasible Plan were grouped into additional priorities based on funding availability. Projects shown here are those projects proposed to be funded between 2010 and 2030.

*continued from page 1*

reversible flow lanes, designed to add capacity in peak directions during peak travel times are proposed for Interstate 95. Incorporation of the latest electronics technology or Intelligent Transportation Systems (ITS) is also proposed for several major projects as a measure of easing congested traffic conditions.

The 2000 US Census designated a single urbanized area encompassing parts of Miami-Dade, Broward and Palm Beach Counties. As a result, regional issues are also addressed in the 2030 LRTP along with air quality conformity of the region's transportation system with the requirements of the 1990 Clean Air Act Amendment.

Non-motorized facilities (on-road bicycle lanes, off-road greenways/trails and sidewalks) are included in the 2030 Plan. On-road bicycle and pedestrian projects will be incorporated with capacity projects, when feasible. Greenways/trails comprise the MPO's Greenways/Trail Plan element of the Long Range Transportation Plan.

In addition to the proposed transportation infrastructure and capital needs, a variety of short-term strategies are identified to deal with urban travel congestion. These range from highway traffic design solutions to employer-based measures to promote use of carpooling and public transportation. Also, the plan is supported by a program of policy studies that will recommend courses of action to deal with funding and project-related community issues that need to be resolved to allow the proposed 2030 Plan to be successfully implemented.



*To request a copy of the complete Plan call, email, or write to:*

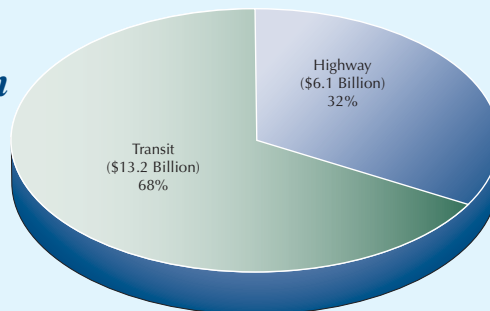
*Phone: (305) 375-1833*

*E-mail: [rcf@miamidade.gov](mailto:rcf@miamidade.gov)*

*Address: MPO Secretariat  
Suite 910  
11 NW 1 Street  
Miami, Florida 33128*

*Or visit our Website at:  
[www.miamidade.gov/mpo](http://www.miamidade.gov/mpo)*

### ***Revenue/Cost Total \$19.3 Billion***



Stephen R. Clark Center  
Suite 910  
111 N.E. First Street  
Miami, FL 33128







## Planning Area Brochures





# Miami-Dade Transportation Plan To The Year 2030

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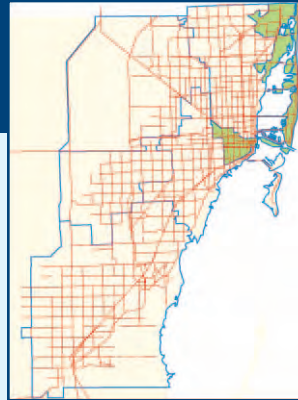
## *Planning Our Transportation Future*

### BEACH/CBD TRANSPORTATION PLANNING AREA

#### Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 32% in the Beach/CBD Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



#### BOUNDARIES AND CORRIDORS

The Beach/CBD Transportation Planning Area includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the

Miami Central Business District (CBD). Communities that are a part of this area include downtown Miami and the cities of Miami Beach, North Bay Village and Aventura and the towns of Golden Beach, Surfside, Bal Harbour, Indian Creek Village, and Bay Harbor Islands. The Beach/CBD Transportation Planning Area also includes sections of the cities of Miami, North Miami, and North Miami Beach; sections of the Villages of Biscayne Park and Miami Shores; and the neighborhoods of Little Havana and the Roads areas of the City of Miami. The Beach/CBD Planning Area is unique as it is traversed by seven causeways linking the mainland to the Beach Area.

#### GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

##### Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies



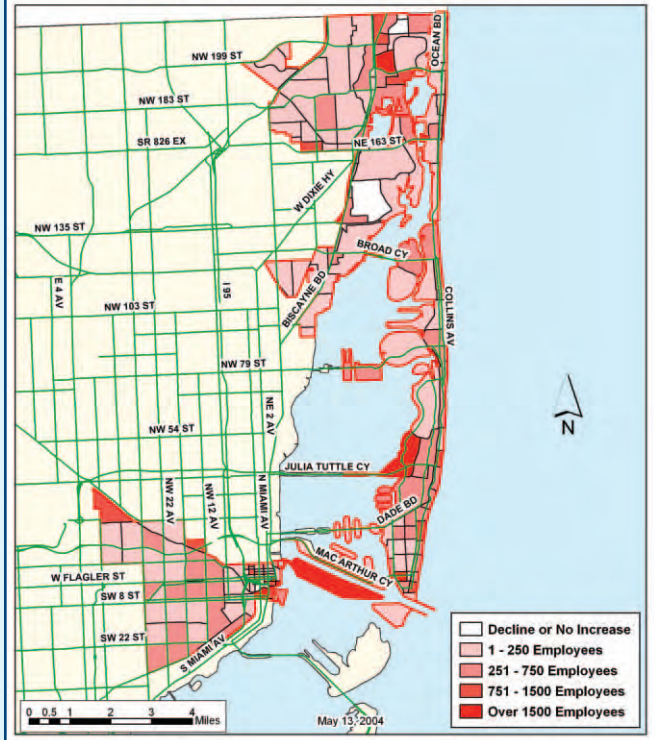
# FUTURE GROWTH

**Beach/CBD Transportation Planning Area  
Population Increase 2000-2030**



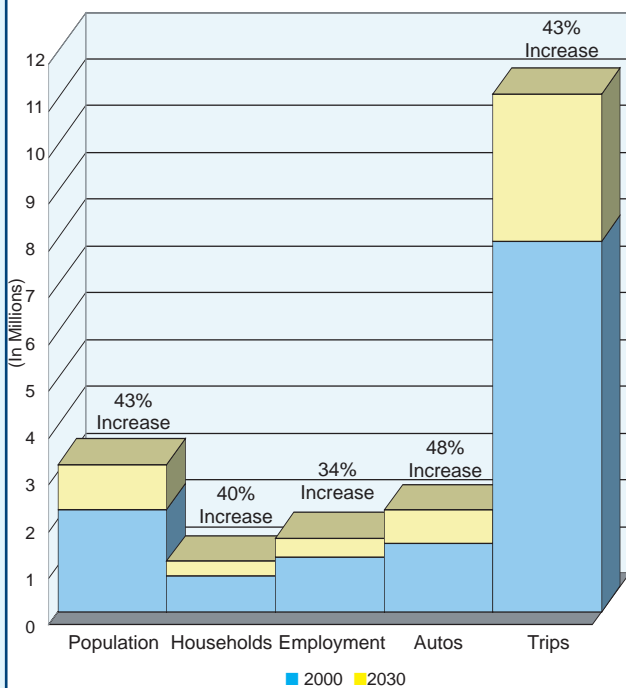
*The population in the Beach/CBD Transportation Planning Area will increase by 41% between 2000 and 2030.*

**Beach/CBD Transportation Planning Area  
Employment Increase 2000-2030**



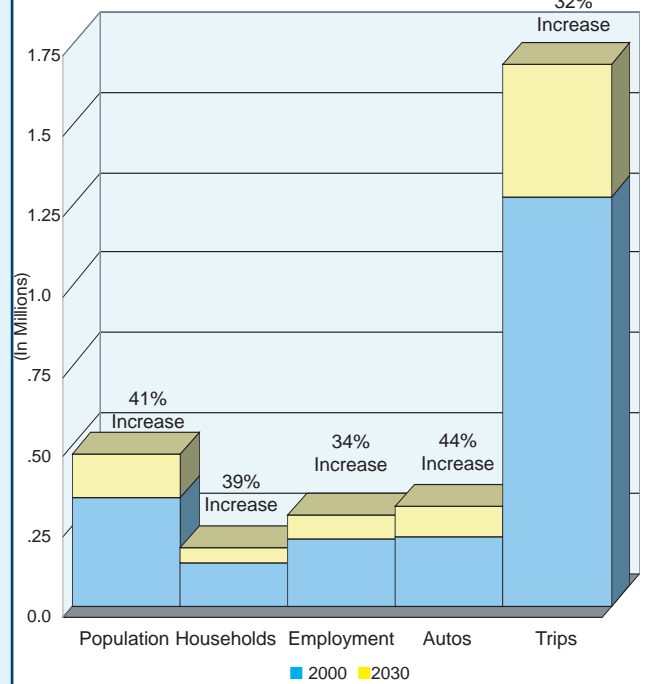
*The number of employees in the Beach/CBD Transportation Planning Area will increase by 34% between 2000 and 2030.*

**Miami-Dade County Growth 2000-2030**



*Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.*

**Beach/CBD Transportation Planning Area Growth 2000-2030**



*Increase in demographic and transportation data from 2000 to 2030 for the Beach/CBD Transportation Planning Area.*





# Miami-Dade Transportation Plan To The Year 2030

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Central

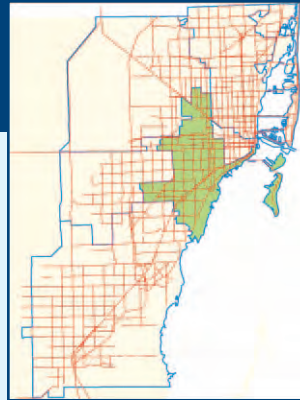
## *Planning Our Transportation Future*

### CENTRAL TRANSPORTATION PLANNING AREA

#### Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 28% in the Central Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



#### BOUNDARIES AND CORRIDORS

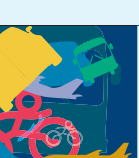
The Central Transportation Planning Area in Miami-Dade County includes the area east of SW 76th Avenue, south of SW 30th Street to generally west of NW 37th Avenue, and north of SW 136th Street. This area includes the cities of South Miami and Miami Springs, and the villages of Key Biscayne, Pinecrest, and Virginia Gardens as well as sections of the cities of Hialeah, Coral Gables, and Miami. The Central Area is traversed by several of Miami-Dade's most important transportation corridors, including the SR-826/Palmetto Expressway, the SR-836/East-West Expressway, US-1/South Dixie Highway, Okeechobee Road, SW 8th Street/Tamiami Trail, Flagler Street, and Le Jeune Road.

#### GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

##### Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies



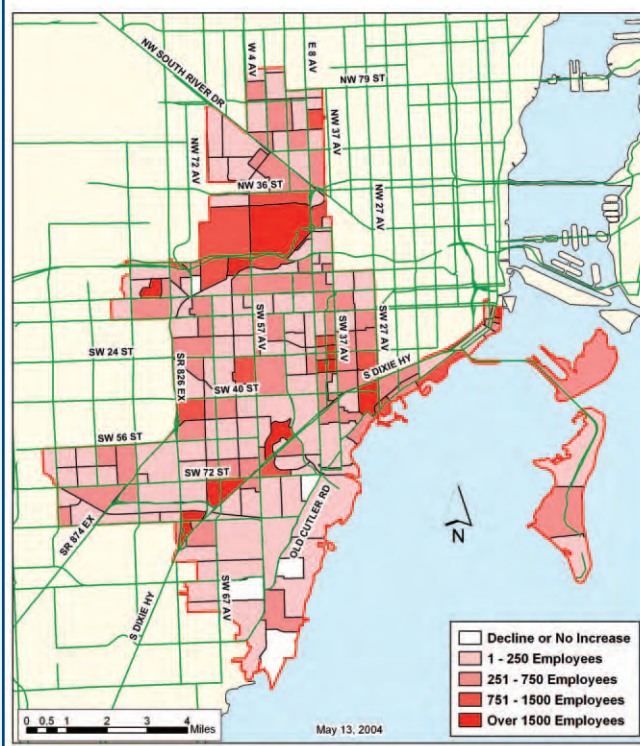
# FUTURE GROWTH

Central Transportation Planning Area  
Population Increase 2000-2030



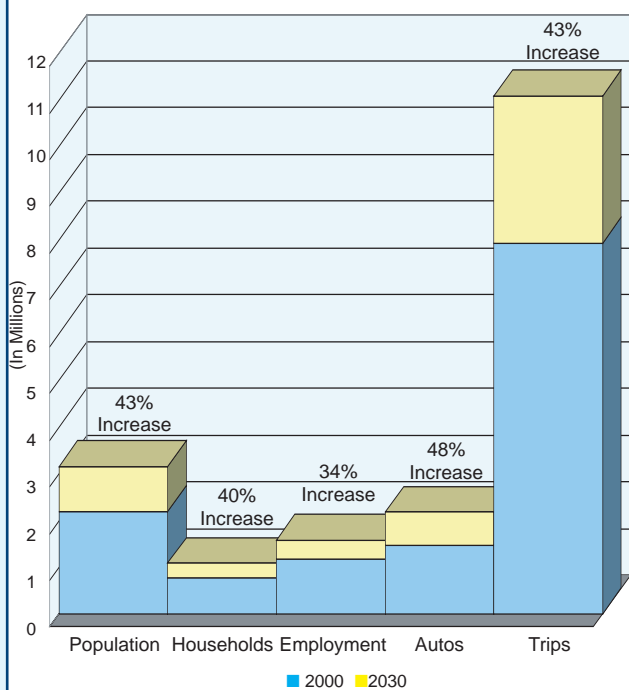
*The population in the Central Transportation Planning Area will increase by 25% between 2000 and 2030.*

Central Transportation Planning Area  
Employment Increase 2000-2030



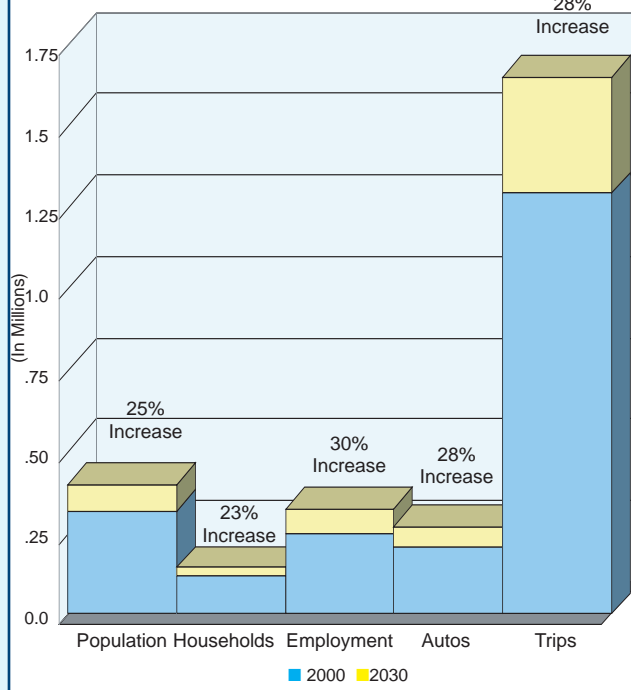
*The number of employees in the Central Transportation Planning Area will increase by 30% between 2000 and 2030.*

Miami-Dade County Growth 2000-2030



*Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.*

Central Transportation Planning Area Growth 2000-2030



*Increase in demographic and transportation data from 2000 to 2030 for the Central Transportation Planning Area.*





# Miami-Dade Transportation Plan To The Year 2030

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# North

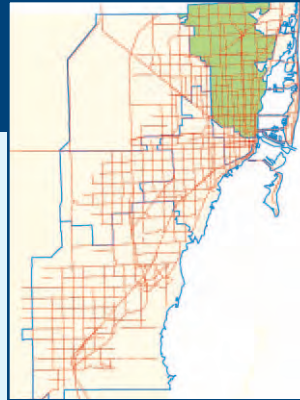
## *Planning Our Transportation Future*

### NORTH TRANSPORTATION PLANNING AREA

#### Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 32% in the North Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



#### BOUNDARIES AND CORRIDORS

The North Transportation Planning Area includes the portion of Miami-Dade County south of the Broward/Miami-Dade County Line, east of NW 52nd Avenue and

NW 37th Avenue (connected by Gratigny Parkway), north of NW North River Drive/MacArthur Causeway, and west of Biscayne Bay. This area includes major sections of the cities of Miami Gardens, Opa-Locka, Miami, North Miami, North Miami Beach, Miami Shores, the Town of El Portal, and major neighborhoods including Carol City, Norland, and Biscayne Gardens. The North Area is traversed by several important corridors including I-95, Florida's Turnpike, SR-826/Palmetto Expressway, SR-9/27th Avenue, US-1 Biscayne Boulevard, SR-934/79th Street, SR-112/Airport Expressway, I-195/Julia Tuttle Causeway, Venetian Causeway, and I-395/US 41 MacArthur Causeway.

#### GOALS

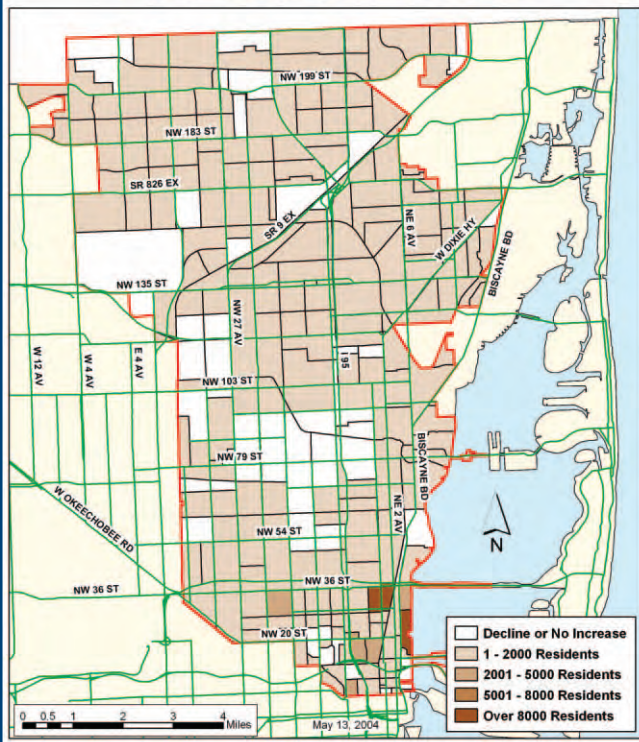
The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

##### Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

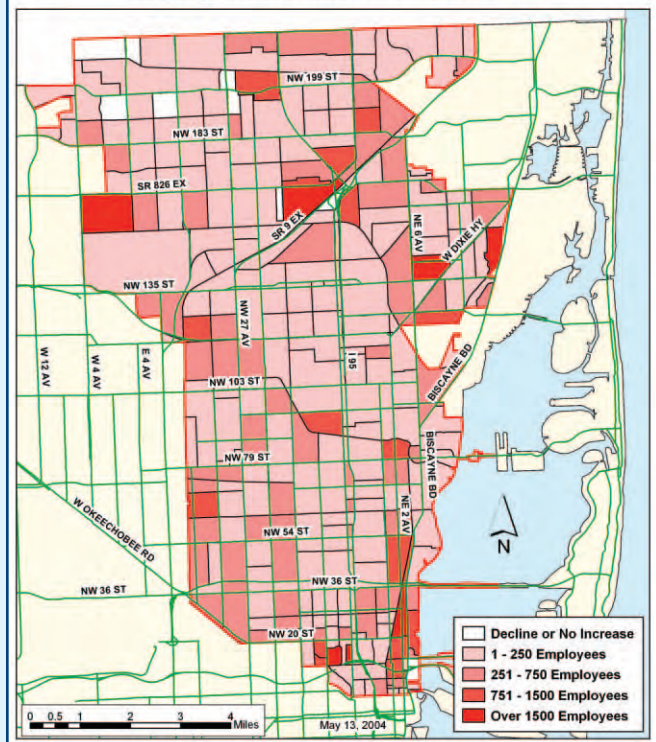


## North Transportation Planning Area Population Increase 2000-2030



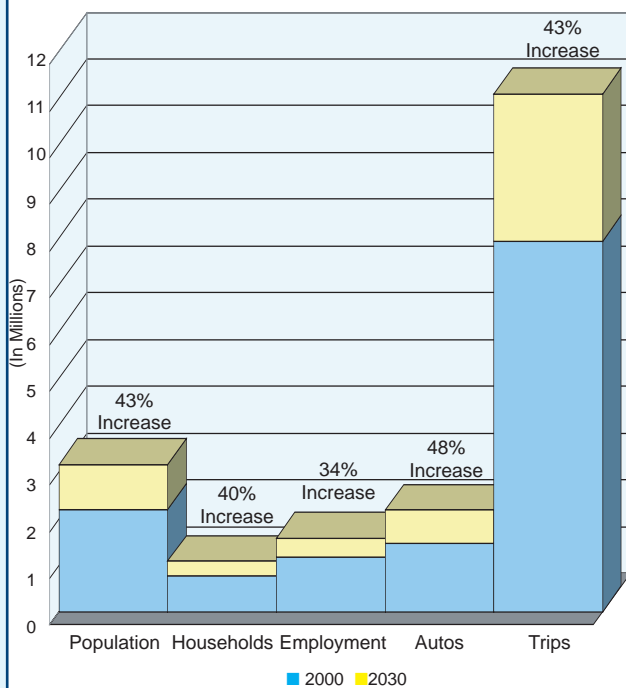
*The population in the North Transportation Planning Area will increase by 24% between 2000 and 2030.*

## North Transportation Planning Area Employment Increase 2000-2030



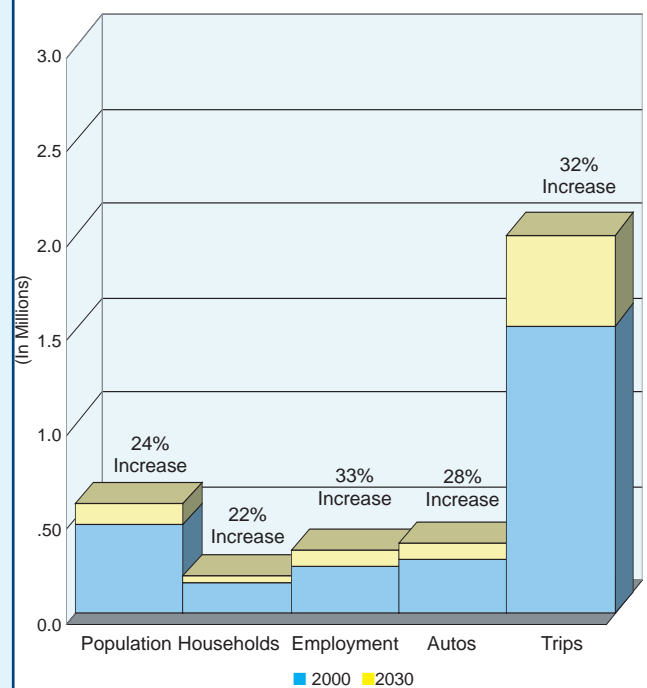
*The number of employees in the North Transportation Planning Area will increase by 33% between 2000 and 2030.*

## Miami-Dade County Growth 2000-2030



*Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.*

### North Transportation Planning Area Growth 2000-2030



*Increase in demographic and transportation data from 2000 to 2030 for the North Transportation Planning Area.*



# Miami-Dade Transportation Plan To The Year 2030

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# NW

Northwest

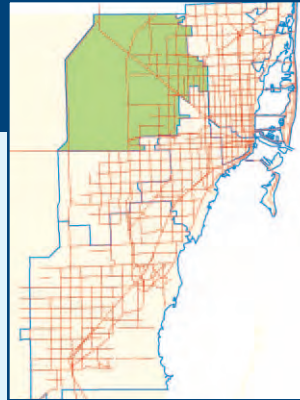
## *Planning Our Transportation Future*

### NORTHWEST TRANSPORTATION PLANNING AREA

#### Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 45% in the Northwest Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



#### BOUNDARIES AND CORRIDORS

The Northwest Transportation Planning Area includes the northwestern part of Miami-Dade County west of NW 52nd Avenue and north of SW

8th Street/Tamiami Trail and Dolphin Expressway/SR 836. This area includes the cities of Doral, Hialeah, Hialeah Gardens, Sweetwater, and Miami Lakes, the Town of Medley, the Lake District, and the Doral and Airport West commercial and industrial areas. The Northwest Area is traversed by several important transportation corridors including the SR-826/Palmetto Expressway, I-75, Okeechobee Road, SW 8th Street/Tamiami Trail, and Krome Avenue.

#### GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

##### Goals for the Year 2030:

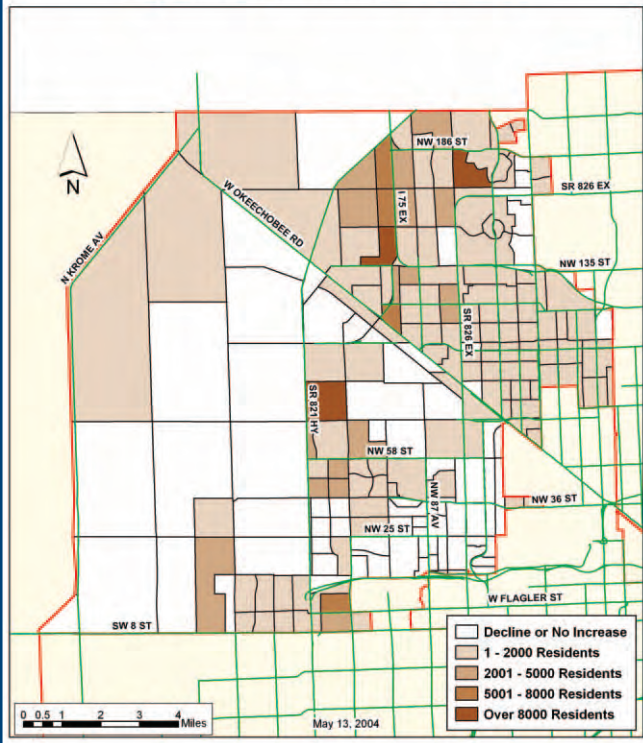
- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies





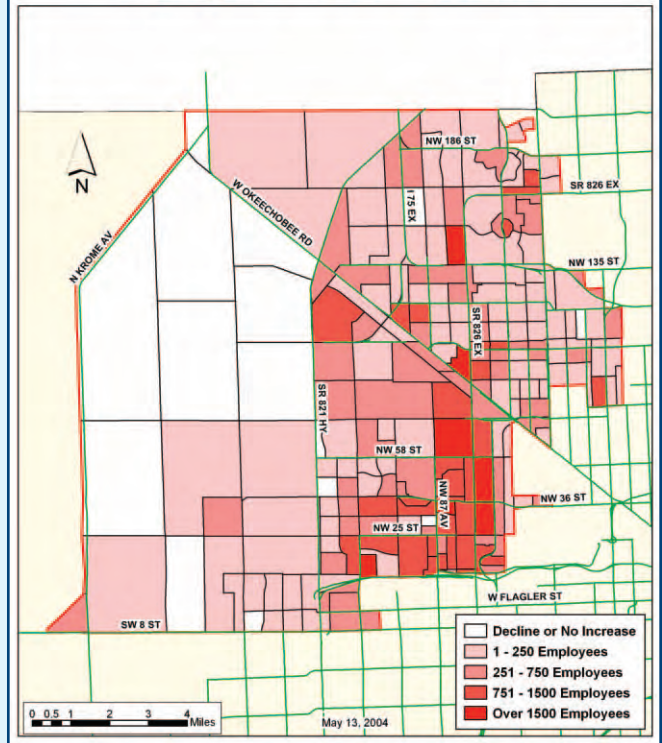
# FUTURE GROWTH

**Northwest Transportation Planning Area  
Population Increase 2000-2030**



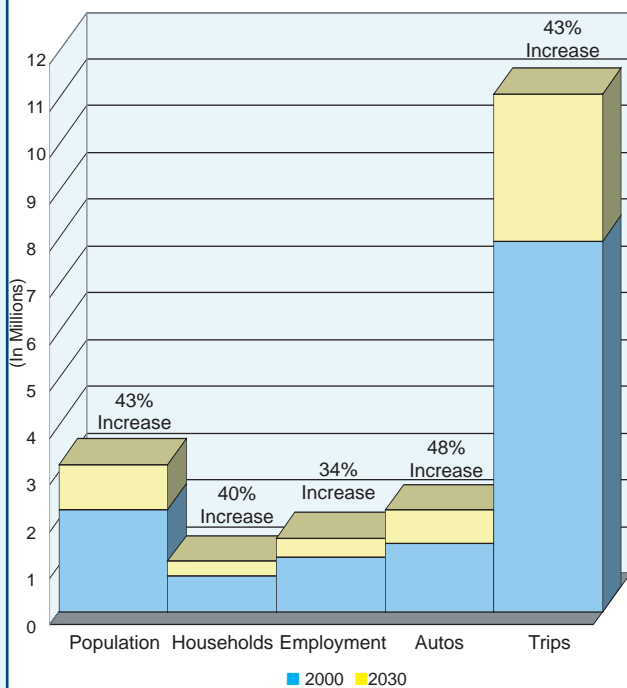
*The population in the Northwest Transportation Planning Area will increase by 46% between 2000 and 2030.*

**Northwest Transportation Planning Area  
Employment Increase 2000-2030**



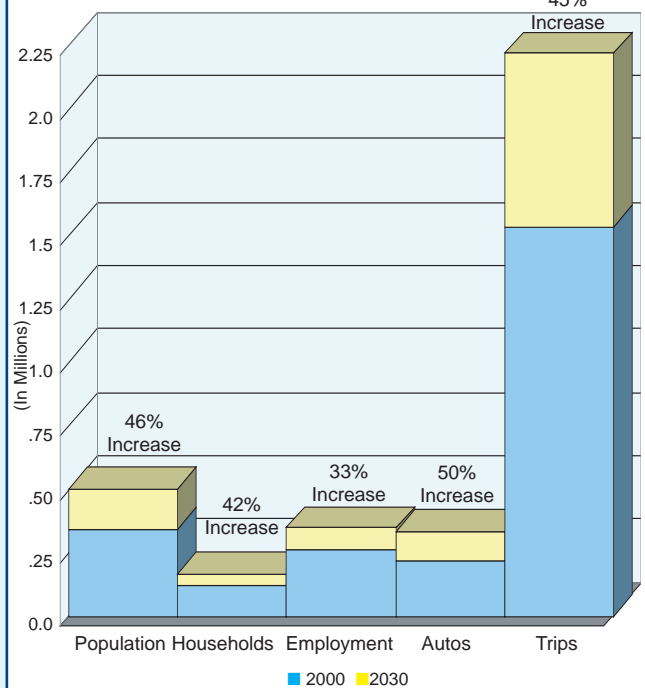
*The number of employees in the Northwest Transportation Planning Area will increase by 33% between 2000 and 2030.*

**Miami-Dade County Growth 2000-2030**



*Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.*

**Northwest Transportation Planning Area Growth 2000-2030**



*Increase in demographic and transportation data from 2000 to 2030 for the Northwest Transportation Planning Area.*





# Miami-Dade Transportation Plan To The Year 2030

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South

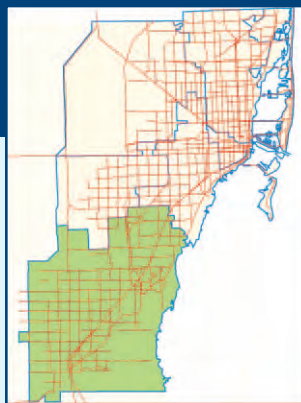
## *Planning Our Transportation Future*

### **SOUTH TRANSPORTATION PLANNING AREA**

#### **Updating the Plan as Miami-Dade County Grows**

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 67% in the South Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



#### **BOUNDARIES AND CORRIDORS**

The South Transportation Planning Area in Miami-Dade County includes the county south of Kendall Drive/SW 88th Street south to the Monroe/Miami-Dade County. This area includes the cities of Homestead and Florida City, the villages of Palmetto Bay and Pinecrest, and various neighborhoods including Rockdale, Perrine, Cutler, Peters, Bel Aire, Cutler Ridge, Franjo, Goulds, Naranja, Princeton, and South Allapattah. The South Area is traversed by several important corridors, including the SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway (US-1), Killian Parkway, Old Cutler Road, and Krome Avenue.

#### **GOALS**

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

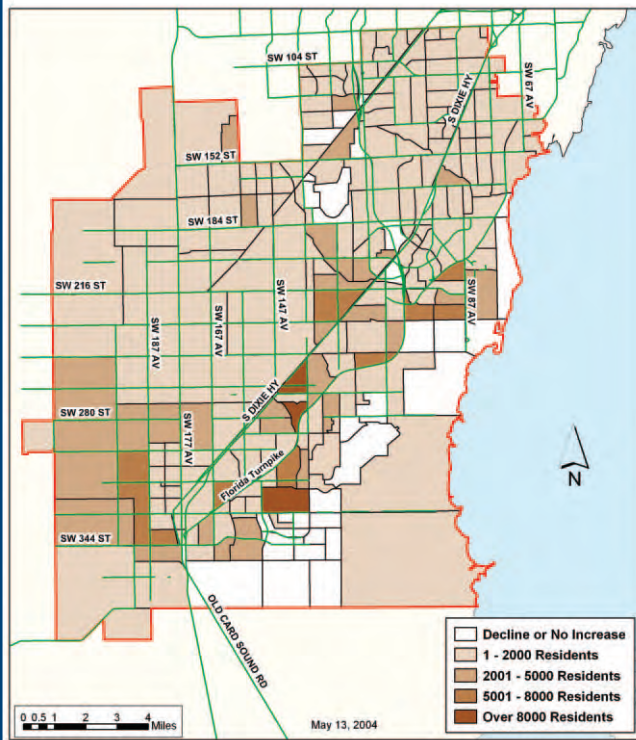
##### **Goals for the Year 2030:**

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies



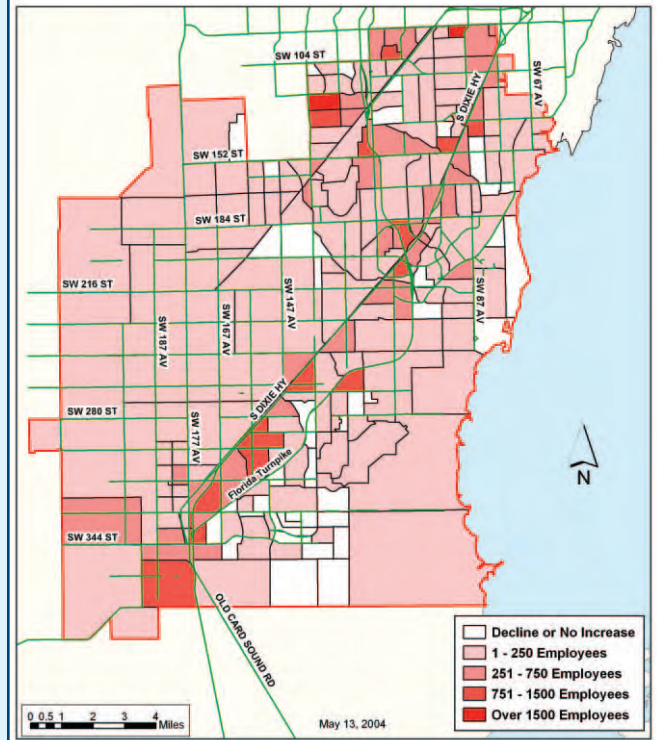
# FUTURE GROWTH

**South Transportation Planning Area  
Population Increase 2000-2030**



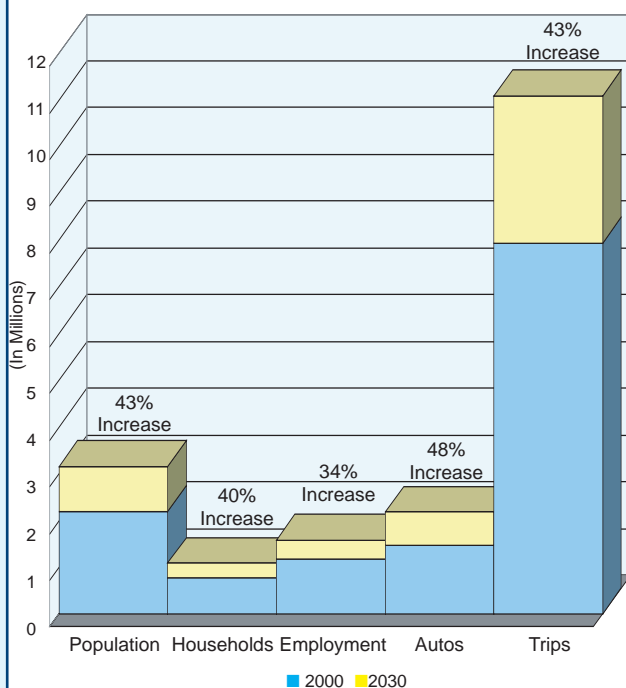
*The population in the South Transportation Planning Area will increase by 83% between 2000 and 2030.*

**South Transportation Planning Area  
Employment Increase 2000-2030**



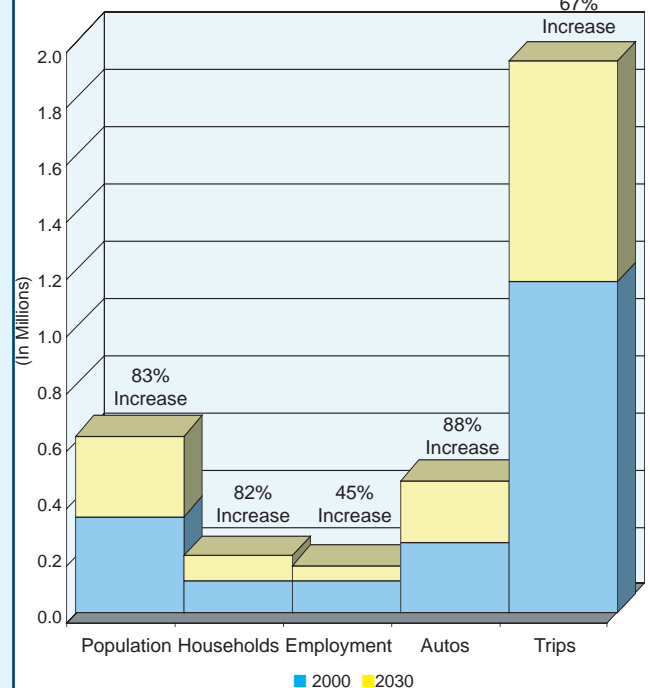
*The number of employees in the South Transportation Planning Area will increase by 45% between 2000 and 2030.*

**Miami-Dade County Growth 2000-2030**



*Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.*

**South Transportation Planning Area Growth 2000-2030**



*Increase in demographic and transportation data from 2000 to 2030 for the South Transportation Planning Area.*





# Miami-Dade Transportation Plan To The Year 2030

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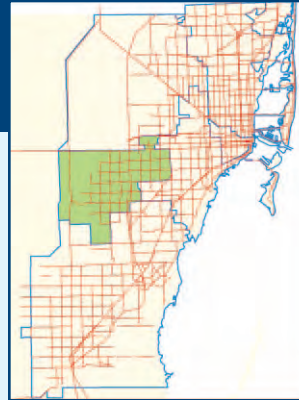
## *Planning Our Transportation Future*

### WEST TRANSPORTATION PLANNING AREA

#### Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 37% in the West Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



#### BOUNDARIES AND CORRIDORS

The West Transportation Planning Area includes the west central section of Miami-Dade County north of Kendall Drive/SW 88th

Street, south of Tamiami Trail/SW 8th Street, east of Krome Avenue, and west of SW 76th Avenue. This area includes all or portions of the Cities of Coral Gables, South Miami, West Miami, and several neighborhoods including Westwood Lakes, Kendall Lakes, Sweetwater, Fontainebleau, and Country Walk. The West Area is traversed by several important corridors including the SR-826/Palmetto Expressway, SR-874/Don Shula Expressway, SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway, and Krome Avenue.

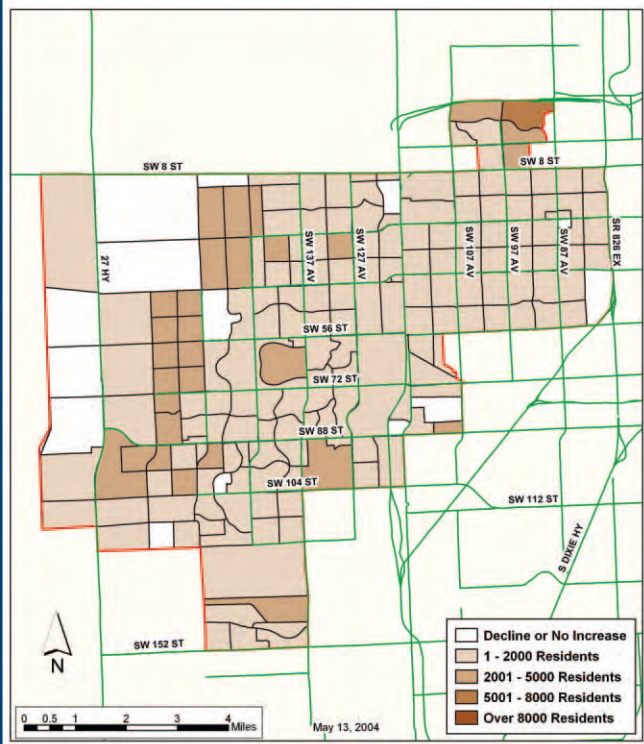
#### GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

##### Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies





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Category	2000 (Millions)	2030 (Millions)	Percentage Increase
Population	2.5	3.5	43%
Households	1.0	1.4	40%
Employment	1.5	1.9	34%
Autos	1.8	2.6	48%
Trips	8.2	11.5	43%

A 3D stacked bar chart comparing projected increases in five categories from 2000 to 2030. The vertical axis represents the increase in millions, ranging from 0.0 to 1.75. The horizontal axis lists the categories: Population, Households, Employment, Autos, and Trips. Each bar is composed of a blue base representing the 2000 value and a yellow top representing the 2030 value. The percentage increase for each category is labeled above the bars.

Category	2000 (Millions)	2030 (Millions)	% Increase
Population	0.44	0.63	44%
Households	0.15	0.22	241%
Employment	0.12	0.16	39%
Autos	0.31	0.46	47%
Trips	1.15	1.58	37%





# Air Quality Newsletter



## AIR QUALITY AND THE LONG RANGE TRANSPORTATION PLAN

### EXTRA, EXTRA..... NEW AIR QUALITY STANDARDS!!!



The United States Environmental Protection Agency (USEPA) has determined if air quality areas were designated today, the entire State of Florida would be in attainment for both the existing 1-hour and proposed 8-hour National Ambient Air Quality Standards (NAAQS). The USEPA is currently transitioning to the new 8-hour ozone and fine particulate matter (PM<sub>2.5</sub>) national ambient air quality standards to amend the transportation conformity rule. The proposed rule was released in November and the final implementation plan will be in place after January 2004. Attainment and nonattainment areas for ozone and particulate matter will be designated by the EPA in April 2004 and December 2004, respectively.

Miami-Dade County, a maintenance area for air quality, would still be subject to conformity for a statutory one-year grace period after designation by the new standards. Conformity will not be required for either the 1-hour nonattainment or 1-hour maintenance areas after the one-year grace period when the standard is revoked.

The goal of the new standard is to better account for the effects on public health in an effort to reduce the amount of time people spend breathing elevated levels of air pollutants. The new standard is based on averaging air quality measurements over 8-hour blocks of time (any 8-hour block) for a three year period, instead of the 1-hour blocks of time mandated by the current standard. By focusing on the actual monitored concentrations instead of focusing attention on the number of days that the standard is exceeded (regardless of the level that the standard is exceeded) will provide better information of the effects on public health.

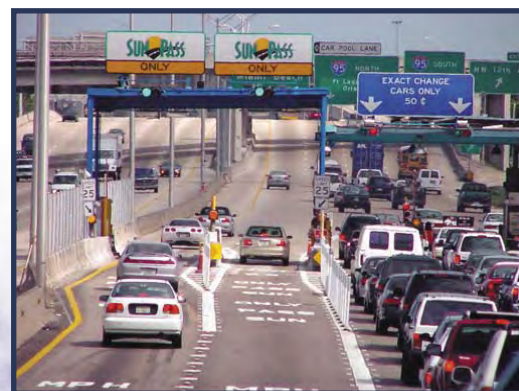
The 8-hour standard is more representative of conditions occurring over a long-term exposure. For Miami-Dade County this is extremely critical as the local tourist industry relies upon the attractiveness of outdoor activities.

**Ozone** is a colorless and highly irritating gas formed by a chemical reaction between air pollutants that are often found over urban areas on hot summer days in the presence of sunlight. Two common air pollutants, nitrogen oxide (NO<sub>2</sub>) and volatile organic compounds (VOC) react with each other to produce ground-level ozone.

### Air Quality in Miami-Dade County

The U.S. Environmental Protection Agency (USEPA), in 1990, adopted specific amendments to the Clean Air Act that allowed the USEPA to classify areas according to the severity of the pollution problem. In 1991, Miami-Dade County was classified to be a Moderate Non-Attainment Area according to national standards for ozone.

By 1995, emission levels had been reduced which allowed Miami-Dade County to be redesignated as a Maintenance Area for air quality. This redesignation requires Miami-Dade County to show conformance to the National Ambient Air Quality Standards (NAAQS) through its Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP). An area that is designated (or redesignated) as a Maintenance Area must then monitor emissions for a twenty-year period to show conformance to the NAAQS.





## WHAT CAN YOU DO?

- Come to the MPO's Citizen Transportation Advisory Committee (CTAC) meetings. Sign up to serve on the CTAC board. For more information, call the MPO at **(305) 375-4507** and ask for Elizabeth Rockwell.

- Ride Metrobus, Metrorail, or TriRail; for more information on how to use these systems call the Miami-Dade Transit Authority's Customer Service Line at **(305) 770-3131**.

- Carpool or utilize flex time/hours at your work, for more information on carpooling contact the South Florida Services' Customer Service Line at **1-800-234-RIDE**.

- Walk or bike for short trips.

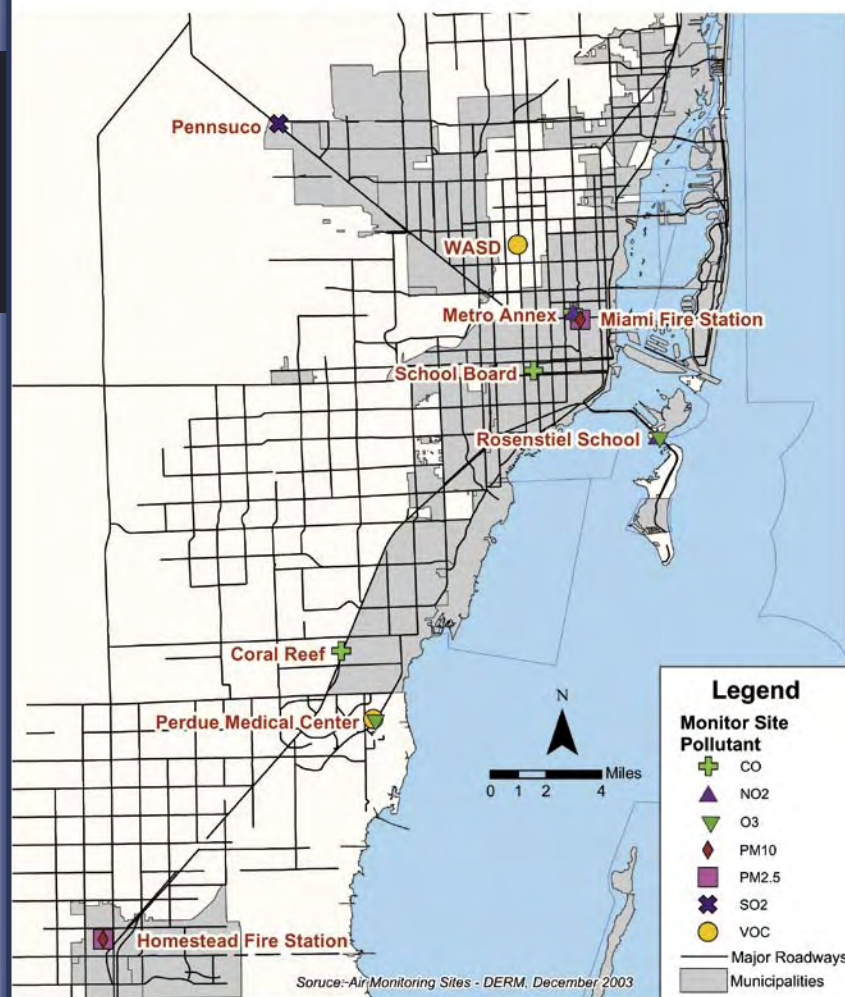
- Encourage others to consider their impacts on our air quality.

- Keep track of the South East Air Coalition for Outreach Alliance whose mission is to promote air quality programs and awareness. This alliance includes public and private organizations.

The conformity proposal, for the new 8-hour ozone and PM2.5 air quality standards, from USEPA is available for public inspection and comment at the following Internet site:

<http://www.epa.gov/otaq/transp/conform/con-regs.htm>

## Miami-Dade County Air Quality Monitor Sites



## Air Monitoring Sites

Air monitoring sites were set up to ensure compliance with the 1990 Clean Air Act Amendments within the Southeast Florida Airshed. The validated air monitoring data demonstrated conformance with the NAAQS and enabled the Southeast Florida Airshed to be redesignated to maintenance status in 1995.

There are currently eight (8) ambient air monitoring stations located throughout Miami-Dade County. The criteria pollutants, as defined by the Clean Air Act as ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulates (PM10 and PM2.5), and sulfur dioxide (SO<sub>2</sub>), are monitored to protect the public welfare and public health of the people of Miami-Dade County. The map below shows the location of each air monitoring station and identifies the pollutant monitored.

## The Southeast Florida Airshed

The Southeast Florida Airshed is made up of the tri-county area comprised of Broward, Miami-Dade, and Palm Beach counties. An airshed is a geographic area where air quality is influenced by similar sources, meteorology and terrain conditions.

### Growing Together

Based on the 2000 Census, parts of Miami-Dade, Broward, and Palm Beach counties were designated as a single urbanized area. Due to the size and complexity of the Metropolitan Planning Organization (MPO) planning areas located in this urbanized area, three separate MPOs will be maintained with a stronger regional coordinated planning process emphasizing a coordinated project prioritization and selection process, regional public involvement, and coordinated air quality planning.

### Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The CMAQ program provides funds for surface transportation and other related projects that improve air quality and reduce congestion. Historically, the CMAQ funding for Miami-Dade has been utilized to provide programs that include bike/pedestrian programs, ride-sharing, ITS projects, and expansion of the transit system. When Miami-Dade County is designated as an attainment area under the new 8-hour NAAQS it still unclear what will happen to these funds.

### Southeast District of the Department of Environmental Protection

The Southeast District of the Department of Environmental Protection has formed a Southeast Air Coalition for Outreach (SEACO), which consists of partnerships of public and private organizations. SEACO was tasked to improve air quality within Palm Beach, Broward and Miami-Dade Counties. Their mission is "to promote air quality programs and awareness by forming a multi agency and cross media council."

SEACO will assist other outreach programs through public awareness programs and education. Their focus is to reach more people through coordinated efforts of the three counties and their pooled resources.



#### DID YOU KNOW?

**Volatile Organic Chemicals (VOCs)** are "Organic chemicals that contain the element carbon; VOCs include gasoline, industrial chemicals such as benzene, solvents such as toluene and xylene, and tetrachloroethylene. Many volatile organic chemicals are also hazardous air pollutants; for example, benzene causes cancer." (USEPA website)

**Nitrogen Oxides (NO<sub>x</sub>)** "are produced from burning fuels, including gasoline and coal. Nitrogen Oxides are smog formers, which react with VOCs to form smog. NO<sub>x</sub>s are also major components of acid rain." (USEPA website)

**Carbon Monoxide (CO)** is an odorless, colorless poisonous gas produced by the incomplete combustion of fuels. Vehicle exhaust is the main source of carbon monoxide in the atmosphere and is found mainly along major roads and intersections.

**Particulate Matter** are small air pollutant particles in the air including soot, dust, dirt, fly ash and small liquid drops. PM10 includes particles with a diameter of 10 micrometers or less and PM2.5 (fine particles) includes particles less than 2.5 micrometers in diameter.

**Sulfur Dioxide (SO<sub>2</sub>)** is a colorless reactive gas emitted from burning or processing fossil fuels and coal.

**TEA-21 Reauthorization:** Congress has approved legislation that authorizes a 5-month extension of TEA-21. This extension provides for 5/12 of the expected funding for existing programs for the new fiscal year beginning October 1, 2003. The extension also provides for the necessary time to finalize legislation for the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003, (SAFETEA) which is the reauthorization of TEA-21 for the next 6-year period from 2004-2010.



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# *Air Quality*

NEWSLETTER

MIAMI DADE LONG RANGE TRANSPORTATION PLAN





# **Appendix B**

## **Technical Memorandums**



## Appendix B

In conjunction with the development of the Miami-Dade Long Range Transportation Plan Update to the Year 2030, several supporting technical reports were prepared for specific aspects of the projects. Listed below are the supporting documents available by request to the Miami-Dade Metropolitan Planning Organization.

### **Public Involvement Plan & Program and Public Involvement Report**

At the onset of the development of the Miami-Dade Long Range Transportation Plan Update to the Year 2030 (the Plan), a Public Involvement Plan & Program (PIP) was developed to complement the MPO Public Involvement activities related to the Plan update. The Public Involvement Report explains the importance and purpose of public involvement in the planning process, identifies the public involvement process and the committees involved, and outlines the specific public involvement strategies used during the development of the Plan.



### **Data Compilation, Review, and Development**

The Data Compilation, Review, and Development reports documents the review of the data used in the model validation and analyses for the development of the Plan including study area and socioeconomic data. The study area, Miami-Dade County which encompasses over 2000 square miles, was divided into three different boundary types for analysis and presentation purposes. Each boundary type, Traffic Analysis Zones (TAZs), Commissioner Districts, and Analysis Areas, are described and mapped. The socioeconomic data, derived from the 2000 Census, used in the travel demand model is summarized for the base year 2000, the interim year 2015, and the Plan year 2030.



### **Model Validation Report Year 2000**

The Model Validation Report describes the process by which the travel demand model used to analyze future demands on the Miami-Dade transportation system was validated to replicate 2000 transportation system conditions. The validation efforts are described on a module-by-module basis in the report. The model validation process includes the refinement and adjustment of model parameters so that the model replicates observed 2000 conditions. Data collected from the Southeast Florida Regional Travel Characteristics Survey and other sources of observed travel patterns and behaviors were used directly in the model update and validation process.



### **Financial Resources Review**

The Financial Resources Review provides a review of the financial resources that will be available and applied to transportation improvements and operations in Miami-Dade County through 2030. Projected revenues are identified for the Florida Department of





Transportation (FDOT), Miami-Dade Transit (MDT), and Miami-Dade County Public Works Department, Miami-Dade Expressway Authority (MDX), and Florida's Turnpike Enterprise.

### **Air Quality Conformity Determination Report**

The Air Quality Conformity Determination Report (CDR) documents the conformity determination of the 2030 Plan and of the 2005 – 2009 Transportation Improvement Program (TIP) in fulfillment of the requirements of the 1990 Federal Clean Air Act Amendments. The implementation of projects in the Plan for Conformity Horizon Years: 2005 Cost Feasible, 2015 Cost Feasible, 2025 Cost Feasible, and 2030 Cost Feasible meet the National Ambient Air Quality Standards (NAAQS).







## **Appendix C**

# **Public Comments**

**Long Range Transportation Plan (to the Year 2030)  
Citizen's Comments**

Comment	Response to Comment
<b>NORTHWEST TRANSPORTATION PLANNING AREA:</b>	
Corridor improvements are needed along NW 154th Street in the vicinity of the Palmetto Expressway.	There is a project in the Cost Feasible Plan adding lanes to NW 154th Street between 87th Avenue and 107th Av.
Improve traffic conditions at the Palmetto Expressway and NW 57th Avenue and NW 67th Avenue.	
Include Ludlam Road from State Road 826 to NW 138th Street as part of the County's Bike / Ped Plan.	No Bike / Ped improvements on facilities that are not programmed for highway improvements
Add a bike lane on NW 87th Avenue from NW 107th Street to NW 138th Street and along NW 154th Street - Miami Lakes Drive to Red Road.	Bike/Pedestrian are expected to be constructed as part of the highway improvements on NW 87th Ave. from NW 202nd St. to NW 154th St.; NW 87th Ave. from 102nd St. to 40th St.; and NW 154th St. from 87th Ave. to 107th Ave.
Provide interchange improvements along Okeechobee Road from NW 138th Street to NW 187th Avenue.	There is an Intelligent Transportation System (ITS) project identified in the Cost Feasible Plan for Okeechobee Road from Krome Avenue to NW 36th; there are grade separate intersection projects at Krome Avenue, Hialeah Gardens, 116th Way, 105th Way, 87th Avenue, and 79th Avenue.
Interchange improvements are needed along the Palmetto Expressway at Ludlam Road and Red Road (specifically the westbound exit ramp onto the expressway).	
Expand network of shared use bicycle / pedestrian paths in and around the Town of Miami Lakes.	Bike/Pedestrian are expected to be constructed as part of the highway improvements on Miami Gardens Dr. from NW 57th to I-75; Red Road south of W 84th; NW 72nd south of W 84th; NW 62nd south of W 84th; and NW 170th west of NW 75th.
There is a need for bicycle lanes on NW 154th Street and NW 87th Avenue.	Bike/Pedestrian are expected to be constructed as part of the highway improvements on 87th Ave. from the HEFT to Miami Lakes; 87th Ave. from US 27 to Doral; and 154th St. from 87th Ave. to 107th Ave.
Complete Phase II of the Miami Streetcar Project.	The Miami Streetcar project is in the Cost Feasible Plan.
Provide a Liberty City Circulator.	This is not a LRTP project per the LRTP Steering Committee at the 8/16/04 meeting. It is an operational issue and will be considered by Miami-Dade Transit (MDT)
Provide a Brownsville Circulator.	This is not a LRTP project per the LRTP Steering Committee at the 8/16/04 meeting. It is an operational issue and will be considered by Miami-Dade Transit (MDT)
Provide BRT or premium rapid transit along the entire County Line Road corridor.	A BRT route is identified in the Needs Plan along Miami Gardens Drive from 87th to Lehman Causeway.
Provide BRT or premium rapid transit along NW 119th Avenue from SR-826 to US-1.	A BRT route is identified in the Needs Plan along 117th Avenue from I-75 to Kendall Road.



Comment	Response to Comment
<b>NORTH TRANSPORTATION PLANNING AREA:</b>	
Provide more Park & Ride lots along the major highways. We need more east-west highways throughout the County.	There are currently 4 park-n-ride (PnR) lots under development and 10 planned lots throughout the County.
The Miami-Dade Transit system should tie into the Broward County Transit system.	The Broward Transit Bridge BRT route, the North corridor, & Northeast corridor projects extend to the county line; the North & Northeast corridors are included in the Cost Feasible Plan.
Proposed Arterial Improvement NE Miami Gardens Drive: The NE 10th Avenue Neighborhood Association recently conducted a survey regarding the proposed widening of NE Miami Gardens Drive, between NE 6th Avenue - Biscayne Boulevard. Of the residents who responded, there was almost total opposition to the proposed widening project for a number of reasons. The neighborhood is concerned about the increased vehicular traffic volumes and speeds that would result from the widening project. There is private school on Miami Gardens Drive & NE 10th Avenue, and many students walk and bike there. The Neighborhood Association would want the project eliminated from the new 2030 LRTP. However, as an alternative to the widening project that would include limited roadway improvements within the corridor, targeting problem signalized intersections, making pedestrian and bicycle improvements, traffic calming measures and extensive landscaping.	The widening of Miami Gardens Drive is in the Cost Feasible Plan and is expected to include Bicycle and Pedestrian facilities.
<b>BEACH / CENTRAL BUSINESS DISTRICT TRANSPORTATION PLANNING AREA:</b>	
Make mass transit first priority linking it to major employment centers like South Beach, the airport, etc.	Mass transit improvements account for more than 80% of the cost of all improvements included in the Cost Feasible Plan, including the Baylink, a light rail line connecting downtown to the Beaches.
Improve mass transit by reconsidering and redesigning bus routes to follow the street grid system. Also, improving reliability and scheduling would gain public trust in the system.	To implement route enhancements identified in the People's Transportation Plan, approximately 430 buses will be added to the Miami-Dade Transit bus fleet.
As a resident of Miami Beach, I do not see any plans to alleviate this congested area. On top of that there is a lot of development in North Bay Village, North Beach, and Sunny Isles Beach which will utilize North Miami Beach's congested arterials. Provide east-west Transit or Highway alternatives to connect to mainland system to help traffic flow more smoothly.	The Baylink light rail transit project is included in the Cost Feasible Plan; Baylink will connect downtown to the Beaches.
First, stop the plan to close NE 83rd Street to egress from Miami Beach and North Bay Village. Second, stop the plan to reduce the east lane on NW 79th Street to North Bay Village. Finally, the tolls on Bay Harbor Causeway should be eliminated to encourage drivers to utilize the Causeway instead of driving through Miami Beach to get to the beaches.	
We need Hybrid buses that are smooth running and fuel and maintenance efficient. I do not want Bay Link built. Roadway improvements are needed on all streets in the south Miami Beach area.	
<b>WEST TRANSPORTATION PLANNING AREA:</b>	
Incorporate curb cuts into existing sidewalks and all future construction projects and make sure they are wide enough so that wheel chairs will not flip over. Do not place light poles or any other obstructions on the sidewalks that can block wheel chair access.	All ADA regulations will be incorporated into the pedestrian facilities identified in this plan.





Comment	Response to Comment
<b>NORTHEAST TRANSPORTATION PLANNING AREA:</b>	
The Northeast corridor has been in the LRTP for many years. It is one premium transit corridor in the plan that seems to have been overlooked throughout the years. There is severe traffic congestion on Biscayne Boulevard throughout its length in Miami-Dade County. A quality alternative means travel is essential for future sustainable prosperity of the corridor. The Biscayne Boulevard corridor is now exploding with new high density development from downtown Miami to the Broward County Line. For all these reasons, the 2030 LRTP should include the Northeast corridor as the highest priority for Metrorail expansion. There is probably no other corridor in Miami-Dade County with a potential demand for premium transit service equal to the Northeast corridor. Let us put our next major investment in transit dollars into the corridor that likely will give the highest ridership and greatest benefit of any corridor in Miami-Dade County.	In the Cost Feasible Plan, Priority II (2015) is the highest priority possible for this project due to funding constraints. Three other corridors are partially funded in Priority I including the North Corridor, East/West Corridor, and Earlington Heights Connector.
Bicycle / Pedestrian Safety: The NE 10th Avenue neighborhood has an unusually large number of pedestrians. This is in part due to the existence of a number of Orthodox synagogues in the neighborhood (the congregants must walk to Synagogue on the Sabbath and Holy Days) and three public and two private schools. Unfortunately, there are places in the neighborhood without sidewalks. The Neighborhood Association proposes allocating sufficient transportation dollars to the bicycle and pedestrian program so that pedestrians and bicyclists, in neighborhoods like ours, will be given safe walking and cycling environments within a reasonable time frame.	Bike/Pedestrian are expected to be constructed as part of the highway improvements on NE 12th Ave. between NE 167th St. and NE 151st St.; and NE 15th St. between Miami Gardens Dr. and NE 159th St.
<b>SOUTH TRANSPORTATION PLANNING AREA:</b>	
The data presented for employment and population projections are wrong. The Miami-Dade County Commission has decided the UDB will not be moved, yet the maps presented at the meeting show growth outside the UDB.	
The SW 157th Avenue improvements project between SW 184th Street and SW 216th Street was supposed to be removed several years ago. Why is it still listed as a project in the LRTP?	
SW 134th Avenue south of SW 200th Street is the UDB and should not be slated for an arterial improvement project in the LRTP.	Any improvements outside the UDB will require Comprehensive Development Master Plan amendment prior to implementation.
Krome Avenue improvements south of SW 136th Street are already done. Why are they still proposed in the LRTP?	
We need a strong growth management program to protect our natural resources, Wellfields, and agricultural economy.	The Urban Development Boundaries and Urban Growth Boundaries that are in place are designed to limit development in the fringe areas of the county.
Homestead desperately needs a truck-by-pass around their downtown area.	A truck by-pass between US 1 & 296th Street on Krome Avenue is included in the Cost Feasible Plan.
Check the information regarding population and employment increases from 2000-2030 for the South Transportation Planning Area, because the numbers displayed at the meeting do not reflect the total anticipated growth. Due to this growth extend Metrorail south to Florida City.	The South Dade Metrorail extension (to Florida City) is identified as a Priority IV project in the 2030 Cost Feasible Plan.
Widen SW 312th Street from US-1 to SW 177th Avenue to 6 lanes, or at a minimum, the existing 4 lanes need to be reconstructed and improved.	SW 312th will be widened to 6 lanes between HEFT & 176th Ave and 14th Ave & 197th Ave; widening projects are also identified between 152nd & 137th and 187th & 177th.



## Appendix D

### Project Descriptions



## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY I

Project Name	Project Description
ITS - SR 836, SR 112, SR 826, SR 874, I-95 and I-75	This project will consist of intelligent transportation systems for the 6 facilities. (FDOT)
SW 1st Avenue	This project will provide a 4 lane river crossing from SW 8th Street to SW 1st Street. This important PTP project will reduce traffic congestion to ingress and egress Downtown Miami. (PW)
SW 62nd Avenue	This project will provide street improvements from SW 24th Street to NW 7th Street. This important PTP project will improve traffic flow on SW 62nd Avenue and is already programmed in the 2005 TIP. (PW)
South Miami Avenue	This project will provide traffic calming measures, curbing and sidewalks from SW 25th Road to SW 15th Road. This important PTP project is to improve traffic flow on South Miami Avenue and is already programmed in the 2005 TIP. (PW)
NW 82nd Avenue / NW 8th Street	NW 82nd Avenue will be reconstructed from NW 7th/NW 87th to 10th Street/79th Avenue. This important PTP project will improve traffic flow on NW 82nd Avenue / NW 8th Street and is already programmed in the 2205 TIP. (PW)
SW 27th Avenue	SW 27th Avenue will be widened from 2 to 3 lanes from US 1 to Bayshore. This important PTP project is to improve traffic flow on SW 27th Avenue and is already programmed in 2005 TIP. (PW)
Earlington Heights-MIC Connector	A 2.3 mile heavy rail extension between the existing Metrorail Earlington Heights Station and the Miami Intermodal Center (MIC), a proposed regional transportation hub serving the Miami International Airport. The MIC is being developed by FDOT to serve as a central transfer point in the airport area for various transportation modes: Metrorail, Tri-Rail, Metrobus, rental car agencies, etc. This project includes one station at the MIC. The purpose of this project is to establish a rail connection to Miami International Airport to serve visitors and airport employees and to provide an intermodal connection access. \$260 million (MDT)
NW 37th Avenue	This project will widen NW 37th Avenue from 2 to 5 lanes from NW North River Drive to NW 79th Street. This important PTP project will improve traffic flow on NW 37th Avenue. (PW)







## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY I

Project Name	Project Description
North Corridor	A 9.5 mile heavy rail extension of Metrorail along NW 27th Avenue from Dr. Martin Luther King Jr. Metrorail Station (NW 62nd Street) to NW 215th Street (Miami-Dade / Broward County Line). This project includes seven stations and four multilevel parking structures. The purpose of this project is to serve a highly transit dependent population, connect major generators such as: Miami-Dade College North Campus and Proplayer Stadium, and provide a future rail linkage to Broward County. \$260 million (MDT)
Krome Avenue	This project is to add Access Mgt / Safety / Trail on Krome Avenue from SW 8th Street to US 27. This project is programmed in the work program. (FDOT)
Construction of NW 87th Avenue	This important PTP project will improve north-south traffic flow with the construction of NW 87th Avenue. (PW)
NW 74th Street	A New 3-lane roadway will be built as a short term measure to provide continuity from the HEFT to NW 82nd Avenue and beyond. This will become half of the ultimate 6-lane cross section. This important PTP project will improve traffic flow on NW 74h Street. (See Project 382.) (FDOT) (PW)
SW 82nd Avenue	This project will construct a bridge over Tamiami Canal from SW 7th Street to SW 8th Street. This important PTP project will improve traffic flow on SW 82nd Avenue. (PW)
SW 87th Avenue	This will widen SW 87th Avenue from 2 to 4 lanes from SW 168th Street to SW 216th Street. This important PTP project will improve traffic flow on SW 87th Avenue. (PW)



## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY I

Project Name	Project Description
SW 320th Street / Mowry Drive	This project will widen SW 320th Street/Mowry Drive to 3 lanes from SW 187th Avenue to US 1 / Dixie Highway. This important project will improve mobility on SW 320th Street / Mowry Drive. (PW)
SW 312th Street	This project will widen SW 312th Street from 2 to 4 lanes from SW 152nd to SW 137th Avenue. This important PTP project will improve traffic flow on SW 312th Street. (PW)
SW 312th Street (PHASE 2)	This project will widen SW 312th Street to 5 lanes from SW 187th Avenue to SW 177th Avenue. This important project will improve mobility on SW 312th Street (Phase 2). (PW)
SW 136th Street	This project will widen SW 136th Street from 2 to 4 lanes from SW 157th Avenue to Florida Turnpike (SR 874) This important PTP project will improve traffic flow on SW 136th Street. (PW)
SW 157th Avenue	This project will add a new 4 lane road from SW 184th to 152nd Street. This important PTP project will improve traffic flow on SW 157th Avenue. (PW)
SW 180th Street	This important PTP project will improve traffic flow on SW 180th Street. (PW)
HEFT	This project will provide interchange modifications at SW 8th Street. (Turnpike)
SW 120th Street	This project will widen SW 120th Street from SW 137th Avenue to SW 117th Avenue. This important PTP project will improve traffic flow on SW 120th Street. (PW)
SW 137th Avenue	This project will widen SW 137th Avenue from 4 to 6 lanes from SW 8th Street to SW 26th Street. This important PTP project will improve traffic flow on SW 137th Avenue. (PW)
SW 97th Avenue	This project will widen SW 97th Avenue from 2 to 4 lanes from SW 72nd Street to SW 40th Street. This important project will improve mobility on SW 97th Avenue. (PW)
SW 42th Street	This project will add a new 2 lane from SW 157th Avenue to SW 167th Avenue. This important project will improve mobility on SW 40th Street. (Developer)
SW 82 Avenue	This important project will improve mobility on SW 82nd Avenue. (PW)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY I

Project Name	Project Description
SW 142nd Avenue	This project will add new 2 lanes from SW 42nd Street to SW 8th Street. This important PTP project will improve traffic flow on SW 142nd Avenue. (PW)
SR 997 / Krome Avenue	This project will add turn lanes at SW 272nd, SW 256th, SW 168th, SW 136th intersections on SR 997 / Krome Ave. These intersection improvements are programmed in the work program. (FDOT)
SR 112	This project will reconstruct SR 112/NW 36th Street / Le June interchange. It will also add new ramps to and from SR 112 to MIA / acquire new row for interconnector from NW 25th Street to SR 112 and from NW 21st Street to SR 112 / NW 27th Avenue. (MDX)
HEFT (Okeechobee Toll Plaza)	This project will add 3 express lanes and 4 manual lanes per direction on HEFT. (Okeechobee Toll Plaza) (Turnpike)
SR 836	Design and construction of CD roadways / acquisition ROWs from NW 14th Street to NW 28th Street. (MDX)
South Bayshore Drive	This project will include resurfacing and median improvements from McFarlane to Aviation. This important PTP project will improve traffic flow on South Bayshore Drive. (PW)
Turnpike (Golden Glades Turnpike)	This project will add 3 express lanes and 3 manual lanes per direction on turnpike (Golden Glades Toll Plaza) (Turnpike)
EAST-WEST Corridor FIU to MIC	A 10.5 mile rail extension of Metrorail from FIU to MIC. The purpose of this project is to serve a population highly dependent on transit; establish first east-west link in the cenral Miami Dade area; provide a transit connection between major generators; FIU and Miami International Airport - MIC; provide congestion along major roadways. \$1,294 million (MDT)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY II

Project Name	Project Description
Miami Gardens Drive	Two lanes will be added on Miami Gardens Drive (NE 183rd Street) from I-95 to US 1 (from 4 to 6 lanes). This is an important project to help relieve congestion and very poor LOS on Miami Gardens Drive. There may be opposition from the residents and businesses in the corridor. Limited alternative routes exist. ITS is also recommended. (FDOT)
SR 836 / I-395	This project will add lanes / CD Roads on SR 836 / I-395 from East of I-95 to MacArthur Causeway. Rapid downtown redevelopment and the Performing Arts Center are two important reasons to elevate the priority for this project. A PD&E study is underway to review the alternative preferred by the MPO. (FDOT)
Miami Beach Transit Hub	Located at 17th Street / Lincoln Road Miami Beach Convention Center (MBCC) Miami Beach. A bus terminal is planned and programmed as an expansion of the existing transit center or as a new facility. The TIP and TDP state the bus terminal will be built at a site near Lincoln Road and Major generators. Committed Improvements. The purpose of this project is to support the Baylink project. (MDT)
I-95	This project will convert HOV to reversible HOV/HOT lanes on I-95 from Golden Glades Interchange to Ives Dairy Road. This is one segment of a very important project to provide additional capacity to I-95 in Dade County. A conceptual managed lanes study on I-95 will be commencing shortly and will consider rebuilding the HOV lanes. Presently, there is only one HOV lane in the peak direction and, because the HOV lanes are not physically separated from the general use lanes, the lanes have been used by considerable a number of violators. There is potential for this project to be constructed by a public/private joint venture. (FDOT)
Flagler Marketplace Passenger Activity Center	This project is located Downtown Miami, Flagler Street and 1st Avenue. The existing Downtown Miami bus terminal site will be expanded one block to the north as part of the Flagler Street Marketplace project. Additional upgrades are needed to provide necessary passenger amenities. The TDP's 2009 Recommended Service Plan (RSP) provides the need for added bus berths at this location ASAP. The purpose of this project is to support existing Metrorail, Metromover and Metrobus routes and to support future major transit projects (East West corridor and Baylink). (MDT)





# **MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN**

## **PRIORITY II**

Project Name	Project Description
I-95	This project will add HOV/HOT lanes on I-95 from south of I-395 to north of SR 112 - I-95 Master Plan. This is one segment of a very important project to provide additional capacity to I-95 in Dade County. A conceptual managed lanes study on I-95 will be commencing shortly and will consider rebuilding the HOV lanes. Presently, there is only one HOV lane in the peak direction and, because the HOV lanes are not physically separated from the general use lanes, the lanes have been used by a considerable number of violators. There is potential for this project to be constructed by a public/private joint venture. (FDOT)
ADV Traffic Management Systems / Signal Upgrade	This project will provide a traffic signal system upgrade. This important PTP project will improve traffic flow on ADV traffic management system / signal upgrade. (PW)
Bus Purchases	This is an on-going project depending on new vehicles needs for fleet expansion or replacement. The purpose of this project is to enhance current service levels through frequency improvements, service expansion in areas with limited or non-existent service and to promote intermodal linkages between Metrobus, Metrorail and Metromover, as well as Broward County's transit system and the Tri-Rail. (MDT)
Park and Ride Lots	This project is a countywide park and ride lots. Detailed information on existing and proposed park and ride lots are included in the 2004 TDP. (MDT)
Sunpass System Enhancement	This project is a countywide Sunpass System Enhancement. (Turnpike)
Golden Glades Multimodal Terminal	This project is the Golden Glades Multimodal Terminal. The GGI Terminal is where various transportation modes converge and passengers are able to transfer from one mode to another easily and safely. This project will enhance transit and carpool use by upgrading the existing park and ride facilities and better integrate Tri-Rail with Miami - Dade and Broward transit. Additionally, the Transit Bridge Project, which will serve GGI Terminal, is planned to provide an additional link between the two counties. The project would enable a seamless transfer to take place between Tri-Rail and bus modes which does not exist today. This should be a high priority as there is potential for development by a public/private partnership. (FDOT)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY II

Project Name	Project Description
Northeast Passenger Activity Center	This project has been identified in the 2004 TIP. Its primary function will be as a bus passenger transfer. Presently a consulting firm is assisting MDT in seeking a suitable location for this facility. The purpose of this project is to bring bus routes operating in the area into a single and enhanced location making it more convenient for passengers and circulator service as well as premium and regional bus routes and will support future major transit corridors projects (Northeast corridor). Other facilities and services could also be housed in this center such as pass sales, transit information, driver comfort stations, retail facilities and police substations. (MDT)
SR 112 / I-195	This project will provide interchange improvements and auxiliary lanes at ramp on I-95 from NW 10th Avenue to Biscayne Bay. This is primarily a safety project, and the design phase is programmed in the work program. (FDOT)
I-95	This project will convert HOV to reversible HOV/HOT lanes on I-95 north of SR 112 to Golden Glades Interchange - I-95 Master Plan. This is one segment of a very important project to provide additional capacity to I-95 in Dade County. A conceptual managed lane study on I-95 will be commencing shortly and will consider rebuilding the HOV lanes. Presently, there is only one HOV lane in the peak direction and, because the HOV lanes are not physically separated from the general use lanes, the lanes have been used by a considerable number of violators. There is potential for this project to be constructed by a public/private joint venture. (FDOT)
NW 82nd Avenue	This project will add a new 4 lane road from NW 8th Street to NW 12th Street. This important project will improve mobility on NW 82nd Avenue. (PW)
NW 25th Street Viaduct	This project will construct a new 2 lane viaduct NW 68th Avenue to NW 77th Avenue. This is a very important for the cargo area of the airport. NW 25th Street and the entire west side of MIA is very congested and needs relief. This important project will improve mobility on NW 25th Street. This project will be done jointly by FDOT and MDAD.
NW 87th Avenue	This project will widen NW 87th Avenue from 4 to 6 lanes from NW 36th Street to NW 58th Street. This important project will improve mobility on NW 87th Avenue. (PW)







## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY II

Project Name	Project Description
NW 74th Street	This project will widen NW 74th Street to 6 lanes from SR 826 to HEFT. A PD&E study is underway for this project. It should coincide with a new interchange with the HEFT at NW 74th Street to be done by the Turnpike. This important project will improve mobility on NW 74th Street. (FDOT)
I-75 Interchange at NW 154th Street	A new interchange will be build at I-75 and NW 154th Street. This is a project which has been requested by the Town of Miami Lakes as a means to relieve congestion in their area. The I-75 Master Plan is studying this alternative. A possible interchange at NW 170th Street has been eliminated by MPO Board action when it removed improvements to NW 170th Street from the 2025 LRTP. (FDOT)
Krome Avenue	This project will provide access management / safety / trail on Krome Avenue from US 1 to SW 8th Street. This project was generated by the Krome Avenue Action Plan in the late 1990s. The limits are from SW 296th Street to SW 136th Street. (FDOT)
Krome Avenue	This project will add a Truck-By-Pass / Widen 2 to 4 lanes on Krome Avenue from US 1 to SW 296th Street. FDOT completed PD&E study in late 2003. LPA approved in October, 2003 without truck by-pass component per City of Homestead. The City is re-studying and looking at new alternatives for the truck bypass. Construction of the Krome Avenue component is targeted for FY 13/14; however, due to the need to improve safety, the priority should be elevated. (FDOT)
SW 117th Avenue	This project will widen SW 117th Avenue from 2 to 4 lanes from SW 40th Street to SW 8th Street. This important project will improve mobility on SW 117th Avenue. (PW)
SW 72nd Street	This project will widen SW 72nd Avenue from 4 to 6 lanes from SW 117th Avenue to SW 157th Avenue. This important project will improve mobility on SW 72nd Street. (PW)
Krome Avenue	This project will add 2 lanes to 2 lane roadway on Krome Avenue /SW 177th Avenue from SW 8th Street to Kendall Drive / SW 136th Street. A PD&E project is underway and is considering the 4-lane alternative. The accident history on this roadway and poor projected LOS in 2030 are driving this project. (FDOT)
SW 167th Avenue	This project will add a new 2 lane from SW 56th Street to SW 88th Street. This important project will improve mobility on SW 167th Avenue. (PW)





# **MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN**

## **PRIORITY II**

Project Name	Project Description
Kendall Corridor	This project includes two segments: an east/west segment along Kendall Drive (SW 88th Street) from SW 157th Avenue east to Dadeland area, and a north/south segment along the Florida Turnpike. The project will connect with the East-West corridor. The PTP calls for a revision of the earlier LPA to consider a higher capacity system than BRT for the North Kendall Drive segment. The purpose of this project is to connect the growing southwest areas to the regional network; to provide service to major generators such as Baptist Hospital, Miami-Dade College-South, Downtown Kendall, Florida International University (FIU), Miami International Airport (MIA) and the Miami Intermodal Center (MIC); to provide service to the highest concentration of choice-riders; and severe traffic congestion along east-west roadways during peak periods. \$325 million (BRT) (MDT)
SR 826 / Palmetto	This project will add a new lane in each direction on SR 826 / Palmetto from north of Sunset Drive to SW 32nd Street and reconstruct Bird Road / Miller Road. This segment is part of the overall Palmetto Expressway widening project. The number of lanes varies, but the new lanes will result in widening sections from 4 to 6, 6 to 8 and 8 to 10 lanes. Construction funds at one time were programmed, but the project was delayed due to lack of available funds. (FDOT)
HEFT	This project will widen the HEFT to 12 lanes from Eureka Drive to SW 117th Avenue. (Turnpike)
SW 88th Street / Kendall Drive	This project will widen SW 88th Street / Kendall Drive from Krome Avenue to SW 147th Avenue from 4 to 6 lanes. Development in the West Kendall Area including DRIs will increase levels of congestion. (FDOT)
I-95/Ives Dairy Road Interchange	Interchange improvements will be constructed at the I-95 / Ives Dairy Road. A conceptual study is underway to develop short, medium and long term improvements to this interchange. Congestion, today, is quite severe, not only in the peak commuting periods, but often throughout the day and on weekends. This is largely due to the intensive development in Aventura, including the mall which now encompasses 2 million sq. ft. of retail space. (FDOT)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY II

Project Name	Project Description
Kendall Drive (SW 88th Street) / Sunset Drive (SW 72nd Street) / Killian Parkway (SW 104th Street & SW 112th Street) Corridor	<p>This ITS project for Kendall Drive (SW 88th Street) / Sunset Drive (SW 72nd Street) / Killian Parkway (SW 104th Street &amp; SW 112th Street) Corridor is from SW 132nd Avenue to SW 57th Avenue. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand.</p> <p>Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)</p>
Tamiami Trail (SW 8th Street) / West Flagler Corridor	<p>This ITS project for Tamiami Trail (SW 8th Street) / West Flagler Corridor is from HEFT to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)</p>
US 441 (NW 7th Avenue) / NW 17th Avenue / 27th Avenue Corridor	<p>This ITS project for US 441 (NW 7th Avenue) / NW 17th Avenue / 27th Avenue Corridor is from US 1 to Broward County Line. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand.</p> <p>Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)</p>







## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY II

Project Name	Project Description
SR A1A / Collins Avenue / Alton Road Corridor	This ITS project for SR A1A / Collins Avenue / Alton Road Corridor is from 5th Street to Lehman Causeway. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
Red Road (NW 57th Avenue) / W 12th Avenue Corridor	This ITS project for Red Road (NW 57th Avenue) / W 12th Avenue Corridor is from Okeechobee Road to Broward County Line. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
Coral Way (SW 24th Street) / Bird Road (SW 40th Street) Corridor	This ITS project for Coral Way (SW 24th Street) / Bird Road (SW 40th Street) Corridor is from SW 132nd Avenue to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
SW 112th Avenue Corridor	This ITS project for SW 112th Avenue Corridor is from HEFT to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY II

Project Name	Project Description
SW 137th Avenue	This ITS project for SW 137th Avenue is from 120th Street to SW 128th Street. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
SW 87th Avenue Corridor	This ITS project for SW 87th Avenue Corridor is from US 1 to SR 836. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
SW/NW 42nd Avenue Corridor	This ITS project for SW/NW 42nd Avenue Corridor is from US 1 to NW 79th Street. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
SW 152nd Street	This ITS project for SW 152nd Street Corridor is from HEFT to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY II

Project Name	Project Description
SW 112th Street	This ITS project for SW 112th Street is from Glades Drive to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
NW/NE 36th Street Corridor	This ITS project for NW/NE 36th Street Corridor is from SR 826 to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
NW/NE 58th Street / 74th Street / 79th Street /103rd Street Corridor	This ITS project for NW/NE 58th Street / 74th Street / 79th Street / 103rd Street Corridor is from HEFT to A-1-A. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
NW/NE 125th Street/135th Street from I-95 to US 1	This project is from NW/NE 125th Street/135th Street from I-95 to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)







## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY II

Project Name	Project Description
NW/NE 167th Street / Miami Gardens Drive Corridor	This ITS project for NW/NE 167th Street / Miami Gardens Drive Corridor is from I-95 to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
Okeechobee Road	This ITS project for Okeechobee Road is from Krome Avenue to NW 36th Street. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
East-West Corridor MIC to Gov't Center	A 4.4 mile rail extension of Metrorail from MIC to the Government Center. The purpose of this project is to serve a population highly dependent on transit; establish first east-west link in the central Miami-Dade area; provide a transit connection between major generators; Miami International Airport and Downtown; provide connection with the regional network; and releive high traffic congestion along major roadways. \$826 million (MDT)
Okeechobee Road	This project will construct grade separated free flow lanes at Krome Avenue, NW 138th Street, NW 95th Street. (FDOT)
SW 107th Avenue	This project will widen SW 107th Avenue from 4 to 6 lanes from SW 8th Street to Flagler Street. (FDOT)





# **MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN**

## **PRIORITY II**

### **Project Name**

### **Project Description**

Northwest Passenger Activity Center

This project is located at 7th Avenue and 62nd Street. The need for this site was determined by the City of Miami's Transportation Corridor Study for SR 7 (NW 7th Avenue). The facility will promote accessible public transportation and economic development within the Liberty City Area and throughout the NW 7th Avenue Corridor between NW 54th Street and NW 7th Avenue Corridor between NW 54th Street and NW 95th Streets. It will be developed with a transit village vision concept, which recognizes the value of multimodal centers to focus on urban density, growth, and activity. The purpose of this project is to provide much needed parking relief, to promote use of Park N Ride and Kiss N Ride services and access to privately operated taxi and jitney services as well as metrobus routes. The purpose also provides this center will be a mixed use facility with retail/office spaces including needed neighborhood services and employment opportunities. (MDT)

NE 5th & 6th Street  
Improvements Phase II

(FDOT)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY III

Project Name	Project Description
Seaport Tunnel Expressway	A tunnel will be constructed to connect the seaport to I-395 (4 lanes). This project is a high priority for the Port of Miami and would remove considerable truck traffic from downtown streets and addresses very high freight movement growth projections. The project also would benefit cruise-line traffic accessing the port. The intent is for this facility to be a toll facility and implemented as a combined effort between D-6 and the Turnpike. (multi-agency)
SR 836 / I-395	(FDOT)
SR 836 / I-395	Corridor Improvements and C-D Roads on SR 836 / I-395 from West of NW 17 Ave to East. of I-95. The EB-to-NB ramp at the I-95/SR 836 interchange is very congested in the PM peak period and additional capacity is needed. (MDX) (FDOT)
Baylink	A 5.1 mile light rail corridor that will connect Downtown Miami to south Miami Beach across the MacArthur Causeway. The alignment features double loop configuration in Downtown Miami and Miami Beach and including 25 proposed stations. The purpose of this project is to provide a premium high capacity transit service in the corridor connecting the Government Center and the Miami Beach Convention Center and to provide linkage between the East-West corridor into Miami Beach. \$430 million (MDT)
Bus Purchases	This is an on-going project depending on new vehicles needs for fleet expansion or replacement. The purpose of this project is to enhance current service levels through frequency improvements, service expansion in areas with limited or non-existent service and to promote intermodal linkages between Metrobus, Metrorail and Metromover, as well as Broward County's transit system and the Tri-Rail. (MDT)
HEFT	This project will make an interchange (major) on SW 74th Street. (Turnpike)
NW 107th Avenue	This project is to 4 to 6 lane from NW 41st Street to NW 25th Street. This important project will improve mobility on NW 107th Avenue. (PW)
NW 97th Avenue	This project will widen NW 97th Avenue from 2 to 4 lanes from 58th Street to NW 74th Street. This important project will improve mobility on NW 97th Avenue. (PW)







## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY III

Project Name	Project Description
HEFT	Interchange improvements on the I-75 interchange.
SR 874	This project will provide a SB off ramp, NB on ramp and install noise attenuation walls from SW 120th Street to SW 117th Avenue. (MDX)
Homestead Transit Hub	This facility is proposed to address the increased level of services planned in the South Miami-Dade area with the completion of the South Miami-Dade Busway Extension. This facility should be integrated with the Busway facility to offer a greater degree of passenger convenience. The location is to be determined. The purpose of this project is to bring bus routes operating in the area and along the Busway into a single and enhanced location making it more convenient for passengers, and circulator service as well as premium and regional bus routes. This project will also support future major transit corridors projects (South Miami Dade corridor). Other facilities and services could also be housed in this center such as pass sales, transit information, driver comfort stations, retail facilities and police substations. (MDT)
SW 107th Avenue	This project will widen SW 107th Avenue from 2 to 4 lanes from Quail Roost Drive to SW 160th Street. This important project will improve mobility on SW 107th Avenue. (PW)
SW 147th Avenue	This project will add 2 lanes and resurface SW 147th Avenue from SW 184th Street to SW 152nd Street. This important project will improve mobility on SW 147th Avenue. (PW)
SW 184th Street	This project will widen SW 184th Street from 2 to 4 lanes from 157th Avenue to SW 147th Avenue. This important project will improve mobility on SW 184th Street. (PW)
SW 200th Street	This project will widen SW 200th Street from 2 to 4 lanes from US 1 to Quail Roost Drive. This important project will improve mobility on SW 200th Street. (PW)
SW 157th Avenue	This project will add a new 2 lane road from SW 184th Street to SW 216th Street. This important project will improve mobility on SW 157th Avenue. (PW)
SW 152nd Street	This project will widen SW 152nd Street from 2 to 4 lanes from SW 147th Avenue to SW 157th Avenue. This important project will improve mobility on SW 152nd Street. (PW)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY III

Project Name	Project Description
HEFT	This project will add 2 express lanes from Killian Parkway to SR 836. (Turnpike)
SW 24th Street	This project will widen SW 24th Street from 4 to 6 lanes from SW 107th Avenue to SW 87th Avenue. This important project will improve mobility on SW 24th Street. (PW)
SW 104th Street	This project will add a new 4 lane road from SW 160th Avenue to SW 167th Avenue. This important project will improve mobility on SW 104th Street. (PW)
SW 127th Avenue	This project will add a new 4 lane from SW 120th Street to SW 144th Street. This important project will improve mobility on SW 127th Avenue. (PW)
SW 157th Avenue	This project will add a new 4 lane from SW 8th Street to SW 42nd Street. This important project will improve mobility on SW 157th Avenue. (PW)
SW 167th Avenue	This project will add a new 2 lane from SW 40th Street to SW 56th Street. This important project will improve mobility on SW 167th Avenue. (PW)
NW 77th Street	This project will add new 4 lanes from NW 79th Avenue to Milan Dairy. (PW)
HEFT	This project will widen the HEFT to 8 lanes / Bird Road Toll Plaza Express lanes from Kendall to SW 8th Street. (Turnpike)
HEFT	This project will widen the HEFT from 6 lanes from SW 216th Street to SW 200th Street / 8 lanes from SW 200th Street to US 1 / 10 lanes from US 1 to north of Eureka Drive. (Turnpike)
W 60th Street	This project will widen W 60th Street from 2 to 3 lanes from West 4th Avenue to West 12th Avenue. This important project will improve mobility on West 60th Street. (Hialeah) (PW)
SW 152nd Street	This project will widen SW 152nd Street from 4 to 6 lanes from HEFT to US 1. This project is necessary because of the level of congestion. (FDOT)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY III

Project Name	Project Description
I-75 / Miami Gardens Drive Interchange	Interchange improvements will be constructed at the I-75 / Miami Gardens Drive interchange. This project involves operational improvements and has emerged from the I-75 master plan study. The priority should coincide with the Miami Gardens Drive improvements. (FDOT)
NW 87th Avenue	This project will to widen NW 87th Avenue to 6 lanes from NW 58th Street to Okeechobee Road. This project would be a second phase and add one lane in each direction to the 4-lane project currently programmed in the work program. The need is a result of PD&E studies which is showing demand for the additional lanes. (PW)
HEFT (Homestead Toll Plaza)	This project will add 3 express lanes on HEFT (Homestead Toll Plaza) (Turnpike)
HEFT (Miramar Toll Plaza)	This project will add 3 express lanes on HEFT (Miramar Toll Plaza) (Turnpike)
SR 836/NW 27th Avenue Interchange	This project will reconstruct SR 836 from NW 27th Avenue to NW 17th Avenue. (MDX)
SR 874	This project will provide improvements at the interchange including a new bridge over SR 874 from SR 878 and SB CD Road to Kendall Drive. (includes SR 874 / 878 interchange) (MDX)







## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY IV

Project Name	Project Description
Northeast Corridor	A 13.6 mile rapid transit corridor from Downtown Miami to the Broward County Line (NE 215th Street) along the Biscayne Boulevard and the Florida East Coast Corridor Right-of-way including 6 stations. A Major Investment Study (MIS) will be conducted to define / recommend a locally preferred alternative (LPA). The purpose of this project is to serve the high densities and population concentrations along the eastern seaboard, to provide a regional link to Broward County, and to provide service to multiple municipalities and neighborhoods. \$733 million (MDT)
NW 2nd Street / NW 32nd Avenue Bridge	This project is to construct a high level bridge from NW 37th Avenue to NW 28th Street. It will increase mobility in and out of the downtown Miami area. (PW)
Perimeter Road	Widen Perimeter Road from 2 to 4 lanes from NW 20th Street to NW 72nd Avenue. (Airport)
Bus Purchases	This is an on-going project depending on new vehicles needs for fleet expansion or replacement. The purpose of this project is to enhance current service levels through frequency improvements, service expansion in areas with limited or non-existent service and to promote intermodal linkages between Metrobus, Metrorail and Metromover, as well as Broward County's transit system and the Tri-Rail. (MDT)
I-195	This project will provide interchange improvements and auxiliary lanes at ramp on I-95 from NW 10th Avenue to Biscayne Bay. This is primarily a safety project, and the design phase is programmed in the work program. (FDOT)
Douglas Corridor	Future plans call for a 4.5-mile Metrorail extension from Douglas Road station to the MIC along SW 37th Avenue. MIS / AA required, but not initiated. The purpose of this project is to provide a linkage to Miami International Airport from the south area and to avoid circuitous trips to MIA. \$258 million (MDT)
SR 826 - HOV	This project will add one HOV lane each direction on SR 826 from I-75 to the Golden Glades Interchange. This section of SR 826 has become more congested and the LOS will deteriorate markedly by 2030 without this improvement. (FDOT)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY IV

Project Name	Project Description
West 68th Street	This project will add a lane on South side from West 21st Court to West 19th Court. This important project will improve mobility on West 68th Street. (PW)
West 76th Street	This project will widen West 76th Street from 2 to 5 lanes from West 36th Avenue to West 20th Avenue. This important project will improve mobility on West 76th Street. (PW)
NW 72nd Avenue	This project will widen NW 72nd Avenue from 2 to 3 lanes from NW 122nd Street to NW 138th Street. This important project will improve mobility on NW 72nd Avenue. (PW)
HEFT	This project will widen the HEFT from 4 to 6 lanes between I-75 and Florida Turnpike. (Shown as funded in Broward LRTP) (Turnpike)
NW 36th / 41st Street	This project express street (ITS, grade separations, etc.) from NW 42nd Avenue to HEFT. This important project will improve mobility on NW 36th / 41st Street. (PW)
SW 152nd Avenue	This project will widen SW 152nd Street from 2 to 4 lanes from US 1 to 312th Street. This important project will improve mobility on SW 152nd Avenue. (PW)
SW 268th Street / Moody Drive	This project will add turn lanes on SW 268th Street from US 1 to SW 112th Avenue. This important project will improve mobility on SW 268th Street / Moody Drive. (PW)
HEFT	This project will widen the HEFT from 4 to 6 lanes from US 1 to SW 216th Street. (Turnpike)
SW 80th Street	This project will widen SW 80th Street from 2 to 5 lanes from SW 72nd Avenue to US 1 / Dixie. This important project will improve mobility on SW 80th Street. (PW)
SW 120th Street	This project will widen SW 120th Street from 4 to 6 lanes from SW 137th Avenue to SW 147th Avenue. This important project will improve mobility on SW 120th Street. (PW)
SW 16th Street	This project will add an overpass across 826 from SW 82nd Avenue to SW 71st Avenue. This important project will improve mobility on SWd 16th Street. (PW)





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY IV

Project Name	Project Description
SW 24th Street	This project will widen SW 24th Street from 4 to 6 lanes from SW 117th Avenue to SW 107th Avenue. This important project will improve mobility on SW 24th Street. (PW)
SW 47th / 48th Street	This project will provide an overpass across HEFT from SW 112th Avenue to SW 122nd Avenue. This important project will improve mobility on SW 47th / 48th Streets. (PW)
SW 104th Street	This project will add a new 2 lane from SW 167th Avenue to SW 177th Avenue. This important project will improve mobility on SW 104th Street. (PW)
SW 26th Street / Coral Way	This project will add a new 4 lanes from SW 147th Avenue to SW 157th Avenue. This important project will improve mobility on SW 26th Street / Coral Way. (PW)
South Miami - Dade Corridor	Future plans call for a 21-mile Metrorail extension from Dadeland South station to Florida City. The project runs along US-1 and consists of two segments: from Dadeland South Metrorail station to Cutler Ridge, and from Cutler Ridge to Florida City. MIS / AA required, but not initiated. Currently, the South Miami-Dade Busway extension is under construction and will be operational by mid-2005. The purpose of this project is to serve a population highly dependent on transit, serve deep southwest communities, and establish regional links to central and north Miami Dade in this fast urban development area. \$873 million (MDT)
HEFT	This project will widen HEFT from 6 to 8 lanes + 2 aux lanes from SR 836 to US 27. (Turnpike)
HEFT	This project will widen the HEFT to 8 lanes from US 27 to I-75. (Turnpike)
Miami Gardens Drive	This project will widen from Miami Gardens Drive from I-75 to NW 57th Avenue from 4 to 6 lanes. This project is emerged from the Miami Gardens Drive Corridor Study, and study is continuing in the PD&E phase. The specific improvements will be widening from 4 to 6-lanes between NW 67th and 57th Avenues and intersection improvements from I-75 to NW 67th Avenue. This will provide 6-lane continuity from I-95 to NW 67th Avenue. (FDOT)







# **MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN**

## **PRIORITY IV**

Project Name	Project Description
SE 1st Avenue	This project will extend SE 1st Avenue from SE 8th Street to SE 5th Street. (PW)
West 1st Avenue	This project will extend the West 1st Avenue Corridor extension. (PW)
SR 874	This project will provide an access ramp to SR 874 from SW 138th Street. (MDX)
SR 924	This project will provide a expressway extension from SR 924 to Okeechobee Road. (MDX)
SW 320th Street	This project will widen SW 320th Street to 4 lanes from SW 187th Avenue to SW 197th Avenue and S. Dixie Highway to SW 142nd Avenue. (PW)
SW 312th Street	This project will widen SW 312th Street to 6 lanes from NW 14th Avenue to SW 197th Avenue and SW 176th Avenue to HEFT. (PW)
Okeechobee Road	This project will construct grade separated intersections and add turn lanes at Krome Avenue, Hialeah Gardens Boulevard / NW 116th Way, NW 105th Way, NW 87th Avenue, NW 79th Avenue. (FDOT)
I-75	Implement I-75 Master Plan between SE 826 and NW 138th Street (FDOT)



## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY IV Unfunded

Project Name	Project Description
Seaport Tunnel Expressway	Partially funded
Metromover Omni Loop closure	This is the Metromover Omni Loop closure. (MDT)
New Baseball Stadium Metrorail Station	This project is the new baseball stadium Metrorail Station, but the location has not been defined yet. (MDT)
Baylink Extension	This project extends Baylink from Dade Boulevard to 79th Street. (MDT)
Broward "Transit Bridge"	This project is the Broward "Transit Bridge" from Golden Glades to Broward County Line. This is a Broward County MPO project. It is also a new bus rapid transit service. (Broward County)
Hialeah LRT	This project is the Hialeah LRT from Miami Intermodal Center (MIC) to I-75. This was a citizen's request to the MPO.
Palmetto Corridor	From Dadeland South Metrorail station to Palmetto Metrorail station (NW 74th Street) along the Palmetto Expressway (SR 826). A Major Investment Analysis (MIA) / AA is required, but not started. The purpose of this project is to provide a north-south connection along the Miami-Dade north western area. (MDT)
West Dixie Highway	This project will widen West Dixie Highway from NE 119th Street to NE 163rd Street from 4 to 6 lanes. This project is needed to relieve the high levels of congestion on this roadway and on US 1. (FDOT)
Metromover	This project will loop Metromover through Brickell Financial District. (City of Miami)
Metromover	This project will extend the Metromover into Wynwood. (City of Miami)





# **MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN**

## **PRIORITY IV Unfunded**

Project Name	Project Description
I-75 / HEFT	<p>This system could either be a bus or a rail transit system. Stations are proposed at Sawgrass Mills Mall, Sheridan Street, Pines Boulevard, Miramar Parkway, NW 41st Street, NW 12th Street, SW 8th Street, North. Kendall Drive, SW 122nd Avenue, SW 127th Avenue, SW 132nd Avenue, SW 137th Avenue, SW 142nd Avenue, SW 147th Avenue, SW 152nd Avenue and SW 157th Avenue. This Project modifies the southern alignment by utilizing the Turnpike to extend service to Kendall Drive in southwest Miami-Dade. Congestion on I-75 has been increasing, over the past five years concurrent with the population growth in southwest Broward County. This corridor currently experiences backups during the peak period. The Homestead Extension (HEFT) of the Florida's Turnpike from SR 874 to I-75 has also experienced increased traffic demand. The demand is the result of interaction between the residential communities in southwest Broward and Miami-Dade Counties and the employment activity center in central Miami-Dade County.</p> <p>A portion of this project is included in the Broward County Long Range Transportation Plan (LRTP) - Year 2025. The project requires funding until the Transportation Improvement Program to continue with project development and construction phases. As either a bus rapid transit (BRT) system or rail system, this project will enhance safety along the corridor as the transit system is proposed on dedicated right-of-way separated by barrier from freeway traffic. This funding is identified for the portion of the project along I-75. Florida's Turnpike is planning special-use lanes along the Turnpike south of SR 836. A BRT could be implemented along these lanes. (SFRTA)</p>







## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY IV Unfunded

Project Name	Project Description
I-75 / DORAL	<p>Congestion on I-75 has been increasing, especially over the past five years, concurrent with the population growth in southwest Broward County. This corridor currently experiences backups during the peak period. Traffic congestion exists at the local interchanges and at the southern terminus approaching SR 826. Traffic demand is a result of the interactions between the residential areas of southwest Broward and the employment centers adjacent to Miami International Airport. The majority of the trips during the peak periods consists of commuter traffic that could be served by the transit system proposed by FDOT. The project is included in the Broward County <i>Long-Range Transportation Plan (LRTP) - Year 2025</i>. The project requires funding into the Transportation Improvement Program to continue with project development and construction phases. A BRT system or rail system would enhance safety along the corridor as the transit system is proposed on dedicated right-of-way separated by barrier from freeway traffic. This system will link the Sawgrass West area of Miami-Dade County. (SFRTA)</p>
Beach / A1A	<p>The coastal areas of south Broward County and north Miami-Dade County are developed with the high-rise residential developmental and tourism-related development such as hotels, retail, and restaurants. SR A1A serves as the north-south main arterial and was identified in the study as an accessibility-oriented transit corridor. SR A1A is the primary coastal route used for tourism travel and for limited commuter travel. Intersecting major east-west corridors, SR A1A represents the easternmost edge of Broward and Miami-Dade Counties. The proximity of SR A1A to beaches, residential and commercial high-rises, government services, and employment activities create a need for connectivity to other major north-south corridors. Enhanced transit services along SR A1A will, at a minimum, provide the following: Increased access to a wide range of employment opportunities; Improved regional connectivity to other transit services, specifically to other east-west corridors and north-south corridors; Reduced automobile dependency for tourist industry and residents;</p> <p>Minimized impact to residential communities. Existing coastal land use, along with continued redevelopment efforts, signal a trend to encourage and sustain a mixed-use urban area. Safety requirements for the BRT include implementation of a traffic signal priority system that assigns right-of-way to traffic at the same time reducing delays to buses on the system. This project will sustain and improve current land uses adjacent to the existing commercial activities. (SFRTA)</p>



## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### PRIORITY IV Unfunded

Project Name	Project Description
NW 79th Street	<p>NW 79th Street is proposed as an accessibility corridor connecting the coastal area of Miami-Dade County with the regional transit system. This route is capable of supporting transit service extending from the North Side Metrorail Station on E. 11th Street, to Collins Avenue. In addition to relieving east and west commuter traffic congestion, NW 79th Avenue would provide access to the following north-south transit corridors: I-95, SR A1A, US 1 and NW 27th Avenue. A key route for east-west movement, NW 79th Street connects the community of Hialeah with the employment, business, and commercial activities along the coast. As part of the larger east-west network of routes, NW 79th Street is an east terminus, consequently moving commuters onto a north or south route. As peak traffic builds along the north-south routes, it further impacts the east-west flow. (SFRTA)</p>
Miami Gardens Drive	<p>Miami Gardens Drive (Dr.), also known as State Road (SR) 860, is proposed as an accessibility corridor for the northern portion of Miami-Dade County. Extending from NW 87th Avenue (Ave.) to the Aventura Mall, this route will connect with Tri-Rail at the Golden Glades Intermodal Facility and to the cross-country transit services along University Dr./NW 27th Ave., U.S. 441 (S.R. 7), and US 1. The project will require the use of traffic signal priority systems to maintain 10-minute headways. The average service speeds along the route will range between 16 mph and 25 mph. Northwest Miami-Dade County has high-density residential areas in Miami Lakes and Carol City. Northeast Miami-Dade County, near Aventura Mall, is a major regional activity center with concentrated densities of office, retail, and residential land uses. (SFRTA)</p>
Miami Streetcar	<p>This project will provide LRT from SW 1st Street to NE 79th Street. (City of Miami)</p>
BRT/LRT Metrorail Feeder	<p>This project will provide premium transit to the BRT/LRT Metrorail Feeder from NW 12th Avenue / NW 36th Street (Allapattah MR Station) to Golden Glades Interchange.</p>
NW 47th Avenue	<p>This project will widen NW 47th Avenue from 2 to 4 lanes from Miami Gardens Drive to Miami-Dade / Broward County line. (FDOT)</p>
I-75	<p>Implement I-75 Master Plan between NW 138th Street and Miami-Dade Broward Countyline. (FDOT)</p>
Hialeah Expressway (SIS)	<p>Reconstruct Hialeah Expressway between NW 74th Avenue and NW 69th Avenue (FDOT)</p>





## MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

### Developers

Project Name	Project Description
NW 107th Avenue	This project will construct a new 4 lane road from NW 106th Street to NW 41st Street. This important project will improve mobility on NW 107th Avenue.
NW 107th Avenue	This project will construct a new 2 lane from NW 138th Street to NW 170th Street. This important project will improve mobility on NW 107th Avenue.
NW 154th Street	This project will add a new 2 lane road from NW 87th Avenue to NW 107th Avenue. This important project will improve mobility on NW 154th Street.
NW 87th Avenue	This project will add a new 2-4 lane road from NW 183rd Street to County Line Road. This important project will improve mobility on NW 87th Avenue.
NW 90th Street	This project will add a new 2 lane road from NW 107th Avenue to NW 87th Avenue. This important project will improve on NW 90th Street.
NW 97th Avenue	This project will add a new 4 lane road from NW 74th Street to NW 90th Street. This important project will improve mobility on NW 97th Avenue.
NW 97th Avenue	This project will add a 2 lane road from NW 138th Street to NW 183rd Street. This important project will improve mobility on NW 97th Avenue.
West Dade Transit Hub	This project is part of the private development of Kendall Town Center.
SW 147th Avenue	This project will add 2 lanes to 2 lane roadway from SW 8th Street to SW 26th Street. This important project will improve mobility on SW 147th Avenue.
SW 40th St	This project will provide a new 2-lane roadway between SW 157th Ave and SW 167th Ave.
SW 88th Street / Kendall Drive	This project will widen from 4 to 6 lanes on Kendall Drive from SW 162nd Avenue to SW 167th Avenue. Development in the West Kendall Area including DRIs will increase levels of congestion. This important project will improve mobility on SW 88th Street / Kendall Drive.







# MIAMI-DADE COUNTY YEAR 2030 TRANSPORTATION PLAN

## Developers

### Project Name

### Project Description

West Kendall Transit Hub

This project is located at SW 88 Street (Kendall Drive) and 162nd Street. A West Kendall hub is sought to address regional service linkages and as a western terminus of the Kendall "Priority Transit" Corridor. The developers have included the construction of a transit terminal in their development plans. This station is assumed to be constructed through private/ public partnership. It is expected to be built by 2005. The purpose of this project is to bring bus routes operating in the area and along the Busway into a single and enhanced location making it more convenient for passengers, and circulator service as well as premium and regional bus routes and to support future major transit corridors projects (Kendall Corridor). Other facilities and services could also be housed in this center such as pass sales, transit information, driver comfort stations, retail facilities and police substations.



## **APPENDIX G: SFWMD Correspondence Letter to DOI**



## SOUTH FLORIDA WATER MANAGEMENT DISTRICT

### **VIA EMAIL/US MAIL**

May 24, 2023

Mr. Adam R. Gelber, Director  
Office of Everglades Restoration Initiatives  
7595 SW 33rd Street  
Nova CCR Building  
Davie, FL 33314

**Subject: Transfer of Federal Grant Encumbrance from FB-1 Grant in Miami-Dade County to facilitate the Widening and Enhancement of Southwest 157 Avenue between Bird Road (Southwest 42<sup>nd</sup> Street) and Southwest 8<sup>th</sup> Street**

Dear Mr. Gelber:

The purpose of this correspondence is to submit a formal request for the transfer of federal grant funding.

### **Transfer Properties**

The South Florida Water Management District (the "District") plans to deed approximately 0.448 acres of land from Tract W9309-032 in Miami-Dade County to Miami-Dade County for the widening and enhancement of a neighborhood arterial roadway known as Southwest 157 Avenue between Bird Road in the south and Southwest 8<sup>th</sup> Street in the north. The tract was acquired using Department of Interior ("DOI") funding at a rate of 50% of the purchase price. The tract is located within the CERP project area known as the Bird Drive Recharge Area.

The following tables provides a summary of relevant information for the DOI encumbered properties:

<b>County:</b>	Miami – Dade
<b>Tract ID:</b>	W9309-032T
<b>Acquisition date:</b>	2/15/2002
<b>Federal funding:</b>	Yes (Job 129)
<b>Funding source:</b>	FB-1
<b>Original Acres:</b>	10.0
<b>Original Land Cost:</b>	\$110,000
<b>Transaction Acres:</b>	0.448
<b>Prorated Land cost:</b>	\$4,928
<b>Appraised value:</b>	\$49,000



Mr. Adam R. Gelber  
May 24, 2023  
Page Two

**Replacement Property**

A replacement parcel has been identified within the westerly ½ mile of the Bird Drive Recharge Area, an existing CERP project. As indicated by the tables below the replacement property will be deeded to the District as a replacement for the land to be acquired and used for the roadway.

The following table provides a summary of information for the proposed grant funding replacement property:

<b>County:</b>	Miami-Dade
<b>Tract ID:</b>	W9308-194A
<b>Acres:</b>	1.089
<b>Land cost:</b>	Donation
<b>Acquisition Date:</b>	TBD
<b>Funding Source:</b>	N/A
<b>Appraised Value:</b>	\$49,000

**Additional Documentation**

Additional document provided in support of this application is listed below:

Transfer and Replacement Parcels

Exhibit "A" - Aerial map of Tracts W9309-032T and W9308-194A  
Exhibit "B" – Closeup Aerial map of Tract W9309-032T  
Exhibit "C" – Closeup Aerial map of Tract W9308-194B

Thank you in advance for your prompt review of this request.

Sincerely,

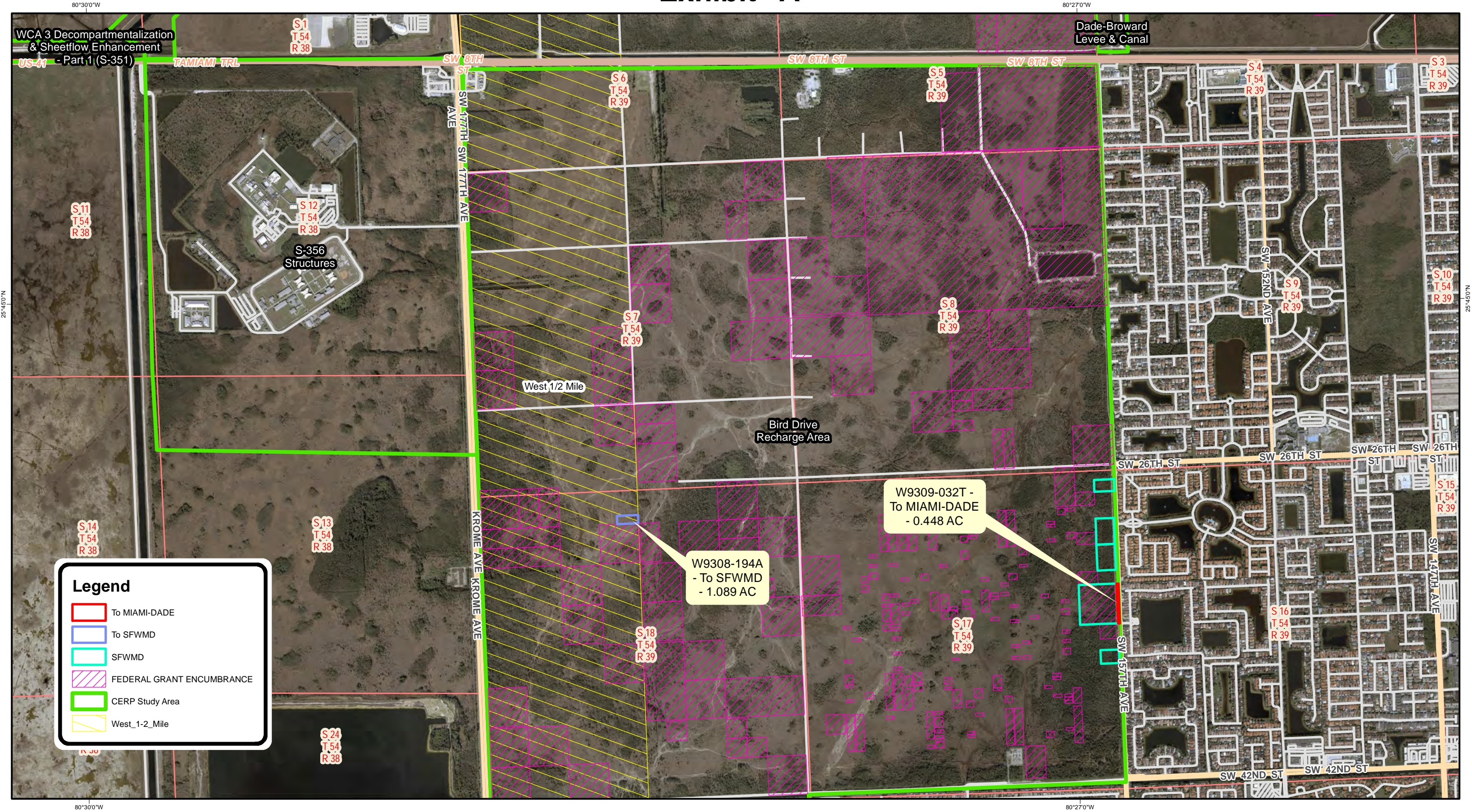
  
Joseph J. Martin  
Section Leader, Real Estate

Enclosures

c: Ray Palmer  
Marcy Zehnder

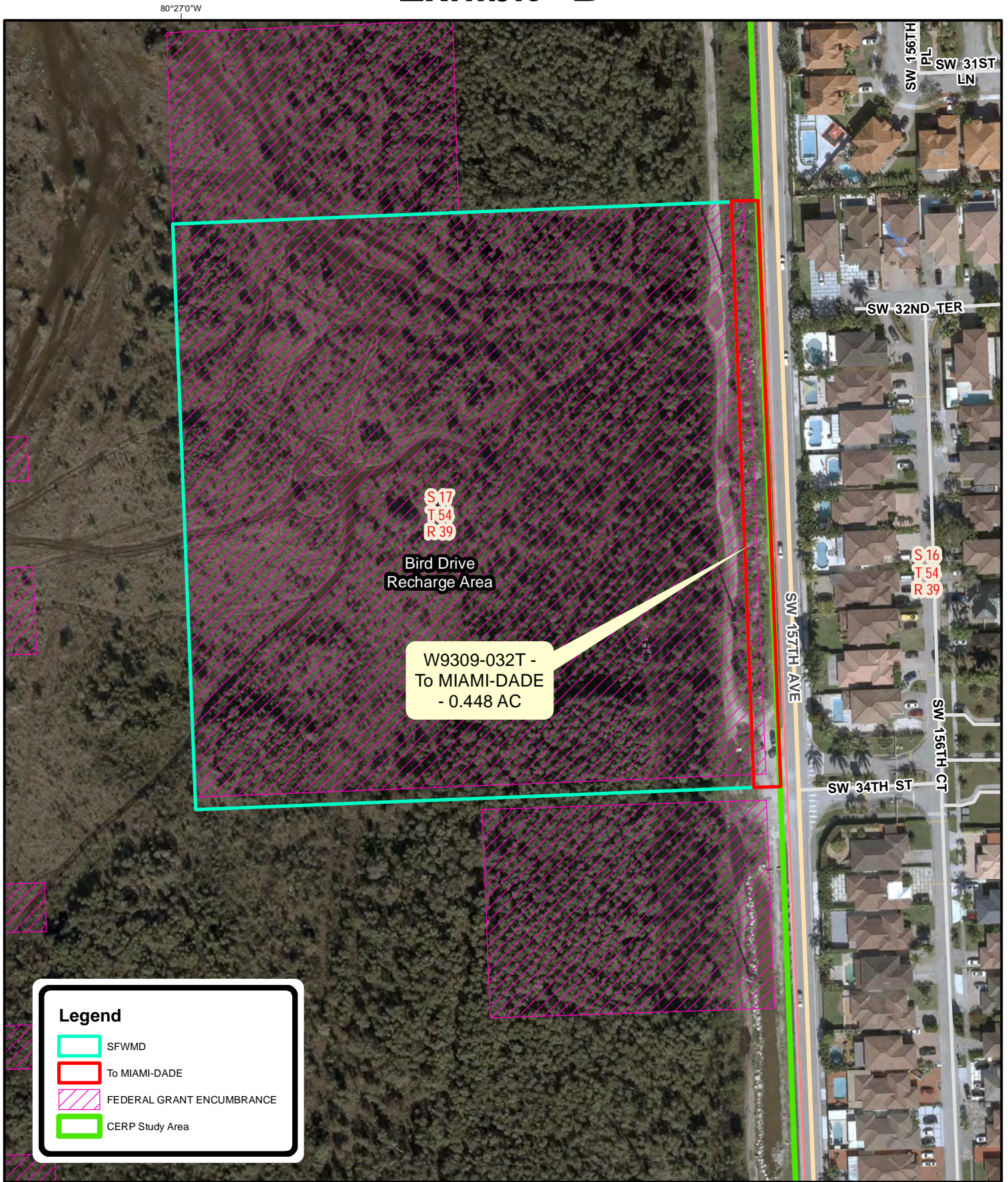


Exhibit "A"



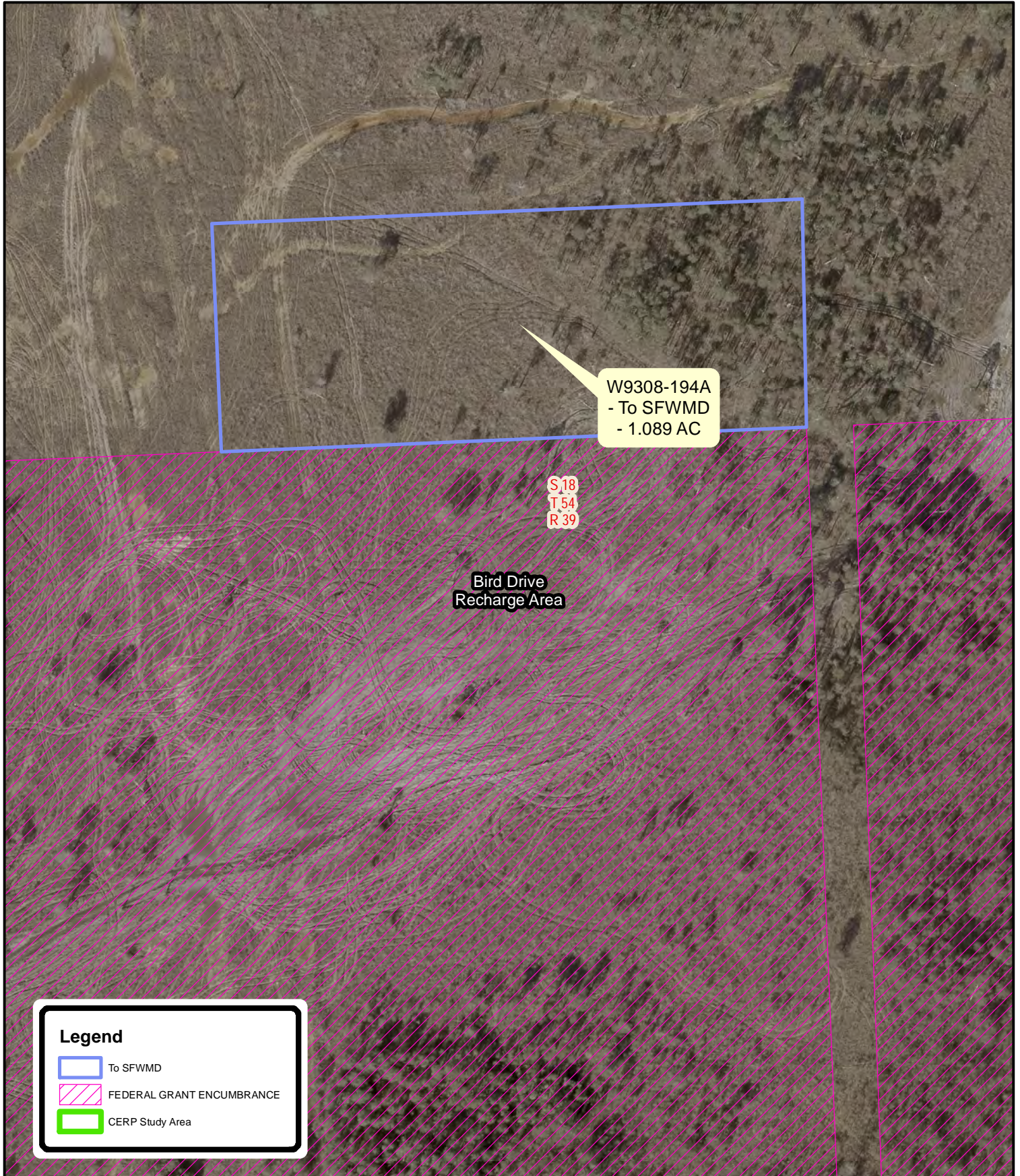


# Exhibit "B"





# Exhibit "C"



## SFWMD / Miami-Dade County Property SWAP Southwest 157 Avenue

IMPORTANT DISCLAIMER:  
This map is a conceptual or planning tool only. The South Florida Water Management District does not guarantee or make any representation regarding the information contained herein. It is not self-executing or binding, and does not affect the interests of any persons or properties, including any present or future right or use of real property.



## **APPENDIX H: Site Assessment Report**

# **Phase I Environmental Site Assessment Bird Drive Recharge Area - Study Area 5**

South Florida Water Management District  
Comprehensive Everglades Restoration Program  
Dade County, Florida

**Report Date:** May 2003

**Site Location** Section 17, Township 54 South, Range 39 East

**Site Name:** Bird Drive CERP – Study Area 5

**Address:** U.S. Highway 41 (S.W. 8<sup>th</sup> Street) & Krome Avenue (177<sup>th</sup> Avenue or County Road 997)

**City:** Miami

**County:** Dade County

**Consultant Company:** BEM Systems, Inc.

**Address:** 930 Woodcock Road, Suite 101

**City, State, Zip:** Orlando, Florida 32803

**BEM Project Number:** 01-2213CSEO

**Consultant Rep.:** Chris Pisarri

**Phone:** (407) 894-9900 ext 154

**Responsible Party Name:** South Florida Water Management District

**Address:** 3932 RCA Boulevard, Suite 3210

**City, State, Zip:** North Palm Beach, Florida 33410

**Responsible Party Rep.:** Bob Taylor

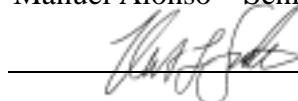
**Phone:** (561) 625-5156

## **CERTIFICATION:**

BEM Systems, Inc., certifies that this Phase I ESA has been completed in a professional manner consistent with the environmental industry and BEM's proposal dated January 13, 2003. In accordance with the scope of work, this Phase I ESA report is certified to the SFWMD, its successors, and/or assigns.

**Consultant Name:** Manuel Alonso – Senior Geologist, BEM Systems, Inc.

**Consultant Signature:**



**Date:** May 16, 2003





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## EXECUTIVE SUMMARY

BEM Systems, Inc. (BEM) has conducted a Phase I Environmental Site Assessment (ESA) on behalf of the South Florida Water Management District (SFWMD) at Study Area 5 (site) of the Bird Drive Recharge Area—a component of the Comprehensive Everglades Restoration Program. The environmental assessment portion of the Bird Drive Recharge Area has been subdivided into five separate Study Areas in order to conform with the SFWMD land acquisition schedule. A site-specific Phase I ESA report was prepared for each of the five study areas located within the Bird Drive Recharge Area. BEM previously submitted Final Phase I ESA reports to the SFWMD for the Bird Drive Study Area 1, Deep Water Recharge Area dated April 9, 2003, Study Area 2, Deep Water Recharge Area dated April 21, 2003, Study Area 3, Shallow Water Recharge Area dated April 30, 2003, and Study Area 4, Shallow Water Recharge Area dated May 16, 2003. Each study area environmental assessment report was submitted as a stand-alone document that may be modified at a later date into a single assessment report for the entire Bird Drive Recharge Area that combines the documents for Study Area 1 through Study Area 5.

This Phase I ESA report addresses the land tracts located within the Study Area 5 project area. Based upon information provided by the SFWMD, Study Area 5 is comprised of approximately 1155 land tracts with a combined acreage of approximately 650 acres. The SFWMD is currently in the process of acquiring the land tracts located within the Bird Drive Recharge Area through settlement and/or the condemnation process.

This Phase I ESA of Study Area 5 was performed using a modified scope of work based upon the lack of authorization to access the properties and the limited historic land use (agriculture, commercial, industrial) of the tracts that comprise the Bird Drive Recharge Area. Based on these restrictions, each tract was evaluated from either the perimeter of the property using public right-of-ways or through the use of low altitude aerial inspections by a helicopter. Additional tasks including the evaluation of the physical settings, review of past and current land use, reviews of historical aerial photograph review, as well as regulatory file reviews were conducted in a manner that was sufficient for the identification of potential environmental conditions at the site. The modified scope of services for this assessment of Study Area 5 of the Bird Drive Recharge Area was adequate to identify potential concerns associated with the land tracts that would inhibit their intended future use as a Shallow Water Recharge Area.

The Bird Drive Recharge project area is located southeast of the U.S. Highway 41 (S.W. 8th Street) and Krome Avenue (177th Avenue or County Road 997) intersection in Miami, Florida. Bird Drive Recharge Project is subdivided into a deep recharge area, a shallow recharge area, and wetlands. Study Area 5 is within the Bird Drive wetlands area located in Section 17, Township 54 South, Range 39 East in Dade County, Florida. Study Area 5 consists of the acquisition of approximately 1155 individual land tracts that range in size from less than 0.2 to 20 acres. All of the land tracts within Study Area 5 are currently undeveloped except for Tract 310-028, which is currently owned by Florida Power & Light (FPL). This land tract is located in the southeast section of Study Area 5 and contains an electrical substation. Based upon a review of the historic aerial photographs, the remaining areas of Study Area 5 have remained undeveloped for the past





40 years. No evidence of industrial, commercial, or agriculture use was observed on the land tracts that make up Study Area 5 of the Bird Drive Recharge Area except for the electrical substation. Based upon a review of historic aerial photographs, the electrical substation was constructed during the early 1990's.

Study Area 5 contains approximately 650 acres of the approximate 3,200-acre proposed Bird Drive Recharge Area. The future use of the Bird Drive Recharge Area is to provide groundwater recharge and reduce seepage from the Everglades National Park buffer area by increasing water table elevations east of Krome Avenue. Surface water elevations are currently planned to fluctuate up to 4 feet above grade within the recharge area. The Bird Drive Recharge Area will also provide C-4 Canal flood peak attenuation and water supply deliveries to the South Dade Conveyance System and Northeast Shark River Slough.

Based upon the initial Phase I ESA site inspection conducted by the SFWMD and BEM on 8 January 2003, several potential recognized environmental conditions (RECs) were identified within the Bird Drive Recharge Area and on the adjacent and surrounding properties. The potential RECs that were specifically identified as requiring further investigation (interviews, review of records, etc.) to assess their potential environmental risk to the Study Area 5 project area included:

#### **RECs Within Study Area 5**

- Presence of an electrical substation located in the southeast section of Study Area 5. Potential environmental conditions include the presence of aboveground or underground petroleum storage tanks, emergency generators that utilize diesel fuel, and electrical transformers containing polychlorinated biphenyls (PCBs).
- Dumping of surficial debris including abandoned vehicles and construction debris within the right of way of S.W. 157 Avenue located along the eastern boundary of Study Area 5 and along the right of way of Bird Drive located within the southern boundary of Study Area 5.

#### **RECs in Adjacent and Surrounding Area**

- Presence of a commercial/industrial area including a large cement plant located approximately 1.5 miles southwest of the Study Area 5.
- Presence of a former U.S. Army transmitter facility located approximately 1 mile west of the western boundary of Study Area 5.
- Presence of an active petroleum service station (Dade Corners service station) located approximately 1.5 miles northwest of Study Area 5, at the southeast corner of the U.S. Highway 41 and Krome Avenue intersection.
- Presence of a trucking facility with petroleum storage tanks located approximately 1.5 miles northwest of Study Area 5, at the southwest corner of the U.S. Highway 41 and Krome Avenue intersection.
- Potential for disposal of construction debris from the development of the high-density residential communities along the eastern adjacent property.



BEM conducted its site inspection of Study Area 5 located within the Bird Drive Recharge Area on February 6 and 7, 2003. On February 6<sup>th</sup>, BEM conducted an aerial inspection of the project area by use of a helicopter cruising at an altitude of approximately 200 feet above land surface. On February 7, BEM conducted a subsequent inspection of the land tracts located along Bird Drive that were accessible by vehicle. On March 8, 2003, BEM re-inspected Study Area 5 to assess if any additional debris was discarded on the property since BEM's February 2003 site inspections. During the March 8, 2003, site inspection, BEM conducted an aerial inspection of the project area by use of a helicopter cruising at an altitude of approximately 200 feet above land surface. During the March 8, 2003, site inspection BEM observed several new surficial debris piles were observed along S.W. 157<sup>th</sup> Avenue located on the eastern edge of Study Area 5 and along Bird Drive located on the southern boundary of Study Area 5. BEM observed new piles of construction debris (tile, concrete, bathroom fixtures, furniture) located along the right of way of the dirt roads.

Based upon the information obtained during this assessment, BEM has not identified any potential recognized environmental conditions on the land tracts located within Study Area 5 from the potential use, storage, or disposal of hazardous materials except for the parcel of land containing the electrical substation. Based upon information obtained from a representative of FPL, no environmental impacts are known to exist at the electrical substation from their use or storage of hazardous materials. In fact, FPL indicated that there is no known PCB-containing equipment at the substation. FPL has informed BEM that in the event of a chemical discharge from a facility owned or maintained by the power company, FPL assumes the financial responsibility for proper environmental cleanup of their impacted facilities.

Based upon the information obtained from interviews and records on file with Dade County, Dade County Environmental Resource Management, Environmental Data Resources, Inc., and the Army Corps of Engineers, no reported environmental conditions were identified on the adjacent properties that have the potential to impact Study Area 5 of the Bird Drive Recharge Area.

BEM has performed this Phase I ESA of Study Area 5 located within the proposed Bird Drive Recharge Area in Dade County, Florida, in conformance with the scope and limitations of BEM's proposal dated January 13, 2003. **This assessment has revealed no recognized environmental conditions in connection with the land tracts that make up Study Area 5 of the Bird Drive Recharge Area.**

**No existing environmental conditions were identified for the land tracts of Study Area 5 that would inhibit their proposed use for water storage or wetland restoration.** Currently, there are no gates to prevent unauthorized access onto the project area. BEM recommends that efforts be implemented to prevent unauthorized access to the site and prevent future debris disposal on the Bird Drive Recharge Area.

The SFWMD should inspect the electrical substation property to ensure that no hazardous chemicals are discharged onto the soil or to the underlying aquifer upon its decommission. A summary of the findings and an estimate for the corrective measure costs identified during this



Phase I ESA of the land tracts located within Study Area 5 project area is provided on **Table E-1**.

Based upon information obtained from the SFWMD, construction of the Bird Drive Recharge Area is scheduled for 2009. If the District intends to lease back the land tracts during the interim period, it is recommended that a Best Management Plan be completed for the project area. The Best Management Plan may be inclusive of Study Areas 1 through 5 if the land-use activities during the interim period are similar in nature. If different land use activities are conducted within the Bird Drive Recharge Area during the interim period, a property specific Best Management Plan may be required to address each interim land use.

BEM recommends that prior to development of the Bird Drive Shallow and Deep Water Reservoir that the SFWMD conduct surveys for Special Resource issues including but not limited to asbestos and lead paint, threatened and endangered species, wetlands, historic markers, and archeological sites. Based upon information provided by the SFWMD these issues will be addressed by others during the various development stages of the Bird Drive Recharge Area. If dewatering activities are conducted during the construction or excavation of the Bird Drive Recharge Area, the SFWMD should contact the appropriate DERM agencies (Petroleum Storage Tank Section, Solid Waste Section) to take the necessary precautions to prevent the migration of potential contaminant plumes to the site from any offsite facilities.

BEM certifies that this Phase I ESA has been completed in a professional manner consistent with the environmental industry and BEM's proposal dated January 13, 2003. In accordance with the scope of work, this Phase I ESA report is certified to the SFWMD, its successors, and/or assigns.



**Table E-1**  
**Summary of Findings & Corrective Action Costs for Study Area 5**  
**Phase I Environmental Site Assessment, Bird Drive Recharge Area – Study Area 5**

<b>Property and Tract Number</b>	<b>Conclusions</b>	<b>Recommendations</b>	<b>Residential or Industrial Use</b>	<b>Water Storage Impoundment Reservoir or Wetlands</b>	<b>Estimated Corrective Action Costs</b>
<b>Right-of-way along S.W. 157<sup>th</sup> Avenue</b>	Presence of abandoned vehicles and construction debris located along the right-of-way of S.W. 157 Avenue.	Removal of approximately 30 cubic yards of debris.	X		\$1,500
<b>Right-of-way along Bird Drive</b>	Presence of abandoned vehicles and construction debris located along the right-of-way of Bird Drive.	Removal of approximately 30 cubic yards of debris.	X		\$1,500
<b>Total Costs</b>			\$ 3,000	0	



## 1.0 INTRODUCTION

### 1.1 Site Description

The Bird Drive Recharge Area is located southeast of the U.S. Highway 41 (S.W. 8th Street) and Krome Avenue (177th Avenue or County Road 997) intersection in Miami, Florida. (See **Figure 1-1.**) The Bird Drive Recharge Area is a component of the Comprehensive Everglades Restoration Program for the Miami-Dade County Area that will be utilized as part of a water storage area for groundwater recharge and reduction of seepage from the Everglades National Park. The Bird Drive Recharge Area is subdivided for development into deep recharge areas, shallow recharge areas and wetlands. For the Phase I Environmental Site Assessment (ESA), the project area has been divided into five separate study areas in order to conform to the SFWMD land acquisition schedule. Study Area 5 of the Bird Drive Recharge Area is located within Sections 17, Township 54 South, Range 39 East in Dade County, Florida, and within the proposed wetland restoration areas. Study Area 5 consists of approximately 1155 land tracts that are moderately to densely vegetated and that range in size from less than 0.2 to 20 acres. One land tract (Tract 310-028) located in the southeast section of Study Area 5 has been developed as an electrical substation that is currently owned by Florida Power & Light (FPL). The Study Area 5 project area contains approximately 650 acres of the approximate 3,200-acre Bird Drive Recharge Area.

**Table 1-1** provides a list of the property owners, respective tract numbers, and size of the land tracts within the Study Area 5 project area as provided by the SFWMD. **Figure 1-2** illustrates the entire Bird Drive Recharge Project on an aerial photograph. **Figure 1-3** illustrates the individual property boundaries of the land tracts that make up Study Area 5.

### 1.2 Purpose

The purpose for the Bird Drive Recharge Area is to provide groundwater recharge and reduce seepage from the Everglades National Park buffer by increasing water table elevations east of Krome Avenue by either flooding the existing lands or creating aboveground recharge areas on the land tracts located within the proposed acquisition area. Surface water elevations are currently planned to fluctuate up to 4 feet above grade. The Bird Drive Recharge Area will also provide C-4 Canal flood peak attenuation and water supply deliveries to the South Dade Conveyance System and Northeast Shark River Slough. Study Area 5 is located within the proposed wetland restoration area of the Bird Drive project area. Study Area 5 consists of approximately 1155 individual land tracts that range in size from less than 0.2 to 20 acres. The Study Area 5 contains approximately 650 acres of the approximate 3,200-acre Bird Drive Recharge Area.

To conduct the environmental assessment portion of the Bird Drive Recharge Area, the project has been subdivided into five Study Areas (Study Area 1 through Study Area 5) in order to conform to the SFWMD land acquisition schedule. A site-specific Phase I ESA report was prepared for each of the five study areas located within the Bird Drive Recharge Area. BEM



previously submitted Final Phase I ESA reports to the SFWMD for the Bird Drive Study Area 1, Deep Water Recharge Area dated April 9, 2003, Study Area 2, Deep Water Recharge Area dated April 21, 2003, Study Area 3, Shallow Water Recharge Area dated April 30, 2003, and Study Area 4, Shallow Recharge Area dated May 16, 2003. This Phase I ESA report only addresses the land tracts located within the Study Area 5 project area. Each Study Area report was submitted as a stand-alone document that may be modified into a single Bird Drive Recharge Area (Study Area 1 through Study Area 5) Phase I ESA report. Each of the five study areas within the Bird Drive Recharge Area is comprised of multiple land tracts that are privately owned by multiple individuals and holding companies. The SFWMD is currently in the process of acquiring the land tracts located within the Bird Drive Recharge Area through settlement and/or the condemnation process.

The purpose of this modified Phase I ESA is to identify, to the extent feasible, recognized environmental conditions (RECs) in connection with the property and to aid in the purchase of the property by the SFWMD. The term “environmental condition” is defined as the presence or likely presence of any hazardous substance or petroleum product on a property under conditions that indicate an existing release, a past release, or a material threat of a release of such substance into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies.

This Phase I ESA Scope of Work has been conducted in accordance with BEM’s proposal dated January 13, 2003 (included as **Appendix A**). The SFWMD requested that BEM streamline the scope of services for this Phase I assessment of the Bird Drive Recharge Area since a majority of the site is undeveloped and contains vegetation that is too thick to “ground-truth” on a cost effective basis. BEM developed a Phase I scope of services that reduced the costs of this project, while remaining sufficient for the identification of potential RECs for the Bird Drive Recharge Area project. The scope of services conducted during this Phase I ESA of the Study Area 5 included:

- Visual observations during the site reconnaissance
- Information obtained from interviews with knowledgeable personnel at several public agencies
- Reviews of readily available aerial photographs.

Additional site information that was not available at the time of this report, or that was outside of the Scope of Services of this Phase I ESA, may result in a modification of the information presented herein. This Phase I ESA report cannot be expected to reveal all hazardous materials or environmental conditions that might be present on the site. It is, therefore, recognized that the possibility exists that some hazardous materials exist or waste disposal occurred at the site that may not be detected because it is beyond the scope of this study.





### **1.3 User Reliance**

BEM certifies that this Phase I ESA has been completed in a professional manner consistent with the environmental industry. In accordance with the scope of work, this Phase I ESA report of Study Area 5 is certified to SFWMD, its successors, and/or assigns.

### **1.4 Potential Recognized Environmental Conditions**

Based upon the initial site inspection conducted by the SFWMD and BEM on 8 January 2003, several potential recognized environmental conditions (RECs) were identified at the Bird Drive Recharge Area and on the surrounding properties. The potential RECs that were identified as requiring further investigation (interviews, review of records, etc.) to assess their potential environmental risk to the Study Area 5 included:

#### **RECs Within Study Area 5**

- Presence of an electrical substation located in the southeast section of Study Area 5. Potential environmental conditions include the presence of aboveground or underground petroleum storage tanks, emergency generators that utilize diesel fuel and electrical transformers containing polychlorinated biphenyls (PCBs).
- Dumping of surficial debris including abandoned vehicles and construction debris within the right of way of S.W. 157 Avenue located along the eastern boundary of Study Area 5 and along the right of way of Bird Drive located within the southern boundary of Study Area 5.

#### **RECs in Adjacent and Surrounding Area**

- Presence of a commercial/industrial area including a large cement plant located approximately 1.5 miles southwest of the Study Area 5.
- Presence of a former U.S. Army transmitter facility located approximately 1 mile west of the western boundary of Study Area 5.
- Presence of an active petroleum service station (Dade Corners service station) located approximately 1.5 miles northwest of Study Area 5, at the southeast corner of the U.S. Highway 41 and Krome Avenue intersection.
- Presence of a trucking facility with petroleum storage tanks located approximately 1.5 miles northwest of Study Area 5, at the southwest corner of the U.S. Highway 41 and Krome Avenue intersection.
- Potential for disposal of construction debris from the development of the high-density residential communities located along the eastern adjacent property.

Based upon the presence of the potential RECs at the subject property and adjacent areas, BEM conducted interviews with knowledgeable personnel from County and State agencies and conducted reviews of available regulatory records and files as part of this Phase I ESA. The information obtained from the interviews and the reviewed regulatory records was utilized to assess if the potential RECs identified during the initial site inspection had environmentally impacted the Study Area 5. The information obtained by BEM from the interviews and record



reviews is described within the text of this report. BEM's findings, conclusions, and recommendations of this Phase I ESA at Study Area 5 of the Bird Drive Recharge Area are provided in Section 6 of this report.

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

<b>Property Name</b>	<b>Tract Number</b>	<b>Size (Acres)</b>
Rogelio Soto	309-005	1.92
M.J. Lopez	309-003	1.80
J. Myron & Marvin Rosen	309-008	5.00
Nitram Partners, Ltd.	309-009	15.00
Blue Homes Corporation	309-010	4.63
Ignacio Alvarez & Nereid	309-011	4.13
Adriana Perez De Santana	309-012	10.00
Sylvia Freed Trs	309-013	10.00
Fred Stone	309-014	20.00
Jacinto & Margarita L. L	309-004	1.51
Pilar M Roettger	309-002	1.44
Jose A Lopez & Maria T	309-007	1.70
Clara Barannco	309-006	1.63
Carlos Salvador & Rosar	309-018	1.77
John Saavedra	309-017	1.69
Fred Stone	309-033	0.32
Fred Stone	309-049	0.31
Orlando Laffitte & Esthe	309-051	0.16
Lusitania Inc	309-068	0.15
	309-001	0.51
Carl Bisignano	309-083	0.47
Morton L Wald	309-084	1.92
Morton L Wald	309-085	1.75
Oscar De Leon & Carmen	309-086	0.16
Jorge Fernandez-Coipel &	309-104	0.47
Clistobal Humberto Puent	309-105	0.16
Carlos Suarez & Gisela	309-052	0.35
Juan Zubizarreta &Consta	309-116	0.15
Efrain O Urquiza &Welsa	309-067	0.46
Antonio Sagaro	309-128	0.15
Augustin Falcon	309-150	0.15
Richard Kropp	309-151	1.89
Mireya Manzano	309-157	0.15
Morton L Wald	309-162	1.92
Pedro Pinto & Maria	309-087	0.35
Andres Luciano & Luz	309-035	0.19
Morton L Wald	309-163	1.76
Morton L Wald	309-164	1.92
George Jordan	309-048	0.15
Francisco M Gonzalez &W	309-106	0.16
Morton L Wald	309-165	1.75
Raquel Bello	309-115	0.08



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Dawn Properties Corp	309-016	10.00
Ramiro, Sarabia & Felina	309-166	0.16
Manuel Perez	309-129	0.17
Elio Varona & Roxanne	309-187	0.15
Bernardo Ugalde & Lucia	309-149	0.16
Jorge Lorenzo	309-188	0.16
Israel J Quesep & Dinor	309-211	0.15
Maria Romero	309-156	0.16
Maria Luisa Rodriguez &	309-114	0.08
Domingo Garcia & Petron	309-036	0.15
Dolores Brey & Leonida B	309-107	0.48
Raul Laffita & Mirna	309-021	3.34
Ricardo Ostolaza & Delsy	309-047	0.13
Reynold Zamora & Corina	309-113	0.16
Servando Fernandez & W Ne	309-167	0.17
Francisco & Isabel Balta	309-054	0.15
Isaac Benaderet & W Marth	309-020	1.51
Nelson R Carreno	309-130	0.18
Daniel Atoche & Carmen	309-186	0.16
Carl J Bisgnano & Andrea	309-069	0.15
Milton Miller & Frances M	309-189	0.17
Julio Seo & Zenaida	309-148	0.17
Robert C Paul & Mary	309-210	0.16
Roberto L Garcia & Adria	309-082	0.28
C Gloria Alonso	309-154	0.30
Arnaldo Arias	309-037	0.16
Juan Alvarez & Marta	309-089	0.30
Gerardo A Alvarez	309-046	0.14
Roosevelt Chemaly	309-103	0.13
Hilda Borrero & M Chomat	309-055	0.16
Mario Jose Verdeja Jr A/	309-066	0.14
Royal Group Investments	309-168	0.15
Domingo Perera & Diana	309-112	0.13
Angel & Marta Delgado	309-070	0.16
Antonio Perez Santiago	309-185	0.17
Nelson R Carreno & Nilda	309-131	0.15
Lemberg Trust U/W	309-190	0.19
Ramon Clero & Zenaida	309-144	0.54
Raquel De La Torre	309-208	0.30
F Fernandez Jr & S De La	309-038	0.14
Philadelphia Florida Cor	309-102	0.14
Isabel Mena	309-045	0.28
Marcos E Borrero & W Hild	309-056	0.14
Jorge Luis Verdeja	309-065	0.13
Augusto Fernandez & W Elo	309-111	0.14

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Antonio E Fernandez &W N	309-071	0.14
Orlando Garcia	309-132	0.15
Honorio Lopez	309-169	0.15
Manuel R Castelblanco	309-081	0.13
Jaime Alvarez Maldonado	309-184	0.13
M Hernandez & L Fortes &	309-191	0.15
Mireya Manzano	309-152	0.27
Ramon Ceballos	309-039	0.31
Elaine Grunbaum	309-091	0.14
Ana L Hernandez	309-101	0.27
Manuel B Medina	309-057	0.16
Edgar R Suarez & Amaril	309-117	0.14
Ophelia Fernandez A/D	309-064	0.15
Filiberto Martinez	309-110	0.13
Carlos Lopez & Evangeli	309-072	0.16
Ignacio & Maria Pedrozo	309-080	0.15
Rafael J Gutierrez	309-133	0.14
Jorge R Montoro &W Trans	309-170	0.16
Anita L Cintron	309-183	0.14
Manuel Suengas	309-192	0.16
Antonio Corretjer	309-207	0.14
Jose M Rodriguez-Gomez	309-092	0.16
Mushtao A Awan & Naheed	309-044	0.28
P Valderrama Jr & Teres	309-118	0.16
Carl J Bisignano	309-058	0.46
Ruben N Conde	309-109	0.14
Teresa Leyva Mendez	309-063	0.43
Jesus A Milian	309-073	0.31
Humberto Lopez & Carmel	309-134	0.16
Pablo Diaz & Amada	309-079	0.14
Thomas Milan	309-171	0.30
Mark D Smith & Esperanz	309-182	0.13
Trust American Internati	309-161	0.29
Armando Aguilar & Maria	309-193	0.14
George M Porta & Lillia	309-206	0.15
Francisco Vazquez & Mag	309-093	0.15
Eugenio Farinas & Alici	309-040	0.32
Joseph V Bokanyi	309-019	1.69
Edwin Galarza &Ana	309-100	0.14
Luis De Los Reyes Jr	309-119	0.15
Carlos J Gutierrez	309-127	0.14
Rosalia & Renzo Falla	309-135	0.14
Rufino Ferrer & Augustin	309-078	0.30
Linda Isidro	309-143	0.14
Sarabia,Ramiro & Felina	309-181	0.15

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Paul Bonilla	309-194	0.16
Neida Maiz	309-205	0.15
Rene Curbelo	309-094	0.32
Rosa C Kidwell	309-099	0.13
Amparo Prida & Maria Del	309-043	0.15
Maria J Rams	309-120	0.15
Felix Gutierrez Jr	309-126	0.29
Rodriguez Pedro L & Mari	309-074	0.30
Francisco Souto	309-137	0.15
Napoleon Alvarez	309-172	0.15
Augustin Falcon	309-142	0.14
Agustin R Verde & Glady	309-180	0.28
Emilio J Cardenal	309-195	0.15
Juan Rodriguez Orengo	309-160	0.14
Luis Bustillo	309-204	0.14
Angel Ordiales & Maria	309-098	0.29
Frances Baboun	309-041	0.33
Ulises E Martin	309-121	0.15
Noisy Hernandez	309-042	0.30
Carlos M Cisneros & Lau	309-059	0.16
Rosa Guerra Jorge	309-062	0.14
Bertilda Gallego	309-138	0.16
Jesus Portal & Casimiro	309-173	0.19
Rogelio Perez & Nelida	309-141	0.29
Juan C & Lillian Fernand	309-077	0.15
Jose G Vichot & Dolores	309-196	0.16
Trust American Internati	309-159	0.15
Eduardo Lopez Sierra	309-203	0.14
Eulalio Blanco & Juana	309-095	0.16
Manuel Mijares & Luisa	309-060	0.17
Lorenzo Acosta Vega &E	309-125	0.14
Rene Guerra & Rosilda A	309-061	0.15
Carlos Lopez & Evangeli	309-076	0.17
Gabriel M Sanchez & Mari	309-136	0.16
Francisco Maiz Del Toro	309-174	0.16
Juan Diego Gutierrez	309-075	0.17
Arcenio Chacon & Celia H	309-179	0.15
Jose G Vichot & Dolores	309-197	0.16
Irvin S Bloch Tr	309-158	0.30
Concepcion Morales Ayala	309-202	0.15
Dacio R Sanchez	309-096	0.17
Alfredo Cruz &Berta	309-097	0.15
Nivia E Gonzalez, Antoni	309-023	3.35
Doroteo Armando Rodrigue	309-123	0.17
Severino & Celinda Kenne	309-124	0.15



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Angela Salazar & Celia S	309-024	1.69
Fidel Pedro Cano	309-139	0.17
Fausto Antonetti	309-175	0.16
Robert Eguino & Ines	309-140	0.15
Rosa M Perez-Caurel	309-178	0.14
Nancy Cano	309-198	0.16
Jose M Ayala	309-201	0.15
Ramon Doce & Elena	309-428	0.16
Rosendo Suarez & Emelia	309-448	0.15
Jose L Borges & Mariett	309-405	0.15
Sergio M Perez & Maria	309-424	0.15
Eduardo Aleman & Mary L	309-393	0.67
Guido Del Valle & Juana	309-404	0.31
Emilio J Cardenal	309-176	0.17
Francisco Arenal & Rina	309-377	1.14
Ana Luisa & Carlos Monte	309-177	0.15
Elia Pintado & Raisa Mar	309-392	0.15
Roberto M Lozano	309-199	0.17
Royal Group Investments	309-200	0.17
Jose A Alvarez	309-358	0.90
Ernest Serrano	309-376	0.17
Domingo R Ruiz & Eladia	309-429	0.17
Melba Perez	309-447	0.16
Mario E Sanchez	309-337	0.15
Felix Gutierrez Jr	309-357	0.39
Serafin Fiuza & Angela F	309-406	0.16
Maximo Navarro & Hidel	309-422	0.16
Solange Acevedo	309-315	0.07
Jesus G Perez & Ada R	309-335	0.15
Julio Choo & Leonila	309-292	0.16
Ernesto Sanchez	309-314	0.15
Mario E Bello & Ayda Bel	309-391	0.16
Miguel A Acevedo Iii	309-316	0.08
Jose A Boza & Delfina	309-271	0.32
Enrique Garcia & Mirta	309-291	0.15
Cepriano D Garcia	309-375	0.16
Enrique; G Fernandez	309-430	0.33
Alina Interian	309-338	0.16
Giraldo Castellon	309-446	0.16
Oscar Olivella & Joaqui	309-250	0.16
Francisco Candocia & W Bo	309-270	0.31
Eulalio Blanco & Juana	309-407	0.30
Lusitania Inc	309-421	0.17
Ines Garcia	309-317	0.08
Fulgencio Cabrera & Mari	309-232	0.16

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Alberto Arguelles & Con	309-403	0.31
Tomas Vinuela & Minerya	309-334	0.16
Cecilio & Rosalina Colla	309-248	0.30
Isel Coca	309-293	0.17
Harry Langsam & Morris A	309-029	10.00
Jorge Montes & Rosa	309-212	0.16
Tomas Lopez & Marcia	309-313	0.16
Juan Romero & Odalys	309-231	0.15
Dagoberto I Argote & W Cl	309-390	0.30
Blas Garcia	309-318	0.08
Sam B Nevel Tr	309-290	0.16
Oscar Gonzalez & Maria	309-374	0.16
Eulalio Blanco & Juana	309-251	0.17
Carlos M Pimenta & Loui	309-339	0.33
Angel Orbea & Yolanda	309-445	0.13
Clemente H Gonzalez & W S	309-233	0.35
Rolando Pareto & Marlen	309-319	0.18
Manuela A Castillo Al	309-420	0.13
Lauro Vinas	309-333	0.30
Gilberto Coca & Maria	309-294	0.19
Antonio Fernandez	309-213	0.17
Jesus Gomez & Esther	309-312	0.17
Juan Romero & Odlays	309-230	0.16
Frank Hernandez	309-025	1.51
Felix V Suarez & Haydee	309-356	0.21
Emilio Diaz & Aida	309-273	0.18
Antonio Ramirez & Marta	309-289	0.45
Dora Quintero Guzman	309-431	0.30
Nereida Rodriguez	309-444	0.14
Nancy Contrera	309-252	0.19
Norma D Rodriguez-Smith	309-373	0.13
Antonio Nieto	309-408	0.16
Alfredo Diaz & Juana	309-269	0.17
Susana D Martinez Zayas	309-418	0.28
Jeff Almuina	309-394	0.47
Roberto Horta & Amanda	309-402	0.15
Angel Colls & Martha	309-320	0.15
Fidel Valdes & Patricia	309-247	0.17
Ilda Rivera	309-214	0.18
Vidal Coca & Manuela	309-295	0.15
Jose R Masvidal & Aida	309-389	0.14
Maria Elena Lovett (Tr)	309-229	0.17
Jose Perez & Olga	309-311	0.14
Earl E Fisher & Ruth C	309-274	0.15
Israel Ramos Jr & Silvi	309-372	0.27

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Roberto Nunez & Gloria	309-443	0.13
Luis L Estevanell A/D	309-341	0.16
Pedro Mur & Mercy	309-425	0.14
Larry De Leonardis & K B	309-355	0.14
Jesus Rodriguez & Irma	309-253	0.15
Mario R Aparicio & Hort	309-268	0.14
Miguel Rodriguez	309-321	0.16
Jeff Almuina Jr	309-400	0.14
Rodovaldo Muniz & Horte	309-336	0.15
Juan Miranda & Rosa M	309-234	0.15
Matias Perez & Antonia	309-246	0.28
Luis Costa Jr & Elvira	309-296	0.16
Manuel L Rivero & Dolor	309-388	0.13
Victor Mendoza & Maria	309-310	0.14
Modesta Martinez	309-215	0.15
Mirta T Sanquily	309-432	0.16
Leonel Cordero & Rosa	309-361	0.14
Pedro Serrano & Yareida	309-275	0.16
Juan R Mendez & Irene	309-442	0.15
Juan Romero & Odalys	309-228	0.41
Noel & Berta Felipe	309-426	0.16
Walter Kaye Tr	309-342	0.14
Federico Dumenigo & Orl	309-417	0.15
Francisco A Perez	309-254	0.16
Walter Kaye Tr	309-354	0.06
Silvestre Perez De Corch	309-267	0.15
Manuel Martin & Maria C	309-401	0.15
Miguel I Rodriguez	309-322	0.14
Francisco Ramon	309-235	0.30
Walkiria Flores & Gloria	309-332	0.13
Sergio Toledo & W Amalia	309-387	0.15
Waldina Ruge	309-353	0.15
Marino Ariza	309-297	0.14
Gonzalo De La Uz & Ada	309-309	0.13
Juan Ramon Grova & Elsa	309-216	0.16
Olga M Andreu	309-362	0.16
Ivan Barrios & Maria E	309-433	0.31
Hermodio Barrer & Carmen	309-371	0.15
Antonio V Morales & W Mar	309-276	0.31
Eulalio Blanco	309-441	0.14
Marta Ramirez	309-288	0.13
Candida Diane Murga	309-343	0.16
Jose A Deschappelles	309-409	0.15
Juan & Irene Delgado	309-414	0.14
Olinda Perez	309-255	0.46



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Alfredo Arias	309-395	0.32
Oscar Valdes & Maria	309-266	0.13
Miguel Rodriguez	309-323	0.29
Florinda Luis	309-399	0.74
Julia Gonzalez	309-331	0.15
Antonio Roque	309-028	1.76
Lilia V Pernas & Mario A	309-378	0.15
Roberto Noda & Nilda	309-298	0.16
Luis Eduardo Jose Porres	309-245	0.13
Diego Fontela	309-386	0.28
Eddie Gerardo Martinez	309-308	0.15
Jesus Montoya & Gloria	309-352	0.07
Servando Fernandez & Ne	309-217	0.14
Rodney & Lula M Cook	309-026	1.69
Jose M Cernuda	309-363	0.15
Jose R Rios	309-439	0.29
Richard Corazon & Patric	309-370	0.14
Aurelio Cruz	309-287	0.15
Felix Gutierrez Jr	309-344	0.15
Odilys Miralles	309-410	0.16
Walter Kaye Tr	309-351	0.14
Juan Delgado	309-423	0.14
Pedro Vazquez	309-265	0.15
Rafael G Rodriguez & Virg	309-236	0.32
Leonardo Padrino	309-329	0.28
Mauricio Diaz & Hilda	309-244	0.15
Jose R Valiente & Olga	309-379	0.30
Porfirio Valdes & Evlal	309-299	0.15
Julio Nordelo & Sonia	309-218	0.16
Cesar Lastra & Blanca	309-307	0.28
Girardo Elio & Ismael	309-434	0.16
Olga M Andreu	309-364	0.16
Enrique Padron & Carlos	309-227	0.15
Alipio R Perez & Basili	309-277	0.16
Grady W Smith	309-369	0.14
Ibrahim Buigas & Raquel	309-286	0.15
Mrs H Ramsey Est D Dughm	309-345	0.16
Gonzalo J Bustillo & Li	309-411	0.32
Mercedes Menendez Ortega	309-349	0.56
Manuel Lopez & Constandi	309-416	0.15
Isabel Medina Sanchez	309-396	0.17
Oris & Gisela Rabassa	309-264	0.14
Melba Rosa Valdes	309-324	0.16
Andre I Falcon	309-243	0.30
Lazaro Cabezas & Lilia	309-300	0.16

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Roberto Estades	309-385	0.15
Fred Stone Tr	309-350	0.04
Juan M Barrera & Gloria	309-219	0.15
Juan M Rodriguez	309-365	0.33
Jose Vazquez	309-435	0.33
Estanislao A Gonzalez	309-278	0.16
Carlos Padron	309-226	0.43
Felix Gutierrez Jr	309-368	0.15
Gerardo Guevara	309-438	0.14
Felix Gutierrez Jr	309-285	0.14
Jorge Arencibia & Daisy	309-346	0.16
Raquel Lascano	309-256	0.16
Sidney D Schachter	309-427	0.15
Mercedes V Soto	309-263	0.14
Ana Cecilia Sanchez	309-397	0.16
Jose Antonio Laurence	309-325	0.16
Franklyn Alvarez	309-237	0.16
Reynaldo Padrino	309-328	0.15
Armando J Arias	309-381	0.15
German Arzola & Norma	309-301	0.16
Martha J Sutter	309-384	0.15
Humberto Rodriguez & Ma	309-306	0.15
Gilda G Patane & H Joseph	309-220	0.16
Carmen & Orlando Echevar	309-279	0.17
Jesus Rios & W Ada	309-437	0.15
Royal Group Investments	309-284	0.15
Rafael J Prieto	309-367	0.30
Juan R Gonzalez	309-347	0.16
Armando Munoz & Cecilia	309-257	0.16
Jorge Arencibia & Daisy	309-413	0.17
Benito G Perez & Marlen	309-262	0.15
Antonio Suarez & Rosalin	309-415	0.15
Rafael Fernando Sanchez	309-398	0.17
Evelio Cabrera & Rafael	309-326	0.33
Joel Vigo & Maria	309-238	0.50
Leonardo Padrino	309-327	0.30
Lutgardo Moya & Esther	309-242	0.15
Juan L Perez & Myrna	309-382	0.17
Carlos M Aguabella	309-302	0.16
Felix Gutierrez Jr	309-383	0.15
Gustavo Galvez & Felicia	309-221	0.16
Jefferson Gold Inv	309-305	0.15
Enrique Rodriguez	309-366	0.17
Dr Orlando E Echevarria	309-280	0.15
Rafael Menendez Tr	309-032	10.00

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Jose G Vichot & Dolores	309-283	0.15
Rene Curbelo & W Georgina	309-348	0.16
Jose R Junco & Carmen M	309-258	0.16
Georgina Perez & Carmen	309-261	0.15
Annette Fuentes	309-241	0.32
Caridad Gonzalez	309-303	0.17
Gladys Mont & Caridad Sa	309-304	0.15
Gisela Galvez	309-222	0.16
Julio Febres-Cordero	309-449	0.51
Jorge A Cabrera	309-225	0.15
Luis A Saumell & Bertha	309-281	0.17
Roosevelt Chemaly	309-464	0.47
Ramiro Sarabia & Felina	309-282	0.16
Anabel Cisneros	309-259	0.17
Peter M Romero & Nydia	309-465	0.32
Sotero J Ibaceta	309-479	0.15
Venancio Garcia & Gladys	309-260	0.15
Armando Chang Win Loo	309-480	1.12
Armando Lopez & Wjosefa	309-496	0.15
Mauricio Uribe	309-497	0.16
Roberto & Eduardo Amaya	309-515	0.15
Reynaldo Rouco & Ana Ma	309-223	0.17
Francisco Silva	309-224	0.15
Ernesto Eugenio	309-516	0.16
Thomas J Mc Tighe	309-533	1.04
George M Porta & Lillian	309-534	0.09
David Eskin & Rajna	309-550	0.07
Virginia Smith	309-478	0.16
Horacio Hernandez & Mar	309-551	0.14
Armando & Sonia Molina	309-559	0.14
Eulalia Rodriguez	309-495	0.16
Pablo Orozco & Gilda	309-535	0.07
Domingo R Ruiz & Eladia	309-498	0.17
George M. Porta & Lillia	309-549	0.07
Maximo Carillo & Isabel	309-514	0.15
John Gaffoglio & Guadal	309-560	0.89
Raul A Pinon & Eliana	309-581	0.15
Felix Gutierrez Jr	309-517	0.17
Gilberto Carmona & Delf	309-582	0.33
Carlos Alonso	309-536	0.43
Gustavo Suarez & Corali	309-598	0.15
David Eskin & W Rajna	309-548	0.45
Victorio Perez	309-466	0.18
Robert V Shea & Frances	309-599	0.16
Sfwmd	309-611	0.31



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Jose Alfonso & Emma Alfo	309-552	0.15
Raul F Ortega	309-477	0.17
David Eskin & Rajna	309-557	0.72
Joseph Staiman & Rose	309-030	5.00
Fernando Amaya & Olga	309-612	0.16
Jeff Almuina Jr	309-494	0.17
Rafael Prats	309-627	0.47
Miles Austin Forman Tr	309-499	0.19
Fabio E Diaz & Aurora	309-513	0.30
Aleida Lorenzo	309-628	0.17
Arturo Secada & Matilde	309-579	0.33
Charlotte Vogel Tr	309-649	0.31
Aida Lucas	309-518	0.19
Gloria Galvez & Osvaldo	309-450	0.45
Mariano La Rosa & Clara	309-597	0.16
Jossie Lynn Martinez	309-463	0.13
Efren Dominguez	309-600	0.36
Rafael Posado & Algira	309-553	0.16
Edwin Rodriguez & Gladys	309-467	0.31
Dolores O Navarro	309-476	0.13
Silverio Delgado & Olga	309-613	0.50
Jorge Arencibia & Daisy	309-493	0.14
Ernesto Eugenio	309-500	0.31
Alberto Campos & Celia	309-583	0.19
Carlos A Chartrand	309-462	0.14
Jose M Gonzalez & Maria	309-519	0.15
Raul & Mercedes Escalpio	309-596	0.17
Guillermo Garcia & Dulce	309-554	0.14
Luis M Valdes	309-475	0.14
William A Herzog Tr	309-610	0.17
Tomas Arencibia & Edili	309-492	0.28
Jose R Mercado & Merced	309-512	0.15
Bernardo F Lozano	309-630	0.15
Ana A Toirac	309-648	0.17
Juan F Flores & Nilda	309-537	0.29
J Eduardo Gonzalez	309-520	0.16
Franklin Puentes	309-457	0.28
Joseph W Barbosa & Esne	309-577	0.28
Helen B & Stephen J Lav	309-584	0.31
Felix Gutierrez Jr	309-547	0.07
Joseph Staiman & Rose	309-595	0.14
Juan Caballero	309-468	0.30
Everildo Perez & Marta	309-555	0.15
Alfredo A Arias A/D	309-474	0.28
Sfwmd	309-602	1.08

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Sfwmd	309-609	0.13
David Eskin & W Rajna	309-546	0.22
Jess Jenn Corp	309-501	0.14
Sergio Llampallas	309-511	0.13
Esteban A Gonzalez & Ca	309-626	0.27
Juan E Perez & Eneida	309-451	0.16
Antonio F Lozano	309-631	0.15
University Of Miami	309-521	0.30
Alexis & Marilu Verdecia	309-647	0.13
Carlos A Pimenta & Etel	309-594	0.14
Octavio Delgado & Anton	309-556	0.17
P Valderrama Jr & Teres	309-608	0.14
Luis A Nunez	309-491	0.15
Rufino Ferrer & Agustina	309-502	0.30
Hilda Gawlik	309-616	0.16
Gabriel Castillo & Glad	309-510	0.15
Raul Jaime & Marie T	309-452	0.31
Hugo Rodriguez & Telma	309-632	0.16
Julio Martinez	309-576	0.13
Jose Barbosa & Esnelia	309-461	0.28
Florencio Pernas	309-646	0.14
Andres Ramirez & Nelia	309-585	0.14
Samuel H Ossorio & Loyd	309-470	0.47
Eduardo Hurtado & W Ana M	309-593	0.13
Ismael Nieto & Juana	309-473	0.43
Julio Silvano Estrella	309-538	0.15
Maria Pabon	309-481	0.15
Francisco Velez	309-539	0.07
Maria L Rodriguez	309-540	0.14
Sfwmd	309-607	0.56
Felix Gutierrez Jr	309-541	0.08
Tomas Arencibia & Edili	309-489	0.28
Jose M Casco-Burgos	309-542	0.15
Trust American Intl Cor	309-544	0.08
Francisco J Ribera	309-545	0.12
Angel Martinez	309-563	0.23
Pedro Acosta	309-617	0.14
David Eskin & Rajna	309-558	0.79
Jeff Almuina Jr	309-623	0.71
Alejandro Soto & Luz M	309-509	0.29
Joseph Barbosa & Esneli	309-575	0.15
Maria De Los Angeles Pil	309-633	0.14
Pedro E Flores	309-523	0.15
Eduardo C Hurtado & Ana	309-586	0.16
Rolando Pareto	309-644	0.28

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Leonor M Herrera	309-532	0.14
Felix Gutierrez Jr	309-592	0.15
Julian Oliva & Olga	309-482	0.16
Joaquin Alicea	309-618	0.16
Jorge Rodriguez & Mirta	309-503	0.33
Tomas Fraga & Liduvina	309-454	0.16
Manuel J Rabanal	309-634	0.31
Roberto Cruz & Argelia	309-574	0.14
Jose Sellera & Adelaida	309-459	0.30
Maria De Los Angeles Ram	309-524	0.16
Fred Stone & Florence	309-031	5.00
Neldis E Acebo	309-587	0.15
Julio Rodriguez & Daisy	309-531	0.14
Juan Madiedo	309-591	0.14
Martina B Moure	309-564	0.16
Angel Cameron & Esther C	309-483	0.16
Jorge Arencibia	309-488	0.15
Maria Peterson	309-619	0.15
Arturo Secada & Matilde	309-508	0.15
Mirella G Tunon	309-455	0.33
Dawal Co. & Michael S Jo	309-573	0.15
Mario Labrador & Zeida	309-525	0.16
Manuel L Zafrilla & Mar	309-643	0.14
Barbara Bonachea	309-588	0.32
Raul A Pinon & Eliana	309-530	0.07
Luis Angel Parente	309-590	0.59
Jorge Santiesteban	309-471	0.33
M C Pannapalle & F Colel	309-565	0.31
Inocencio Florido & Mar	309-472	0.30
Maria Pabon	309-484	0.16
Jose M Guitian & Maria	309-486	0.30
Jose Palmero	309-620	0.65
Jennette Faldraga	309-529	0.15
Joseph Staiman & Rose	309-504	0.16
Raul Bacallao	309-506	0.21
Pedro Martinez	309-635	0.15
Manuel Cid	309-572	0.15
Alejandro Diaz	309-642	0.14
Williams Fernandez & So	309-526	0.16
Eugenio M Rosado & Iren	309-458	0.15
Ed Ashe	309-606	0.15
Tat Co	309-485	0.17
Rudi Lemmet & Ivette	309-528	0.23
Armando L Calderin & In	309-505	0.17
Farida Gonzalez	309-636	0.16



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Sfwmd	309-641	0.15
Leon Siev	309-571	0.15
Paul K Seto & Maria E	309-527	0.17
Julio Torres & Graciela	309-589	0.33
David J Ghiglio & W Lelia	310-001	1.82
I F Sommers	309-567	0.07
Efren Dominguez	309-603	0.16
Sfwmd	309-604	0.30
Amado Pichel & Guillermi	310-007	0.54
Federico Herrera & Maria	310-002	0.69
Est Of W W Johnston	309-622	0.14
Esteban G Soy	309-568	0.08
Fidel N Martinez	309-637	0.16
Susana T Fabian	309-640	0.15
Efren Dominguez	309-570	0.15
Eloy Crespo & W Martha M	310-239	0.32
Cepriano D Garcia	310-259	0.15
Jose M Garcia & W Martha	310-223	0.32
Ovidio Ortega	309-569	0.09
Sfwmd	309-605	0.17
Hector Diaz & W Lourdes	310-238	0.15
Maria E Pujol	310-205	0.16
Carlos Vega	310-222	0.15
Antonio F Lozano	309-621	0.17
Victor Madero & Diana	310-185	0.16
Ignacio Martinez & Cari	309-638	0.17
Mario Martinez & Gloria	310-204	0.31
George Cardona	309-639	0.15
Bernardo Duran & W Maria	310-165	0.32
Sergio Miguel Herrera	310-258	0.16
Raimundo & Diego Fernand	310-183	0.30
Juana M Perrara	310-237	0.32
William G Schmeltz Tr	310-206	0.17
Jose Vega	310-221	0.16
Bart C Vidal	310-186	0.17
Luis M Gonzalez	310-118	0.07
Raymond & Ivette Luengo	310-141	0.15
Ramiro Sarabia & W Felina	310-240	0.18
Mauro A Gonzalez & W Omai	310-101	0.16
David Stanford & W Almara	310-117	0.15
Octavio O Doreste	310-257	0.17
Leonel Pichel & Nancy	310-008	0.51
J & J Land Invt Inc	310-119	0.14
Raul M Montero Jr	310-224	0.33
Gladys M Cueto	310-077	0.16

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Dulce M Perez	310-100	0.15
Maria T & Justo I Corrip	310-207	0.19
Dawal Farms Co Inc	310-056	0.32
Abel A Arrieta & Teresa	310-076	0.15
Guillermo Y Somodevilla	310-220	0.31
Juan Felipe	310-011	10.00
Trust Under Will Of Leon	310-187	0.19
Carlos M Rigau & Mary L	310-033	0.16
Antonio Saap & Rosa Cana	310-140	0.16
Maria B Waller	310-055	0.32
Ernesto Martinez & W Olga	310-203	0.17
Royal Group Investments	310-167	0.18
Angel A Quintero & W Mari	310-102	0.17
Jose Ramon Blanco & W Mer	310-116	0.32
Filiberto Martinez & W Vi	310-241	0.15
Daniel Siriani	310-120	0.08
Orlando Reyes	310-182	0.23
Manuel E Rodriguez & Mar	310-256	0.13
Felix Gutierrez Jr	310-078	0.17
Raul A Pinon & W Eliana	310-099	0.16
Cepriano Dominguez Garci	310-236	0.13
Rodriguez Pedro L & Mari	310-074	0.32
Maria T & Francisco J Co	310-208	0.15
Paula N Sardinas	310-121	0.16
Sfwmd	310-034	0.17
Francisco Santana & Adri	310-006	1.55
Concepcion Castillo	310-139	0.17
Raimundo Hernandez	310-188	0.15
Minervino Hernandez & Al	310-003	1.48
Manuel & Maria Castiller	310-202	0.14
Carlos Cachaldora	310-103	0.33
Efren Dominguez	310-242	0.16
Carlos H Garcia	310-168	0.31
Juan Machado & Maria E	310-255	0.15
Leonard D Bronfeld	310-079	0.18
Geraldo Gutierrez & W Esp	310-225	0.16
Osvaldo Ortega & W Maria	310-235	0.14
Gregorio H Rodriguez & W	310-155	0.35
Stewart Lyons & W Natalie	310-098	0.17
Antonio R Lopez	310-057	0.33
Amparo Prida & Maria Del	310-156	0.28
Anael Hernandez	310-209	0.16
Raul A Pinon & W Eliana	310-157	0.12
Manuel Magluta & W Gloria	310-142	0.23
Sfwmd	310-219	0.15

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Raul A Pinon & W Eliana	310-143	0.07
Santiago Rodriguez & Nell	310-181	15.00
Manuel Magluta & W Gloria	310-144	0.14
Felix Gutierrez Jr	310-122	0.16
Raul A Pinon & W Eliana	310-145	0.07
Pedro J Nunez	310-146	0.26
Ruben Pol & W Mildred	310-035	0.18
Pelayo Valdes	310-189	0.16
Orestes L Alonso & W Anto	310-201	0.14
Jose G Vichot & Dolores	310-054	0.17
Leon Siev	310-138	0.13
Carlos Valdes	310-243	0.30
Tomas Juan	310-253	0.28
Rene Diaz & W Avelina C	310-226	0.14
Royal Group Investment I	310-115	0.13
Nicomedes Navarro & W Mar	310-234	0.13
Norman A Bromfeld	310-080	0.15
Morton Maisel Tr	310-210	0.78
Royal Group Investments	310-097	0.13
Brian Purwitsky	310-218	0.13
Earl E Fisher & Ruth C	310-180	0.08
Maria Coto	310-123	0.28
Manuel Padilla & Olga	310-073	0.13
Roberto Lopez	310-190	0.14
Rey Bernudez & W Apolonia	310-200	0.13
Ramon & Orietta Melendez	310-137	0.14
Ignacio Almendariz & Ma	310-036	0.15
Rodolfo Leonard	310-169	0.14
Efrain Lopez & Wilda	310-053	0.14
Heriberto Perez	310-104	0.16
Hector Diaz & Rosalba Ro	310-227	0.16
Esther Colombo	310-179	0.45
Carlos Arnedo & W Petra	310-113	0.41
Marta R Lafont	310-233	0.15
Cristina Garcia	310-081	0.16
Mercedes Gonzalez	310-096	0.14
Rogelio Reguerra & W Adel	310-216	0.29
Dominga D G D R Estevez	310-058	0.16
Lemberg Trust U\W	310-191	0.16
Dr Elpidio Padilla	310-072	0.14
Juan P Lopez	310-199	0.15
Eladio Garcia & Emelina	310-037	0.16
Oscar Martinez & Mercy	310-245	0.15
Miguel Pina & W Otmara	310-170	0.16
Marcos & Oneida Romero	310-136	0.13



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Benito Hernandez & Juana	310-052	0.14
Laudelino Hernandez	310-251	0.28
Oscar Sardinas	310-105	0.61
Teresita Estrada	310-228	0.31
Trust American Internati	310-164	0.08
Berta N Aleman & Bertha	310-232	0.28
Alfredo Cruz & W Berta	310-158	0.30
Rene Garcia	310-082	0.14
Julio M Garcia	310-094	0.28
Jose Rodriguez Trs	310-154	0.15
Felix Gutierrez Jr	310-125	0.08
Juan Baez	310-147	0.55
Jorge L B Ramos	310-059	0.14
Patricia Castillo	310-071	0.13
Edgardo Nunez &W Blanca	310-192	0.31
Victor J Tatham	310-163	0.07
Raul Laffita	310-005	1.74
Manuel Padilla & Olga	310-198	0.14
Mercedes Valdes	310-135	0.15
Victor Valdivia & Isabe	310-246	0.15
Blas R Hernandez	310-171	0.15
Evelio Alfonso &W Liduvi	310-038	0.14
Paulindo A Leon & Franci	310-010	0.23
Ana Hernandez	310-051	0.13
Guillermo C Leon & Angel	310-013	0.23
Juan P Lopez	310-126	0.15
Robert Vilaseca	310-014	0.24
Stanley H Apte & Laura	310-161	0.74
Felix Gutierrez Jr	310-083	0.16
Julio Jimenez & Elidea	310-153	0.15
Julio R Castellanos & M	310-060	0.16
Shahrokh Farshadi	310-215	0.14
Humberto A Salas & Mari	310-070	0.15
Jesus Gomez & Esther	310-197	0.29
Rene Alvarez	310-039	0.16
Marcos & Oneida Romero	310-134	0.14
Aurelio Basanta	310-247	0.16
Jose M Fiuza	310-172	0.15
Aramis Gonzalez & Miria	310-050	0.15
Raul C Gamazo & Juana	310-250	0.15
Maria Coto	310-127	0.16
Hector J Suarez &W Maris	310-177	0.29
Luciano P Marrero L&W Al	310-229	0.49
Jose M Gonzalez &W Lidia	310-111	0.28
Elisa Caro Le &	310-231	0.15

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Raul A Pinon & Eliana	310-084	0.15
Tomas Fraga & Liduvina	310-160	0.44
Francisco Velez	310-093	0.14
Jose L Gomez	310-214	0.15
Jose M Perez & W Maria	310-152	0.15
Ernesto De Armas & Jane	310-061	0.15
Roberto Horta & Amanda	310-069	0.14
Cesar Sanchez Iii	310-193	0.15
Raul A Pinon & W Eliana	310-133	0.14
Delis Cabrera & Olema	310-040	0.15
Royal Group Investments	310-173	0.15
J F L Corp	310-248	0.33
Alberto Escariz & Mary	310-049	0.14
Pedro C Rodriguez & Aida	310-012	0.34
E Ramirez-Brouwer & S Gu	310-249	0.30
Norma R Lemberg	310-009	0.34
Jose B Magdaleno & Berta	310-004	0.30
Charles J Dick Jr & W Jan	310-128	0.38
Felipe L Pineiro	310-085	0.16
Orlando Perez & W Carmela	310-230	0.30
Jose P Nickse	310-092	0.14
Mortimer H Saslaw	310-211	0.33
Felix Gutierrez Jr	310-151	0.07
Luis R Prieto	310-062	0.15
Evelio E Yero & W Aurora	310-213	0.15
Jesus De La Fuente & Sa	310-068	0.14
Monica J Castro	310-194	0.16
Felix Gutierrez Jr	310-132	0.15
Rolando Vazquez & W Maria	310-196	0.30
Julio N Cabrera & Elisa	310-041	0.16
Jose L Borges & W Mariett	310-174	0.33
Nancy M De La Fe A/C	310-048	0.14
Consuelo Esqueff Aleman	310-106	0.16
Richard F Rendina	310-150	0.37
Martha Villarnovo Yara	310-110	0.15
Eusebio Sainz	310-176	0.29
Iser T Deleon & Marta	310-086	0.16
Gerardo Guevara	310-089	0.45
Sipriano S Perez & Omel	310-063	0.32
Charlotte Vogel Tr	310-212	0.15
Pedro Alfonso	310-149	0.29
Carlos H Del Valle & Ma	310-065	0.45
Felix Gutierrez Jr	310-195	0.17
Arnold Fortuny & Emelin	310-042	0.32
Alberto Vazquez	310-131	0.15

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Gustavo Miranda & Maria	310-047	0.15
Rosa & Norma Victores	310-016	10.00
El Reda Abdul Latif	310-107	0.33
Lazaro A Asenjo &W Nancy	310-109	0.15
Fernando Cruz	310-162	0.16
Elissa & Stephan Rand	310-087	0.16
Vincent J Coppola A/D	310-129	0.16
John Mortenson &W Blanch	310-130	0.15
Juan V Schwiep	310-046	0.15
Luis W Hernandez & Carl	310-260	0.16
Aurelia Torres	310-279	0.15
Faustino Valle &W Moraim	310-108	0.15
Lorenzo F Chirino & Emma	310-280	0.16
Felix Gutierrez Jr	310-088	0.17
Orlando I & Mia C Carden	310-300	0.15
Pablo Lau & Turmalina	310-064	0.17
Alfredo Cruz &W Berta	310-301	0.16
Jose M Perez & Juan W	310-316	1.03
Amado Leon & Manuel	310-317	0.32
Miguel Amaral &W Serafin	310-334	0.31
Juan Zubizarreta & Cons	310-044	0.17
Maria H Prendes	310-045	0.15
Juan Cano &W Olga Cano	310-335	0.16
Giselle De Vera	310-261	0.15
Orestes L Alonso &W	310-349	0.15
Piedad Jimenez &	310-278	0.16
Luis A. Saumell & Bertha	310-281	0.17
Jose M Garcia-Vega &W Li	310-299	0.16
Jose Santamaria &W Maria	310-350	0.15
Alejandro T Fernandez	310-370	0.15
Jorge Jorge	310-302	0.17
Maria C Jorge & Roger Pe	310-371	0.32
Kelvin H Whitaker & Ann	310-390	0.15
Esteban Grafton	310-391	0.49
Francisco Dominguez & P	310-409	0.15
Sergio Gutierrez A/D	310-336	0.17
Jose Ustiak & Teresa	310-262	0.33
Sfwmd	310-410	0.51
John Ferreira & Beatriz	310-348	0.32
Lazaro R Garcia & Mirey	310-417	0.15
Teresa Rosa	310-277	0.17
Francisco T De La Fuente	310-282	0.18
Sfwmd	310-418	1.93
Antonio Fidalgo &W Lourd	310-351	0.34
Sfwmd	310-419	1.76



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Nunez Finance Co	310-298	0.17
Carlos Bueno & Maria	310-369	0.16
Rene Nassif Lebbos	310-015	10.00
Dawal Farms Co Inc	310-303	0.18
Colombo , Esther	310-420	0.17
Lorenzo V Perez & Nancy	310-438	0.15
Andres Ramos & Eva	310-389	0.16
Luis Fernandez &W Bertal	310-318	0.34
Richard T Gammon &W Yola	310-332	0.30
Beatrice Garcia	310-439	0.92
Jose Naranjo	310-408	0.16
Jose Antonio Flores	310-448	0.47
Humberto Napoles	310-337	0.64
Sfwmd	310-416	0.46
Gladys Andani	310-276	0.13
Carlos Barquin & Mirell	310-283	0.15
Tirzo & Melba Luis	310-368	0.23
Carlos Amaro	310-297	0.27
Esteban G Soy	310-421	0.15
Dionidio Rodriguez	310-372	0.18
Stephen Jay Golembe	310-437	0.32
Diego Perez &W Ana Luisa	310-304	0.15
Vivian Rosa Lacorra	310-388	0.30
Guillermo A Acosta & Ma	310-407	0.17
Jose R Ustiak	310-264	0.16
Ignacio & Norma E Ramos	310-275	0.14
Francisco Gil &W Isabel	310-347	0.13
Julia Moliere	310-284	0.16
Felipe Loveria &W Ana Lu	310-352	0.15
Haydee Sabines De Ponte	310-422	0.33
Antonio Castedo &W Otili	310-305	0.16
Juan E Lima &W	310-319	0.16
Herminio Acosta &Justina	310-373	0.44
Richard & Samantha Stein	310-392	0.47
Maria A Fernandez	310-331	0.27
Jose L Suarez & Martha	310-406	0.13
Esther Colombo	310-367	0.14
Mario P & Clara M Moli	310-265	0.30
Julio R Castellanos &W M	310-346	0.14
Adolfo M Lobato & Estell	310-274	0.13
Felix Gutierrez Jr	310-411	0.15
Ojeda, Julio E & Edelia	310-285	0.15
Elio A Gonzalez &W Arman	310-296	0.13
Ramon W Garcia &W Olga	310-353	0.15
Jorge De Jesus Santin	310-306	0.14

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Roberto Redruello & W Ama	310-320	0.30
Faustino Valle & Moraim	310-387	0.14
Sylvia M Salvador	310-436	0.13
Armando Delgado	310-405	0.14
Jose Antonio Flores	310-448	0.47
Fidel Gonzalez & Carida	310-366	0.12
Roberto G Gutierrez	310-273	0.15
Rene E Llaguno & Olga Ll	310-344	0.13
Sfwmd	310-412	0.30
Jose Oviedo & Maria	310-286	0.16
R Paul Wright Tr	310-415	0.14
Rolando D Ortega & Conc	310-295	0.15
Pedro Moya & W Ides	310-354	0.14
Raul Ocana & W Mirta	310-307	0.16
Nicolas Tejero	310-424	0.16
Milton Miller	310-330	0.15
Sfwmd	310-386	0.13
Hortensia Salvador	310-435	0.14
Ronald I Baron & Burton	310-365	0.15
Gilberto L Napoles	310-338	0.16
Anne Barrows Hernandez	310-404	0.13
Dr Richard J Montano	310-267	0.80
Gonzalez Edelmiro & Rose	310-446	0.30
George Angulo & W Delia	310-345	0.15
Daniel Waterman & Delia	310-271	0.28
Manuel Fraga	310-287	0.15
Sfwmd	310-413	1.01
Rafael Pineda & Maria	310-293	0.28
Felix Gutierrez Jr	310-355	0.47
Lembert Trust U/W	310-308	0.15
A J Carniello	310-314	0.58
Martin Roger Diaz	310-374	0.95
M E Morales & M E Echeni	310-321	0.15
Jose R Torres & W Maritza	310-425	0.14
Z & B Enterprises	310-385	0.14
Catalina Zaldivar	310-434	0.13
Abamaster Of Miami Inc	310-329	0.14
Oscar Sardinias	310-393	0.31
Esther Colombo	310-402	0.15
Raul A Pinon & Eliana	310-364	0.07
Richard T Izuo	310-339	0.64
Gonzalez Edelmiro & Rosa	310-446	0.69
Ladislao Vigo	310-414	0.96
Frank & George Angulo	310-343	0.44
Isabel Mena	310-288	0.15

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Upper Haverford Asset Ma	310-309	0.15
Hector Notario & Concep	310-362	0.14
Raul A Pinon & W Eliana	310-426	0.16
Maria E & Maria C Alvare	310-322	0.16
Helen B & Stephen J Lave	310-433	0.29
Carlos Cachaldora	310-446	0.69
Eudaldo E Gonzalez	310-384	0.14
Rene Bacallao & W Julia	310-328	0.14
Juana Morejon Alonso	310-440	0.30
Esther Colombo	310-402	0.15
De Jesus Esther	310-	0.15
Rolando Del Valle & Bea	310-270	0.15
Jeff Almuina Jr	310-289	0.16
Esmerido Aguiar & Irma	310-292	0.15
Jose A Talavera & W Ameri	310-310	0.16
Manuel Mendez & Concepci	310-363	0.29
Angel Martinez & W Luisa	310-427	0.15
Julio Castellanos & W Mar	310-323	0.16
Benito Alfonso & Esther	310-383	0.13
Luz Stella Fuentes	310-327	0.30
Felix Gutierrez Jr	310-394	0.15
Formerio Argote & Pilar	310-400	0.29
De Jesus Andres	310-?	0.15
Marcio Cardoso	310-269	0.14
Jeff Almuina Jr	310-650	0.16
Roberto Alvarez Fernande	310-291	0.32
Albert Song	310-358	0.17
Rey Bermudez & W Apolonia	310-311	0.16
Manuel B & Miguel Marino	310-428	0.32
Mario Pino & Cira	310-382	0.15
Alexis Batista & Isabel	310-324	0.16
Miguel Estades & Rosa Es	310-432	0.29
Raul A Pinon & Eliana	310-395	0.16
Aluima Jeff Jr	310-441	0.62
Antonio Flores	310-445	0.15
Jose G Horrutiner & W Vi	310-342	0.15
Hector Cuadrado & Ydilu	310-268	0.15
Eduardo & Roberto Amaya	310-290	0.17
Tito Gomez	310-359	0.14
Rafael Gil & W Clayre	310-312	0.17
Elio Madan & Francisca	310-361	0.30
Alcides Borroto	310-313	0.15
Anthony Silvarrey	310-325	0.17
Heriberto Perez & Welda	310-381	0.14
Felix Gutierrez Jr	310-396	0.16



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Lucia Lazo	310-326	0.15
Jorge Villiers	310-399	0.14
Jesus Rojas	310-444	0.15
Milton Miller	310-340	0.17
Sonia Fernandez	310-341	0.16
Jose, Ricardo & Geronimo	310-017	10.00
Carlos Cachaldora	310-429	0.33
Ronald J Casanova	310-380	0.15
Silvia Etcheverry A/D	310-431	0.14
Raul A Pinon & Eliana	310-397	0.17
Ramon Rodriguez	310-398	0.15
Elena Rojas	310-443	0.15
Loyd A Bowman & Margare	310-587	1.91
Evelio Capote &Ela	310-595	0.60
German Garcia & Flavia	310-574	0.51
Felicita Rivera & Geremi	310-586	0.76
Jose Perez Cordera	310-032	1.85
Jose Perez Cordera	310-031	1.85
Haydee Etcheverry	310-430	0.15
Sfwmd	310-572	1.93
Sfwmd	310-573	1.77
Rojas Jesus	310-442	0.17
Miguel Exposito & Liana	310-557	0.32
Eulalio Blanco & Juana	310-571	0.15
Aurelia Torres	310-535	0.16
Felipe Wilson Parada	310-556	0.23
Horace Johnson	310-515	0.16
Mrs Horace W Johnson	310-534	0.15
Gold Star Dev Corp	310-502	0.15
Gold Star Dev Corp	310-514	1.30
Julio Cabrera & Juana	310-483	0.32
Armando Perez	310-501	0.15
Helen B & Stephen J Lav	310-570	0.47
Orlando Hernandez	310-464	0.33
Lourdes Guitian	310-536	0.17
Antonio Fernandez	310-482	0.15
Jose A Hernandez & Ana	310-451	0.16
Jennifer & Elizabeth M B	310-516	0.17
Charles P Dumois & Maria	310-463	0.31
Jose Villarrubia & Ange	310-533	0.15
Alexander S Lang & Miria	310-018	2.50
Fred StOne Tr	310-449	1.93
Ivan Barrios & Maria	310-503	0.16
Fred StOne Tr	310-450	1.77
Vicente Mollinedo & Pau	310-555	0.25

**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Carlos Salvador & Rosari	310-019	2.50
Sam B Nevel Tr	310-558	0.19
Angel Tomas Naves	310-500	0.16
Laura E Garcia	310-537	0.34
Sfwmd	310-481	0.16
Isidoro Moriyon	310-575	0.15
Jose Juan Collado	310-452	0.35
Royal Group Investments	310-517	0.18
Ivan Barrios & Maria	310-532	0.16
Gold Star Dev Corp	310-504	0.49
Georgina & Xavier Navarr	310-484	0.19
Francisco Perez	310-499	0.17
Jacinto Gonzalez & Dolo	310-594	0.27
Graciela Balanzategui	310-559	0.15
Rigoberto Cairo & Hilda	310-465	0.34
Jorge Galen & Cira	310-576	0.16
Michelle Estades & Chell	310-480	0.17
Esther Serrano	310-554	0.13
Sabino & Nelia Paez	310-462	0.17
Antonio Castedo Otilia C	310-518	0.15
Mario Pino & Ana M	310-531	0.27
Robert G & Lawrence S Be	310-560	0.16
Esteban De Navea	310-485	0.31
Robert G & Lawrence Berr	310-569	0.15
Ramon Gonzalez & Eleute	310-577	0.14
Manuel Castro & Vilma	310-498	0.14
Pablo & Eugenia Alfonso	310-585	0.13
Norma Aguiloche	310-538	0.16
Felipe Wilson Parada	310-553	0.14
Antonio F Lozano	310-479	0.15
Ramon Rodriguez	310-519	0.16
Sergio E Gonzalez	310-453	0.31
Basilio & Maria A Rodrig	310-461	0.13
Lazaro Gonzalez	310-593	0.15
Fabio Oses & Mary	310-561	0.30
Rafael Diaz & Nila	310-568	0.28
Lucy Castro	310-578	0.16
Ricardo Castro & Carmen	310-497	0.14
El Reda Abdul Latif	310-584	0.29
Reinero B Hernandez	310-466	0.30
Luis Garcia & Martha L	310-539	0.14
Rene E Bueno & Juana J	310-551	0.28
Manuel Castano Jr	310-478	0.14
Dora Q Guzman	310-520	0.44
Mario V Pino & Maria	310-530	0.42

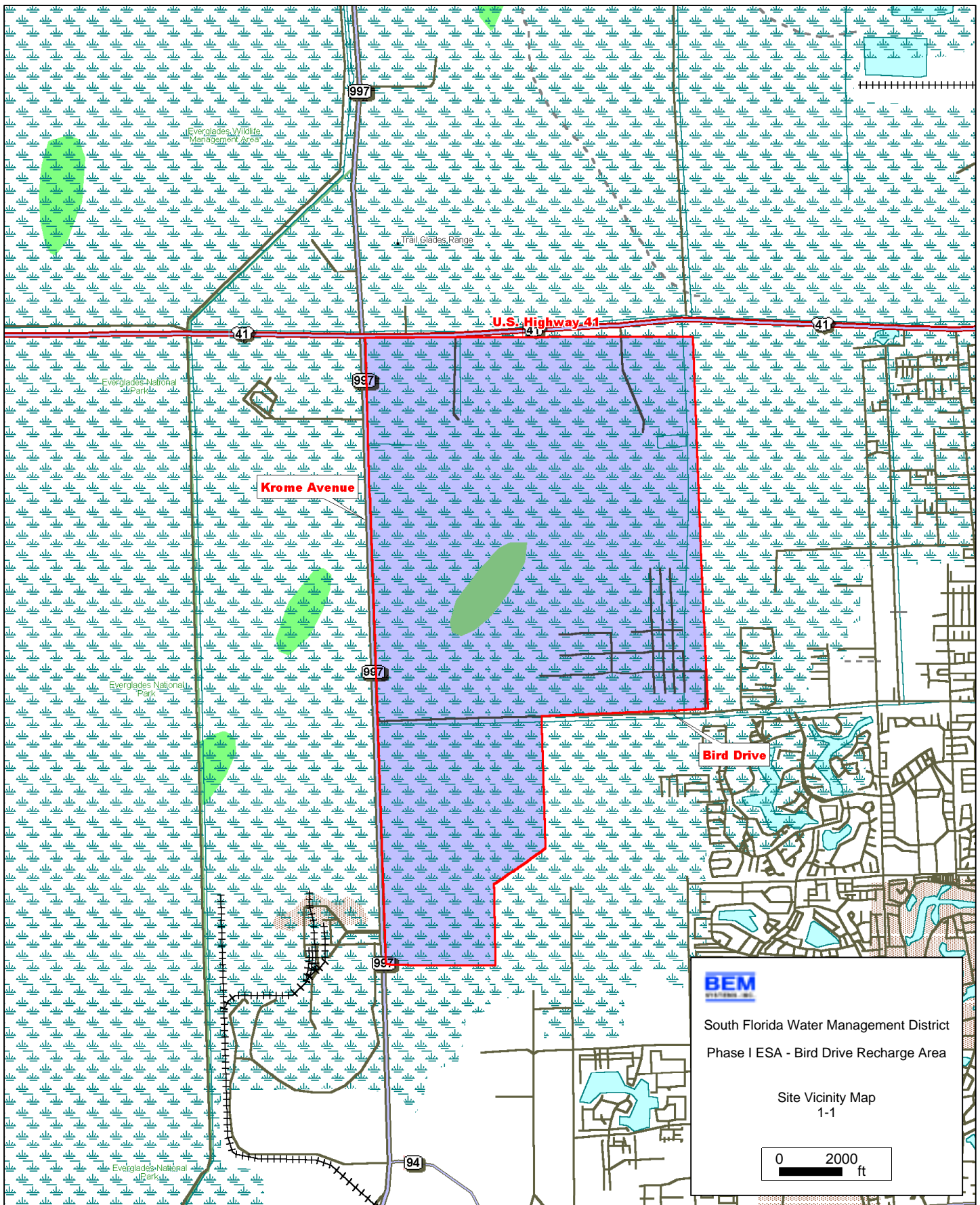
**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Rafael Portuondo & Nanc	310-460	0.14
Est Of Geo P Soth	310-505	0.14
Fred Stone	310-592	0.14
Narciso R Pardo & Crist	310-486	0.14
Juan E Otero	310-579	0.15
Jorge Perez	310-496	0.13
Maria C Quintela	310-540	0.16
Digna M Mederos	310-477	0.13
Esther Colombo	310-454	0.30
Gole Star Dev Corp	310-506	0.16
Esther Colombo	310-459	0.13
Maria A Hoyos	310-562	0.15
Rolando L Pardo	310-487	0.16
Luis Filgueiras & Aurea	310-591	0.14
Soledad Diaz Alvarez	310-567	0.74
Felipe Fernandez & Adel	310-495	0.29
Cipriano D Garcia	310-580	0.32
Carlos Riera	310-467	0.16
Adolfo Barreto & M Anto	310-541	0.15
Norberto & Nelia Aguilar	310-583	0.29
Julian Mederos & Irene	310-476	0.15
Hugo Ruiz & Bertha Amado	310-550	0.14
Antonio P Costa & Dalia	310-458	0.15
Mrs F K Goodall	310-507	0.15
Mercedes Valdes	310-563	0.16
Robert L Gomez	310-590	0.15
Jeff Almuina Jr	310-488	0.15
Fred Stone	310-021	2.50
Jose Diaz & Olga	310-542	0.16
Mario Gutierrez & Maria	310-468	0.15
Conrado & Maria Elena Am	310-549	0.14
Alexander Schlessinger F	310-020	2.50
Felix Salvador & Margare	310-475	0.14
Julian Quintero	310-523	0.15
Zenen & Aida De Armas	310-455	0.48
Jose Garcia	310-529	0.14
Antonio P Mendez & Grace	310-457	0.74
Gold Star Dev Corp	310-508	0.15
Beatrice Garcia	310-564	0.50
Carlos Faraco	310-489	0.16
Julian Quintero	310-589	0.15
Jorge Arencibia & Daisy	310-494	0.14
Rory Marin & Ester P Mar	310-581	0.34
Isidro R Aday & Vivian	310-543	0.16
Nelia Estades Pereira	310-469	0.65



**Table 1-1**  
**Summary of Property Information**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

Oscar Perez & Alejandro	310-582	0.30
Mauricio Diaz	310-548	0.15
Roberto Nunez	310-473	0.29
Santiago Vela Zapatero	310-524	0.08
Antonio Sanchez & Mario	310-528	0.45
Felix Gutierrez Jr	310-509	0.16
Felix Gutierrez Jr	310-513	0.15
Bernardo Goenaga	310-490	0.50
Juan J Sosa	310-525	0.08
Juan B Quintero & Herli	310-588	0.17
Thomas Arencibia & Edil	310-493	0.15
Julio R Castellanos & M	310-544	0.16
Enrique Cabana Jr A/D	310-547	0.15
Jeff Almuina Jr Trs	310-526	0.16
Gold Star Dev Corp	310-510	0.33
J & J Land Inv Inc	310-512	0.15
Restituto Fernandez-Pla,	310-030	10.00
Enrique Suarez	310-492	0.15
Nercy Aguilar	310-545	0.17
Jose A Ramos	310-546	0.15
Bernardo Goenaga	310-472	0.30
Roy & Iris Martayan	310-029	10.00
Jose Alonso & Josefina	310-527	0.17
Manuel Menes & Eloisa Me	310-456	0.34
Gold Star Dev Corp	310-511	0.15
Jim Kavney	310-027	5.00
Gil Suarez	310-491	0.15
Florida Power & Light Co	310-028	4.17
Cayon Family Ltd Partner	310-026	10.00
Bernadine Gibson & Beik	310-025	10.00
Sylvia Freed Tr	310-024	10.00
Section 17 Tract 57	310-022	20.00

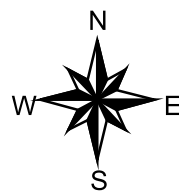






## Explanation

- Bird Drive Project Boundary
- Study Area 1
- Study Area 2
- Study Area 3
- Study Area 4
- Study Area 5



4000 0 4000 Feet

## Site Location Map

Phase I ESA Report  
Bird Drive Recharge Area,  
Study Area 5

SOUTH FLORIDA WATER  
MANAGEMENT DISTRICT



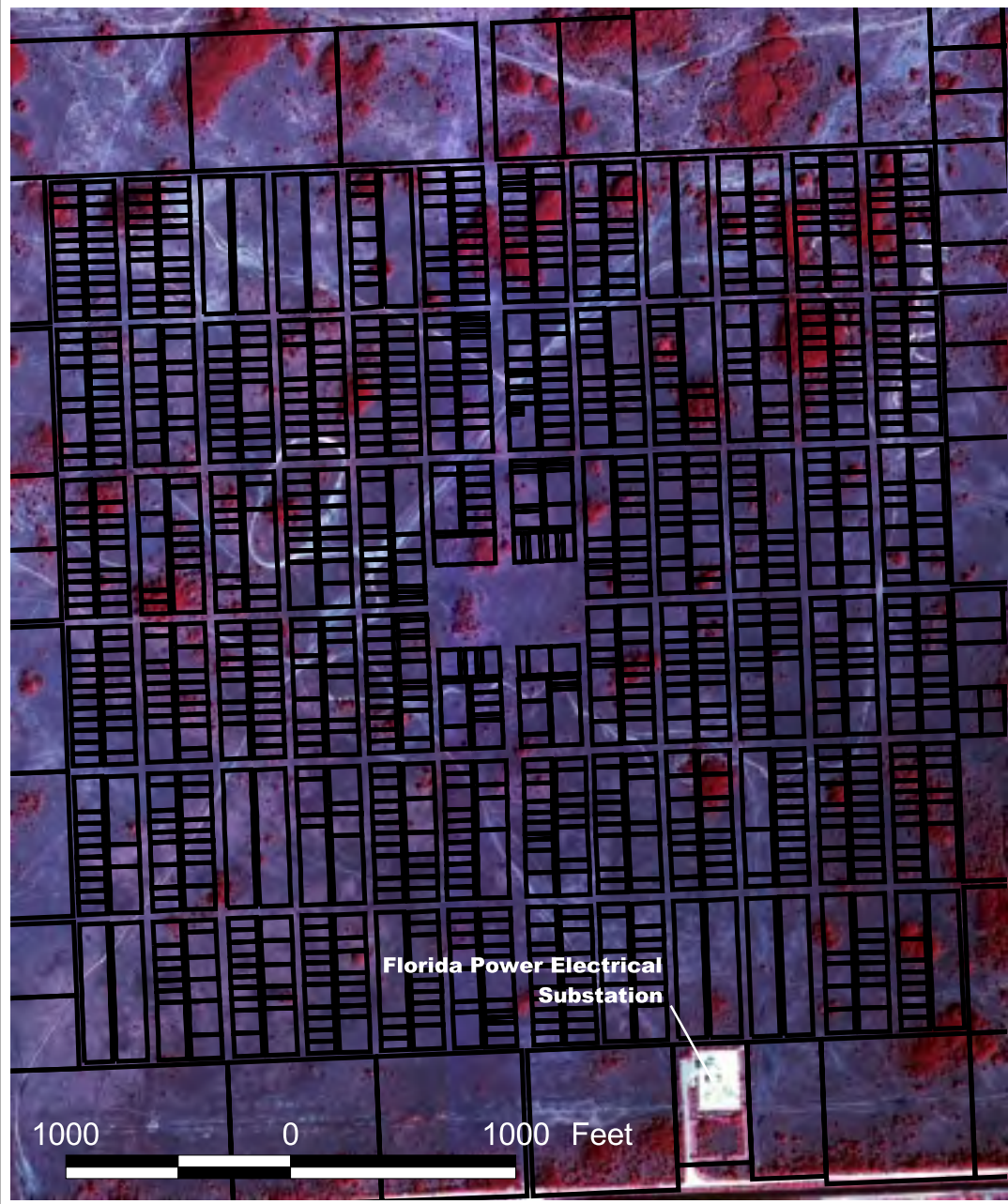
ENVIRONMENTAL ENGINEERS and SCIENTISTS  
ORLANDO, FLORIDA 32803 (407) 894-9900

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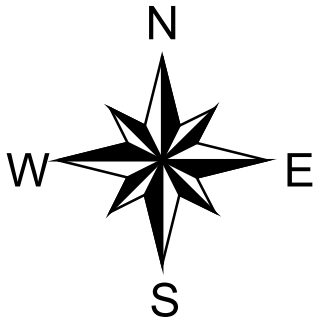
Revision 0

Fig 1-2





FP&L Electrical Substation location in Southern Section of Study Area 5



EXPLANATION

- Bird Drive Project Boundary
- Study Area 1
- Study Area 2
- Study Area 3
- Study Area 4
- Study Area 5
- Land Tract Boundaries

Site Plan

Phase I ESA Report,  
Bird Drive Recharge Area, Study Area 5

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## **2.0 TITLE AND LIEN HISTORY**

### **2.1 Title Records**

Based upon a review of historic aerial photographs and information obtained from interviews with knowledgeable personnel, a majority of the land tracts located within the Study Area 5 project area consist of undeveloped, forest. A site-specific review of the title records for each of the land tracts that comprise Study Area 5 of the Bird Drive project area would not be cost or time effective. The title records at the Dade County Recording Office are not readily ascertainable due to the large number of land parcels that comprise the Bird Drive Recharge Area.

### **2.2 Environmental Liens and Land-Use Limitations**

Based upon information obtained from the employees at the Dade County Team Metro Lien Collection Unit, a search for environmental liens would assess a fee of approximately \$25 to \$30 for each land parcel that comprises the Study Area 5 project. The costs that would be incurred for a lien search of each land parcel within Study Area 5 is considered unfeasible since each of the land tracts (except for Tract 310-028) located within the Study Area 5 did not appear to be developed or actively utilized for commercial or industrial use (based upon a review of historic aerial photographs). Therefore, it is unlikely that any environmental liens have been issued for the land tracts located within Study Area 5.

The land-use maps on file with the Dade County Planning and Zoning Department indicate that the project area is classified for general use and agriculture purposes only. Records on file with DERM Water Management Division and DERM Water Supply Section indicate that the property is located within a potable supply well protection area. Land-use activities for properties located within designated potable water supply well protection areas are restricted to prevent potential impacts or degradation of the County's groundwater supply.

### **2.3 Valuation Reduction for Environmental Issues**

No environmental issues were identified by BEM from the information obtained from interviews and records on file with DERM and Dade County that had caused a reduction in the value of the land tracts that comprise Study Area 5.

It should be noted that a previous Phase I assessment of the Bird Drive Recharge Area was conducted by Foster Wheeler in 1996. A cost estimate to clean up areas of promiscuous dumping on several land tracts located within the Bird Drive project area (Study Areas 1 through 5) was previously estimated by Foster Wheeler and the SFWMD. The 1996 cost estimate to remove and properly dispose of the debris observed on the Bird Drive Recharge Area ranged from \$500 to \$20,000 for each of the observed promiscuous dumping areas.

The Foster Wheeler report also identified facilities within the Bird Drive Recharge Area (none located within Study Area 5) that utilized grease traps, potable supply wells, and septic tanks.



These facilities are located more than 1 mile north and northwest of Study Area 5. Foster Wheeler and the SFWMD previously estimated that the cost to abandon a water well, a septic tank, and a grease trap would be approximately \$500 each.

The Foster Wheeler report did not identify any evidence of chemical mix areas or agriculture croplands on the land tracts that comprise Study Area 5.





### 3.0 PHYSICAL SETTING SOURCES

#### 3.1 Topography

BEM reviewed the current Hialeah SW, United States Geological Survey (USGS) 7.5-minute quadrangle map and the current and historic South Miami NW quadrangle map at the Dade County Public Library in Miami, Florida. The USGS quadrangle maps indicate that the subject properties within Study Area 5 are relatively flat and have ground surface elevations that range from +6 to +8 feet above mean sea level (msl). Elevations along the right-of-way for U.S. Highway 41 (S.W. 8th Street) and Krome Avenue (177th Street or County Road 997) range from +10 to +13 feet msl. It can be inferred that the pre-construction or pre-development regional surface water and shallow groundwater flow directions would generally follow the ground surface elevations and, therefore, would have been from east to the west, toward the Everglades. Site specific-based surface water flow would be individual to the topography at each land tract.

A comparison between the historic (1955) and current (1988) South Miami NW topographic maps was conducted to estimate the time period when certain land features were constructed or developed on the properties within the vicinity of the Bird Drive Recharge Area. No evidence of the western concrete plant, the Tamiami Airport, Kendall Drive, the former U.S. Army Installation and the eastern residential development were visible on the 1955 South Miami NW topographic map. The 1988 topographic map illustrates these features at their present-day location. Therefore, these features were constructed during the period between 1955 and 1988.

#### 3.2 Soils

Soils comprising Study Area 5 were identified using the United States Department of Agriculture Soil Conservation Service survey for Dade County, Florida. Soils of the study area primarily fall into the classification Dania muck, depressional, Tamiami muck, depressional, and Lauderhill muck, depressional.

Dania muck, depressional is a shallow, nearly level, very poorly drained soil that is encountered in poorly defined drainageways and is located adjacent to deeper organic soils within areas of sawgrass marshes. This soil type contains slopes that are smooth and are less than 2 percent. Typically, the surface layer consists of black muck that is about 15 inches thick. Soft, porous limestone bedrock is usually encountered below the layer of muck. Under natural conditions, Dania muck is usually ponded from 9 to 12 months throughout the year. The water table is typically within 10 inches of the land surface during extended periods of drought. Permeability is rapid and if drained, the organic material initially shrinks to half of its original thickness, then subsides further as a result of compaction and oxidation.

Lauderhill muck, depressional is a moderately deep, nearly level, very poorly drained soil that is encountered in narrow drainageways and on broad open areas of sawgrass marshes. This soil type contains slopes that are smooth or concave and are less than 2 percent. Typically, the surface layer consists of black muck that is about 30 inches thick. Hard, porous oolitic limestone bedrock is usually encountered below the layer of muck. Under natural conditions, Lauderhill muck is



usually ponded from 9 to 12 months throughout the year. The water table is typically within 10 inches of the land surface during extended periods of drought. Permeability is rapid and if drained, the organic material initially shrinks to half of its original thickness, then subsides further as a result of compaction and oxidation.

Tamiami muck, depressional is a moderately deep to deep, nearly level, very poorly drained soil that is encountered in freshwater swamps and marshes. This soil type contains slopes that are smooth or slightly concave and are less than 2 percent. Typically, the surface layer consists of black muck that is about 4 inches thick. Hard, porous limestone bedrock is usually encountered at a depth of approximately 30 inches. Under natural conditions, Tamiami muck is usually ponded from 9 to 12 months throughout the year. The watertable is typically within 10 inches of the land surface during extended periods of drought. Permeability is moderate and if drained, the organic material initially shrinks to half of its original thickness, then subsides further as a result of compaction and oxidation.

Based upon BEM's site inspection of the Bird Drive Recharge Area, BEM observed that the soils at the site typically consist of a layer of muck that is approximately 6 to 12 inches thick. Limestone was observed to outcrop at those sections of the property where the vegetation was recently cleared.

### **3.3 Hydrogeology**

The two groundwater aquifers that underlie Dade County are the Biscayne aquifer and the Floridan aquifer.

#### **3.3.1 Biscayne Aquifer**

The Biscayne aquifer is unconfined and is the major source of all potable groundwater in Dade County and is comprised chiefly of limestone, sandstone, and sand of marine origin which range in age from (oldest to youngest) late Miocene through Pleistocene. The thickness of the consolidated limestone sections and the permeability of the aquifer as a unit generally decrease to the north.

Most of the limestone beds in the Biscayne aquifer are capable of yielding large amounts of water. Wells that tap the thick limestone in the deeper part (100-foot depth or more) of the aquifer commonly yield more than 1,000 gallons per minute. Most of the municipalities in Dade County obtain water from the deeper part of the Biscayne aquifer.

#### **3.3.2 Floridan Aquifer**

The Floridan aquifer is artesian in nature and consists of a thick section of carbonate and evaporite rocks underlying all of Florida and parts of Georgia and Alabama. In southeastern Florida the aquifer underlies a thick section of impermeable marl and clay at depths below 900 feet and extends to depth of more than 3,000 feet. It is composed primarily of a system of limestones of varying permeability. The system dips to the east and south and is thought to intersect the ocean bottom several miles offshore along the Continental Slope. The aquifer is under confined conditions except in the recharge area where the overlying confining materials are



very thin or absent. The water is highly mineralized, containing more than 1,500 milligrams per liter (mg/L) of chloride and 3,500 mg/L of dissolved solids. It can also contain a high content of sulfur and can be hard and corrosive. These characteristics greatly limit the use of the water from this aquifer for most purposes.

Nevertheless, study is being directed toward determining the feasibility of using the Floridan aquifer for freshwater storage and as a source of water for desalination in the upper less mineralized zones. Current studies are designed to more accurately define the zonation and hydraulic characteristics of the Floridan aquifer in southeastern Florida.

### **3.4 Flood Maps**

BEM reviewed the flood insurance maps for the Bird Drive Recharge Area at the DERM Water Management Section. BEM reviewed flood maps #12025C-0165J and #12025C-0255J dated March 2, 1994, which illustrated that the site and surrounding areas are located within flood zone AH. Flood zone AH is described as areas within the 100-year flood zone; however, the flood elevations have not been determined. Mike Gambino, Section Supervisor of the Water Management Section, indicated that the March 2, 1994, flood maps are the most recently updated maps for the Bird Drive Recharge Area of Dade County.





## 4.0 REGULATORY REVIEW AND HISTORIC RESEARCH

Public agencies were contacted by BEM for a review of the available pertinent records for the land tracts that comprise Study Area 5. Records that were reviewed by BEM generally consisted of maps, site plans, permits, letters, and other documentation. BEM contacted several agencies to assess if any incidents or documentation pertaining to environmental concerns had been reported for the properties. The public records that were reviewed during this Phase I ESA are described in the text and are included in the appendices where applicable.

### 4.1 Standard Environmental Regulatory Search

BEM contacted Environmental Data Resources Inc. (EDR), a commercial database service, in order to supplement and cross-reference information received from various government agencies. The complete database search is included in **Appendix B** and the results of this review are outlined in this section. BEM tasked EDR to conduct an area search that would encompass all five study areas within the Bird Drive Recharge Area. All search distances were extended 1 mile from the proposed boundary of the entire Bird Drive Recharge Area to provide the required ASTM-specified radii for all extents of the property. **Table 4-1** provides a summary of the EDR regulatory file review.

### 4.2 Summary of Regulated Facilities

Based upon information provided in the EDR database report, several facilities that store, handle or dispose of hazardous waste were identified within the one-mile search radius of the Bird Drive Recharge Area. This section provides details of the various facilities listed in the EDR report.

#### 4.2.1 Resource Conservation and Recovery Information System Small Quantity Generator

Commercial Carrier Corporation is located approximately 1.5-mile northwest of Study Area 5 at 814 SW 177th Avenue (also listed as 805 and 850 S.W. 177th Avenue) and was identified as a small quantity generator of hazardous waste. The facility was observed to utilize underground petroleum storage tanks as well as conduct maintenance on semi-trailers. Based upon the information provided in the EDR report, no Resource Conservation and Recovery Information System (RCRIS) small quantity generator (SQG) violations are on file for the facility. Based upon the fact that no RCRIS-SQG violations were identified for the facility in the EDR report, the distance of the facility from Study Area 5, and information available for review at DERM, it is unlikely that this RCRIS-SQG facility has environmentally impacted Study Area 5.

U.S. Krome Service Center is located approximately 1.5 miles northwest of Study Area 5 at 18201 SW 12th Street and was identified as a small quantity generator of hazardous waste. Based upon the information provided in the EDR report, no RCRIS-SQG violations are on file for the facility. Based upon the distance of the facility from Study Area 5 and the fact that no RCRIS-SQG violations were identified for the facility, it is unlikely that this RCRIS-SQG facility has environmentally impacted Study Area 5.



Florida Power & Light (FP&L) is located within the southern section of Study Area 5 at 15951 SW 42nd Street and was identified as a conditionally exempt small quantity generator of hazardous waste. Based upon the information provided in the EDR report, no RCRIS-SQG violations are on file for the facility. BEM contacted Robert Schimansky, Power Systems Environmental Supervisor with FP&L who indicated that he was unaware of any environmental impacts to soil and groundwater from any chemicals that were stored at the substation. He also indicated that he was unaware of the presence of any PCB containing equipment at the subject property. In the event of a chemical discharge from a facility owned or maintained by the power company, the power company assumes the financial responsibility for proper environmental cleanup of their impacted facilities. Based upon the fact that no RCRIS-SQG violations were identified for the facility and information obtained from FPL, it is unlikely that this RCRIS-SQG facility has environmentally impacted Study Area 5.

#### **4.2.2 Solid Waste Facility/Land Fill**

The structures associated with the Trail Glade Ranges are located approximately 1.5 miles north of Study Area 5 at 17400 Tamiami Trail (SW 8th Street). The facility was identified as a solid waste landfill and is currently operated by the Dade County Parks and Recreation Department as a firing range. Based upon the information provided in the EDR report, this landfill is classified as a Class II landfill that was closed in 1976. Information obtained from DERM indicated that the site was never a permitted waste disposal facility. The records at DERM indicate that the area was utilized for promiscuous dumping of debris. The regulatory files at DERM indicated that a 1,000-gallon underground storage tank containing petroleum products was removed from the site and a closure assessment report was prepared by Pieco in July 5, 1994. A “no further action” letter was issued for the tank removal on 31 August 1994. The DERM records also indicated that an assessment and cleanup of lead-impacted soils at the shooting range is being implemented. The areas of lead-impacted soil were reportedly concentrated within the soil berms located near the target areas. Analysis of groundwater samples collected from the firing range reported concentrations of lead above the FDEP Groundwater Cleanup Target Levels (GCLTs) in the surficial aquifer monitoring wells. BEM’s review of the files at DERM did not identify any off-site migration of identified contaminants of concern from the Trail Glades Range landfill onto Study Area 5. Based upon the distance of the Trail Glades Range landfill from the Study Area 5 project area and the information obtained from DERM, it is unlikely that this landfill or the current activities conducted at the firing range have environmentally impacted Study Area 5.

#### **4.2.3 Aboveground and Underground Storage Tank Facilities**

Commercial Carrier Corporation is located approximately 1.5 miles northwest of the Study Area 5 at 805 SW 177th Avenue (also listed at 850 SW 177th Avenue) and was identified as utilizing aboveground and underground petroleum storage tanks. Based upon the information provided in the EDR report, the facility utilizes a 2,000-gallon aboveground storage tank (AST) to store oil and three 12,000-gallon underground storage tanks (USTs) to store diesel fuel.

The EDR report also indicated that seven 4,000-gallon USTs containing diesel, one 2,000-gallon UST storing used oil, and three 4,000-gallon USTs storing unleaded gasoline have been removed from the facility. Three petroleum discharges were identified at the facility in the EDR report.



Based upon information provided in the EDR report and from the DERM-Petroleum Storage Tank Section, the clean-up activities have been completed and the facility has been issued a “No Further Action Status” for the reported petroleum releases. Based upon information provided in the EDR report and from the review of records available at DERM, it is unlikely that the historic releases of petroleum products at this facility have environmentally impacted Study Area 5.

U.S. Krome Service Center is located approximately 1.5 miles northwest of Study Area 5 at 18201 SW 12th Street and was identified as utilizing USTs. Based upon the information provided in the EDR report, no discharges of petroleum products have been reported for the facility. No information was available within the EDR report regarding the number, size, and contents of the underground storage tanks utilized at the facility. A review of the regulatory files maintained by DERM indicated that a 4,000-gallon aboveground storage tank is utilized to provide fuel for the emergency generator. The storage tank was installed in November 1999 and is constructed of a double-wall steel tank enclosed in a concrete vault. The 4,000-gallon AST replaced a 500-gallon AST that was formerly utilized at the facility. No information was available pertaining to the closure date of the 500-gallon AST. It was also reported that the facility utilizes a 250-gallon AST to store used oil associated with the vehicle maintenance activities that are conducted at the site. The records on file with DERM did not indicate that the soil or groundwater had been impacted at the facility from the chemicals contained in the storage tanks. BEM’s review of the storage tank records at DERM did not identify any petroleum impacts to Study Area 5 of the Bird Drive Recharge Area from the petroleum compounds stored at the U.S. Krome Service Center. Based upon the distance of the facility from Study Area 5 and the fact that no petroleum discharges have been reported for the facility, it is unlikely that Study Area 5 has been environmentally impacted from the petroleum products stored at U.S. Krome Service Center.

The Dade Corners service station is located approximately 1.5 -miles northwest of Study Area 5. The Dade Corners service station is specifically located at 17696 SW 8th Street and was identified in the EDR report as utilizing petroleum storage tanks and as having a reported release of petroleum products. The petroleum cleanup activities at the site are ongoing and funding is provided by the State of Florida Preapproval Program. No information was available in the EDR report pertaining to the size, number, and contents of the petroleum storage tanks utilized at the facility. BEM’s review of the storage tank records at DERM did not identify any assessment reports that indicated the migration of petroleum products from the Dade Corners service station had impacted Study Area 5. Based upon the distance of the Dade Corners service station from the site (approximately 1.5 miles), it is unlikely that Study Area 5 has been impacted from any releases of petroleum products from the service station.

Strano Farms was identified by EDR to be located approximately 2.0 miles north of Study Area 5 at 355 Krome Avenue and as utilizing petroleum storage tanks and as having a reported release petroleum products. Based upon information provided in the EDR report, the facility reported a discharge of vehicular fuel (type not reported) on 30 June 1992. The cleanup activities were reportedly completed on 23 April 2001, and no additional cleanup activities were recommended for the facility. BEM’s review of the storage tank records at DERM indicated that three underground storage tanks were removed from the facility in July 1992. There was no





information pertaining to the size of the tanks or any additional closure activities that were conducted at the Strano Farms facility. BEM's file review conducted at DERM indicated that the location of Strano Farms property has been mislabeled in the EDR report and that the facility is not located within the vicinity of the site (more than 5 miles to the south). The information provided in the DERM regulatory files indicated that the Strano Farms facility is reportedly located in the City of Homestead. Based upon the distance of the facility from the Study Area 5, it is unlikely that the release of petroleum compounds has impacted Study Area 5.

Gulf Products facility is located approximately 1.0 mile southeast of Study Area 5 at 15700 SW 56th Street and was identified in the EDR report as utilizing petroleum storage tanks. No information was provided in the EDR report that indicated the size, number and contents of the petroleum storage tanks located at the facility. No releases of petroleum products were identified in the EDR report for the facility. A review of the regulatory files at DERM indicated that the facility utilizes three 10,000-gallon USTs containing vehicular fuel. The available records on file with DERM did not indicate a release of petroleum products at the Gulf Products facility. Based upon the distance of the facility from Study Area 5, it is unlikely that the petroleum products stored at the facility have impacted the land tracts located within Study Area 5.

Conrad Yelvington Distribution/General Portland Plant located approximately 1.5 miles southwest of Study Area 5 at 5800 SW 177th Avenue (5800 N. Krome Avenue) was listed as utilizing aboveground and underground petroleum storage tanks and as having a reported release of petroleum products. The EDR report indicated that a 1,000-gallon aboveground storage tank was removed from the facility in June 1998. No information was available in the EDR report pertaining to the underground storage tanks or the status of the cleanup of the petroleum products at the facility. BEM's file review conducted at DERM indicated that the cleanup of several petroleum stained soil areas located near the bulk fuel storage tank was conducted at the facility in the 1980's. No assessment reports at DERM were available that described the volume of material removed from the site or provided information that indicated that Study Area 5 of the Bird Drive Recharge Area had been impacted from the chemicals utilized at the facility. Based upon the distance of the facility from Study Area 5, it is unlikely that the petroleum products stored at the facility have impacted the land tracts located within Study Area 5.

A former U.S. Army transmitter facility located at 2400 S.W. 177<sup>th</sup> Avenue, approximately 1 mile west of Study Area 5. The U.S. Army transmitter property is currently abandoned; however, it was reported to utilize a 10,000-gallon aboveground storage tank. The regulatory files at DERM did not identify the contents of the former storage tank. The tank was removed from the facility; however, no excavation or closure dates were included in the files reviewed by BEM. No closure reports were on file with DERM for the facility. BEM has contacted the U.S. Army Corps of Engineers (USACE) for information pertaining to the current environmental status of the former transmitter site. At the time of issue of this Phase I ESA of Study Area 5, BEM has not been provided with information for the facility from the USACE. Based upon the distance of the facility from Study Area 5, it is unlikely that petroleum products or other chemicals that were possibly stored or utilized at the facility have impacted the land tracts located within Study Area 5. BEM will submit a separate letter report assessing the current environmental status of the former U.S. Army transmitter site should additional information be provided by the USACE.



#### **4.2.4 Orphan Summary Sites**

Orphan Summary Sites Summary is a list of sites within the search area that have been identified on one of the environmental regulatory databases, but, due to poor or inaccurate address information, are not able to be plotted by EDR.

The EDR database listed 16 facilities in the orphan summary list. During the site assessment, BEM conducted a windshield survey of the surrounding area for these facilities. Three of these orphan sites were identified in the surrounding area during the site inspection. The three facilities listed in the EDR report (all the same facility) include: Conrad Yelvington Distributors, General Portland Plant, and General Portland-Dade County Plant located at 5800 N. Krome Avenue, 1.5 miles southwest of Study Area 5.

Based upon the partial address information provided in the EDR report and observations during the site inspection, the remaining orphan sites were not observed within a 0.25-mile radius of the subject site. It is unlikely that the RECs at these off-site orphan facilities have environmentally impacted Study Area 5.

#### **4.3 Interviews of Regulatory Personnel and Others**

BEM contacted Carlos Hernandez with DERM Solid Waste Section for information pertaining to the former Trail Glade Ranges landfill located approximately 1.5 miles north of the site in the northeast corner of the U.S. Highway 41 and Krome Avenue intersection. Mr. Hernandez indicated:

- The former landfill is located north of U.S. Highway 41 near the present-day location of the firing range.
- A closure assessment of a petroleum storage tank was conducted at the firing range in 1994.
- The landfill was listed in the DERM records as being operated by the Public Works Department and was reportedly closed in the mid-1970's.
- Cleanup and assessment of the former landfill area was transferred to the Dade County Industrial Division on October 2002.
- The Dade County reference number for the landfill is 8459 and the work group number is HWR-30.

BEM also contacted Anibol Sanchez with DERM Pollution Control Section for information pertaining to the former Trail Glade Ranges landfill located in the northeast corner of the U.S. Highway 41 and Krome Avenue intersection. Mr. Sanchez indicated:

- A solid waste permit was issued for the former landfill. The permit number was SW-1393.
- The address for the former landfill was 17601 SW 8<sup>th</sup> Street. The facility is currently a small arms firing range operated by Dade County.
- Groundwater monitor wells were installed at the site to assess potential groundwater impacts from the activities at the firing range area.
- Elevated concentrations of lead were detected in the groundwater and soil samples collected at the firing range.



- The records on file with DERM Pollution Control Section may not include additional assessment or enforcement actions conducted at the site by other DERM agencies.

BEM contacted Harvey Kotte, P.E. with DERM Water Supply Section for information pertaining to the Dade County potable supply well field located approximately 1.5 miles south of Study Area 5. Mr. Kotte indicated:

- A Dade County potable well field is located south of the Bird Drive Recharge Area.
- Several potable wells were planned for installation within the Bird Drive Recharge Area footprint.
- The Bird Drive Recharge Area is located within a well field protection area.
- Several wells located south of the Bird Drive Recharge Area are utilized for injection purposes.
- The injection wells are used to pump water into a confining layer for temporary storage.
- No industrial waste injection wells are located near the Bird Drive Recharge Area.
- He was not personally aware of any groundwater impacts from the chemical utilized at the western concrete plant or at the agriculture fields located south of the Bird Drive Recharge Area.

BEM contacted Sam Laite with DERM Restoration and Enforcement Section for information pertaining to the Dade County monitor wells located on and within the vicinity of the Bird Drive Recharge Area. Mr. Laite indicated:

- A network of groundwater monitor wells are located on and within the vicinity of the Bird Drive Recharge Area.
- Groundwater analytical data is available for the most recent 5-year period for the groundwater monitoring wells located within the vicinity of the Bird Drive project area.
- Potable wells were proposed for installation in the Bird Drive project area.
- The Bird Drive Recharge Area is located within an area that has been designated as a well field protection area.

BEM contacted Myra Flaggler with DERM Solid Waste Section for information pertaining to the Dade County Trail Glades Range located approximately 1.5 miles north of the site near the intersection of U.S. Highway 41 and Krome Avenue. Mrs. Flaggler indicated:

- The DERM Solid Waste number for the Trail Glades Range dump area is 8459.
- The facility is a firing range that is operated by Dade County Parks Department.
- A debris disposal area was located at the Trail Glades Range.
- An underground storage tank was also removed from the facility.
- She was not personnel aware of the current environmental status of the Trails Glades Range facility.

BEM contacted Robert Schimansky with the FP&L Substation Operations for information pertaining to the presence of potential PCB-containing electrical equipment at the FPL Newton Substation located in the southern section of Study Area 5 at 15951 S.W. 42<sup>nd</sup> Street, Miami, Florida. Mr. Schimansky indicated:





- The property is owned by Florida Power & Light
- There is no known PCB-containing equipment at the substation.
- There have been no known releases from oil filled equipment to the environment at the substation.
- There is no underground or aboveground petroleum storage system for the emergency generator utilized at the facility.
- There are no known environmental impacts to the soil and groundwater from any chemicals that may have been stored at this site.

BEM contacted Wendy Bonner, Real Estate & Construction Manager of Cingular Wireless, for information pertaining to transmitter tower located approximately 1.5 miles northwest of Study Area 5, near the intersection of U.S. Highway 41 and Krome Avenue. Mrs. Bonner indicated:

- Cingular Wireless owns the transmitter tower but not the actual property where the transmitter is located.
- The transmitter tower property is managed by Crown Castle USA.
- A May 24, 2001, site visit conducted by another consultant for Cingular Wireless did not indicate that there was any observation of evidence of hazardous materials, staining, drums, or distressed vegetation.
- Generators at the tower site utilize propane aboveground storage tanks.
- To the best of their knowledge, Cingular Wireless is not aware of any impacts to the soil or groundwater from any chemicals that have been or are currently stored at the site.
- Cingular Wireless is not aware of PCB-containing oils that may have been released from the transmitter equipment into the environment
- In the event of a chemical discharge from a facility owned or maintained by FPL, the power company assumes the financial responsibility for proper cleanup of their impacted facilities.

BEM contacted Robert Bridgers of the USACE for information pertaining to the former U.S. Army transmitter facility located approximately 1 mile west of Krome Avenue and other potential bombing ranges within the vicinity of the Bird Drive project area. Mr. Bridgers indicated:

- He was not personally familiar with the former transmitter site.
- Several former ammunition ranges are located in Dade County.
- He supplied a spreadsheet that documents the locations of the historic bombing ranges in Dade County.
- He was personally not aware of the current environmental status of the former transmitter facility.

Based upon information obtained from the interviews, no evidence of row crop farming or citrus production was identified for the subject property. No chemical mix areas or chemical storage areas were identified within Study Area 5. Records of communication are provided in **Appendix C.**



#### 4.4 Aerial Photograph Review

BEM conducted a review of aerial photographs dated 1963, 1968, 1972, 1977, 1983, 1984, 1988, 1992, 1997, and 2002 at the Dade County Public Works Department. The aerial photographs were reviewed for indications of past land-use activities on the subject property or on adjacent lands that might indicate a potential presence of hazardous substances or potential areas of property contamination. Observations of significant changes, such as construction activities or changes in vegetation in or near the subject property were made for each aerial photograph. A copy of the 2000 aerial photograph provided by the SFWMD is included in **Appendix D**. A summary of the aerial photograph review is presented in **Table 4-2**.

Based upon BEM's review of the available historic aerial photographs, no evidence of row crop farming or citrus production were identified for the subject property. No chemical mix areas or chemical storage areas were identified within Study Area 5.

#### 4.5 City Directory Review

BEM reviewed the available historic city and business directories from 1965 to 2002 at the Dade County Public Library to obtain land-use information for the site and adjacent properties.

Since none of the land tracts within Study Area 5 have been developed except for Tract 10-028, no historic land use or ownership information was provided in the reviewed city directories.

The city directory review for the surrounding area indicated that the Florida Portland Cement/Conrad Yelvington facility has been located on the western adjacent property since 1965. In addition a review of the historic city directories indicated that the first listing for The Pit Stop Barbecue Restaurant located at 16400 S.W. 8<sup>th</sup> Street (1.5 miles north of the site) was in the 1973 city directory. No other land-use changes or tenants were listed for the Pit Stop Barbecue Restaurant.

The 1973 city directory also listed the Green Frog Restaurant and Seller's 76 Truck Stop at 17690 S.W. 8<sup>th</sup> Street (1.5 miles northwest of the site). This address corresponds with the current location of the Dade Corners service station.

The 1979 city directory was the first directory to list the Commercial Carrier Corporation facility at 850 177<sup>th</sup> Avenue located approximately 1.5 miles northwest of the site. No other tenants were listed in the historic city directories for the property currently occupied by Commercial Carrier Corporation.

#### 4.6 Previous Site Assessment

<b>Date of Report</b>	<b>Title of Report</b>	<b>Company that Prepared Report</b>
September 1997	Memorandum – Phase I ESA, East Coast Buffer Parcels, Cell 28, Dade County	SFWMD summary of information provided in Foster Wheeler 1996 Phase I ESA

Information provided in the SFWMD Memorandum indicated that a ground survey of 205 land tracts that comprise the Bird Drive Recharge Area was conducted to identify those areas that



require additional Phase II assessment. A majority of the land tracts were reportedly undeveloped parcels that contained a thick forest of melaleuca. Promiscuous dumping of debris was observed on several of the parcels within the study area. In addition, grease traps, septic tanks, and potable supply wells were identified land tracts 308-010 (The Pit Stop Barbecue Restaurant), Tract 308-035 (vegetated area containing an abandoned wood-framed structure) and 308-012 (un-named trucking facility) located within Study Area 2 (approximately 1.5 miles north of Study Area 5). It was recommended by Foster Wheeler that the areas of promiscuous debris be cleaned up and the grease traps, septic tanks, and potable supply wells be properly abandoned prior to purchase by the SFWMD. Foster Wheeler also recommended that a “right of entry” agreement be obtained so further assessment (completion of the Phase I investigations) could be conducted at tracts 308-012 and 308-035 (Study Area 2) to assess potential RECs associated with the land tracts.

No on-site evidence of chemical mix areas, stained soil, agriculture use, stressed vegetation or petroleum storage areas were observed on the Study Area 5 land tracts that were inspected by Foster Wheeler during the September 9 and 17, 1997 ground survey of the 205 land tracts within the Bird Drive Recharge Area. Based upon BEM’s assessment of Study Area 5, we are in agreement with the findings provided in the Foster Wheeler report.

## **4.7 Other Regulatory Information**

### **4.7.1 Former Utilized Defense Sites**

BEM contacted Robert Bridgers of the USACE, Jacksonville District, for information pertaining to formerly used defense sites (FUDS). Mr. Bridgers indicated that he assists the Huntsville USACE with the assessment of the Florida FUDS. Mr. Bridgers acknowledged the existence of the bombing ranges in the Dade County area and provided a spreadsheet that lists the known locations of 47 FUDS within Dade County. The locations of the FUDS were mapped onto a Delorme topographic mapping software database using the latitude and longitude coordinates provided by the USACE. Based upon the locations of the FUDS as indicated on the map, only 1 of the 47 Dade County FUD sites are located within 1 mile of the Bird Drive project area. The closest FUDS property to the Bird Drive Recharge Area is listed as the United States Air Force Homestead HM-95. The property identification number for the former FUDS as issued by the USACE is #I04FL0230. This site was reportedly a Nike Hercules unit located in southwest Miami as part of the air defense network in response to the Cuban Missile Crisis of 1962. The FUDS reportedly remained active up to 1979. This former facility’s location was identified using the coordinates provided by USACE to be at the present-day location of the Krome Processing Center located approximately one mile southwest of the Krome Avenue and U.S. Highway 41 intersection and not at the present-day location of the former U.S. Army transmitter site located at 2400 S.W. 177<sup>th</sup> Avenue. The USACE has not been able to confirm if the GPS coordinates provided for the facility are incorrect since they do not correspond to the former transmitter facility. According to the USACE FUDS website, no potential hazards have been found at this site. No records of the manufacturing or disposal of missiles or other chemicals were reported for the facility based upon the information obtained from the USACE FUDS website.





#### 4.7.2 Groundwater Analytical Data Review

Sam Laite with the DERM Restoration and Enforcement Section was contacted for information pertaining to the monitoring wells located on and within the vicinity of the Bird Drive Recharge Area. (See **Figure 4-1**) The monitoring wells were reportedly installed to monitor the groundwater quality in the Biscayne Aquifer as part of the west wellfield protection area. Based upon the information provided by the DERM Restoration and Enforcement Section, groundwater monitoring wells are located near the northwest corner of the abandoned borrow pit in Study Area 4 (well WWF-18) and west of Study Area 5 along Bird Drive (well WWF-04). Monitoring well WWF-04 located approximately 0.5 mile west of Study Area 5, has reported concentrations of iron and lead in the groundwater samples that exceed their respective FDEP Secondary Drinking Water Standards (SDWS). The most-recent analytical data for monitor well WWF-04 provided by DERM Restoration and Enforcement Section was from an August 28, 1997 sampling event. Monitoring well WWF-18, located near the northwest corner of the abandoned borrow pit (0.5 mile north of Study Area 5), has reported concentrations of iron, manganese and lead in the groundwater samples that exceed their respective FDEP SDWS. The most-recent analytical data for monitor well WWF-18 provided by DERM Restoration and Enforcement Section was from a November 14, 1995 sampling event.

**Table 4-1**  
**Summary of the EDR Regulatory Database Review**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

<b>Regulatory Database, Date Published</b>	<b>Findings</b>
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database, investigation under the Federal Superfund Program, December 13, 2002.	No land tracts within the Study Area 5 identified as a CERCLIS facility. No CERCLIS facilities identified within search radius.
Resource Conservation and Recovery Information System (RCRIS) report of Treatment, Storage and Disposal (TSD) Facilities database, September 9, 2002.	No land tracts within the Study Area 5 project area identified as a RCRIS TSD facility. No RCRIS TSD facilities identified within search radius.
RCRIS report of large quantity generators (LQG) of hazardous waste that handle or dispose of 1,000 kilograms (kg) of hazardous waste per month, September 9, 2002.	No land tracts within the Study Area 5 project area identified as a RCRIS TSD facility. No RCRIS TSD facilities identified within search radius.
RCRIS report of small quantity generators (SQG) of hazardous waste that generate between 100 kg and 1,000 kg of hazardous waste per month, September 9, 2002.	Tract 310-028 was listed as an exempt-RCRIS SQG facility. No RCRIS SQG violations were reported for Tract 310-028. Two additional RCRIS SQG facilities identified within search radius. (No RCRIS SQG violations were identified for these listed facilities.)
The National Priorities List (NPL), also known as the Superfund List, is a USEPA listing of uncontrolled or abandoned hazardous waste sites, October 24, 2002.	No land tracts within the Study Area 5 identified as a NPL facility. No NPL facilities identified within search radius.
Emergency Response Notification System (ERNS) is a national computer database system that is used to store information on the release of hazardous substances, December 31, 2001.	No land tracts within the Study Area 5 identified as an ERNS facility. No ERNS facilities identified within search radius.
Aboveground Storage Tank (AST) and Underground Storage Tank (UST) reports are listings of all ASTs/USTs registered with the FDEP, November 22, 2002.	No land tracts within the Study Area 5 identified as an AST/UST facility. Four UST facilities identified within search radius.
The leaking underground storage tank (LUST) summary report contains information pertaining to all reported LUST cases in the State of Florida, November 22, 2002.	No land tracts within the Study Area 5 identified as a LUST facility. Three LUST facilities identified within search radius. These three LUST facilities located more than one-mile from Study Area 5.
The Solid Waste Facility and Landfill (SWF/LF) Report is a listing of those Florida facilities that have accepted solid waste, hazardous, or industrial waste, January 7, 2003.	No land tracts within the Study Area 5 identified as a SWF/LF facility. One SWF/LF located within search radius. The SWF/LF is located over 1.5 miles north of Study Area 5. The facility is identified as the Trail Glades Landfill in the EDR report as a closed Dade County Class II landfill.
The Florida State Hazardous Waste Site (SHWS) list contains summary information pertaining to those facilities that are deemed hazardous by the FDEP and are listed for remediation, either by state funds or private responsible parties, December 12, 2002.	No land tracts within the Study Area 5 identified as a SHWS facility. No SHWS facilities are located within search radius.
Facility Index System/Facility Identification Initiative Program Summary Report (FINDS) contains both facility	No land tracts within the Study Area 5 identified as a FINDS facility. No FINDS facilities are located within

information and “pointers” to other sources of information that provide more detail on facilities, October 10, 2002.	search radius of the site.
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Search radius – 1 mile



**Table 4-2**  
**Summary of the Aerial Photograph Review**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

<b>Year</b>	<b>Scale</b>	<b>Observations</b>
1963	1" – 300'	Study Area 5 appears undeveloped with a thick cover of vegetation. A north-south trending canal is visible along the eastern boundary of the subject property. An east-west trending canal and dirt road (present-day location of Bird Drive) is visible along the southern boundary. No structures are visible along the canals or dirt roads. A borrow pit with active mining operations is visible approximately 0.5 mile north of the Study Area 5. A large crane is visible in the southern section of the borrow pit and several unidentifiable structures are visible on the west side of the borrow pit. A north-south trending dirt trail extends from the borrow pit to U.S. Highway 41. Krome Avenue is visible approximately 1 mile west of the site. A structure located approximately 1.5- mile northwest of Study Area 5 is visible at the present-day location of The Pit Stop Barbecue Restaurant. A structure is also visible approximately 1.5 miles northwest of Study Area 5 in the southeast corner of the U.S. Highway 41 and Krome Avenue intersection at the present-day location of the Dade Corners service station. A building and parked semi-trailers are visible approximately 1.5 miles northwest of the site at the present-day location of the Consolidated Carrier Corporation facility.
1968	1" – 300'	Study Area 5 and the adjacent properties appear unchanged when compared with the previously reviewed aerial photograph. The northwest trending canal located along the eastern boundary of Study Area 5 appears overgrown with vegetation. No mining activities are visible at the borrow pit located 0.5 mile north of Study Area 5. U.S. Highway 41 has been expanded and now appears as a four-laned highway. A perimeter canal has been excavated approximately 1 mile northwest of the site near the southeast corner of the U.S. Highway 41 and Krome Avenue intersection. Several buildings and a parking lot have been constructed at the former military installation located 1 mile west of Study Area 5. Adjacent properties located approximately 1.5 miles to the south and southeast have been cleared and are possibly utilized for agriculture purposes. The quality of the aerial photographs is too poor to determine if these areas contain row crops.
1972	1" – 300'	A north-south trending dirt trail is visible near the southeast corner of Study Area 5. The dirt trail extends north onto Study Area from Bird Drive, along the north-south trending canal and terminates approximately at the mid-point of the property. No structures are visible along the dirt trail. The remaining areas of Study Area 5 and the adjacent properties appear unchanged when compared with the previously reviewed aerial photographs. A rectangle-shaped warehouse has been constructed approximately 1.5 miles north of the site on the south side of U.S. Highway 41.
1977	1" – 300'	A circular-shaped dirt trail is visible at the southeast section of Study Area 5. No structures are visible along the circular-shaped dirt trails. The remaining section of Study Area 5 and the adjacent properties appear unchanged when compared with the previously reviewed aerial photographs. The agriculture fields located south of Study Area 5 have expanded north and eastward.
1983/1984	1" – 300'	Study Area 5 and the adjacent properties located to the north, west, and south appear unchanged when compared with the previously reviewed aerial photographs. Adjacent properties located to the east and southeast appear to be cleared for the construction of residential subdivisions.
1988	1" – 300'	Numerous dirt trails are visible on Study Area 5. The dirt trails appear to extend from Bird Drive and traverse various section of the site. No structures are visible along the dirt roads that traverse the property. An east-west electrical transmission line extends across the southern section of Study Area 5 approximately 300 feet north of Bird Drive. Continued development of the residential homes is visible on the east and southeast adjacent properties. The north and west adjacent properties appear unchanged when compared with the previously reviewed aerial photograph.
1992	1" – 300'	The north-south trending S.W. 157 <sup>th</sup> Avenue (unimproved dirt road) is visible along the

**Table 4-2**  
**Summary of the Aerial Photograph Review**  
**Phase I ESA Report, Bird Drive Recharge Area, Study Area 5**

		eastern boundary of Study Area 5. Electrical transmission lines are visible along S.W. 157 <sup>th</sup> Avenue. S.W. 157 <sup>th</sup> Avenue is observed to extend from Bird Drive, north, to U.S. Highway 41. The FPL electrical substation is visible in the southeast section of Study Area 5 along Bird Drive. Construction of residential homes continues on the east and southeast adjacent properties. No other changes are visible on the adjacent properties when compared with the previously reviewed aerial photograph.
1997	1" – 300'	Study Area 5 and the adjacent properties appear unchanged when compared with the previously reviewed aerial photographs.
2002	1" – 300'	Study Area 5 and the adjacent properties appear unchanged when compared with the previously reviewed aerial photographs.



## 5.0 SITE INSPECTION

### 5.1 Site Reconnaissance

Bob Taylor of the SFWMD and Chris Pisarri of BEM conducted an initial site reconnaissance of the Bird Drive Recharge Area on January 8, 2003. The initial site inspection was conducted to identify the perimeter boundaries of the Bird Drive Recharge Area, identify potential on-site and off-site environmental conditions, and develop the most effective and cost effective Scope of Work to complete the Phase I assessment. During the initial site inspection, BEM observed areas of promiscuously dumped debris including abandoned vehicles and construction debris within the right of way of S.W. 157 Avenue located along the eastern boundary of Study Area 5 and along the right of way of Bird Drive located along the southern boundary of Study Area 5. BEM also observed an electrical substation located in the southeast section of Study Area 5. Potential environmental conditions at the electrical substation would typically include the presence of aboveground or underground petroleum storage tanks, emergency generators that utilize diesel fuel and electrical transformers containing PCBs.

On February 6 and 7, 2003, Rafael Maldonado and Chris Pisarri of BEM returned to the site to complete the site reconnaissance. On February 6, BEM conducted an aerial inspection of the project area by use of a helicopter cruising at an altitude of approximately 200 feet. The helicopter was utilized to identify any areas located within Study Area 5 that were of environmental concern and warranted further inspection by “ground-truthing.” On February 7, BEM also conducted a subsequent inspection of the vehicle accessible areas of the Study Area 5 land tracts located along Bird Drive and S.W. 157<sup>th</sup> Avenue that were accessible by vehicle.

On March 8, 2003, BEM re-inspected Study Area 5 to assess if any additional debris was discarded on the property since BEM’s February 2003 site inspections. BEM conducted an aerial inspection of the project area by use of a helicopter cruising at an altitude of approximately 200 feet above land surface and traversed Bird Drive and S.W. 157<sup>th</sup> Avenue during the March 8, 2003, site inspection. Several new areas of waste disposal were observed on Study Area 5 during the March 8, 2003, site inspection. The debris consisted of tires, wood, furniture, tile, and bathroom fixtures. A Global Positioning System unit was used to record the inspection path for the aerial inspections. **Figure 5-1** illustrates the aerial inspection paths traversed by BEM on the February 6, 2003 and March 8, 2003, site reconnaissances. Photographs from the site inspection of Study Area 5 are provided in **Appendix E**.

### 5.2 Site Reconnaissance Observations

BEM observed that each of the land tracts that comprise Study Area 5 of the Bird Drive Recharge Area are undeveloped and consist of moderate to dense melaleuca forest except for Tract 310-028 which is an electrical substation. Based upon a review of the publicly available aerial photographs, these land tracts appear to have remained undeveloped for more than 40 years. The electrical substation appeared to be developed during the early-1990’s.





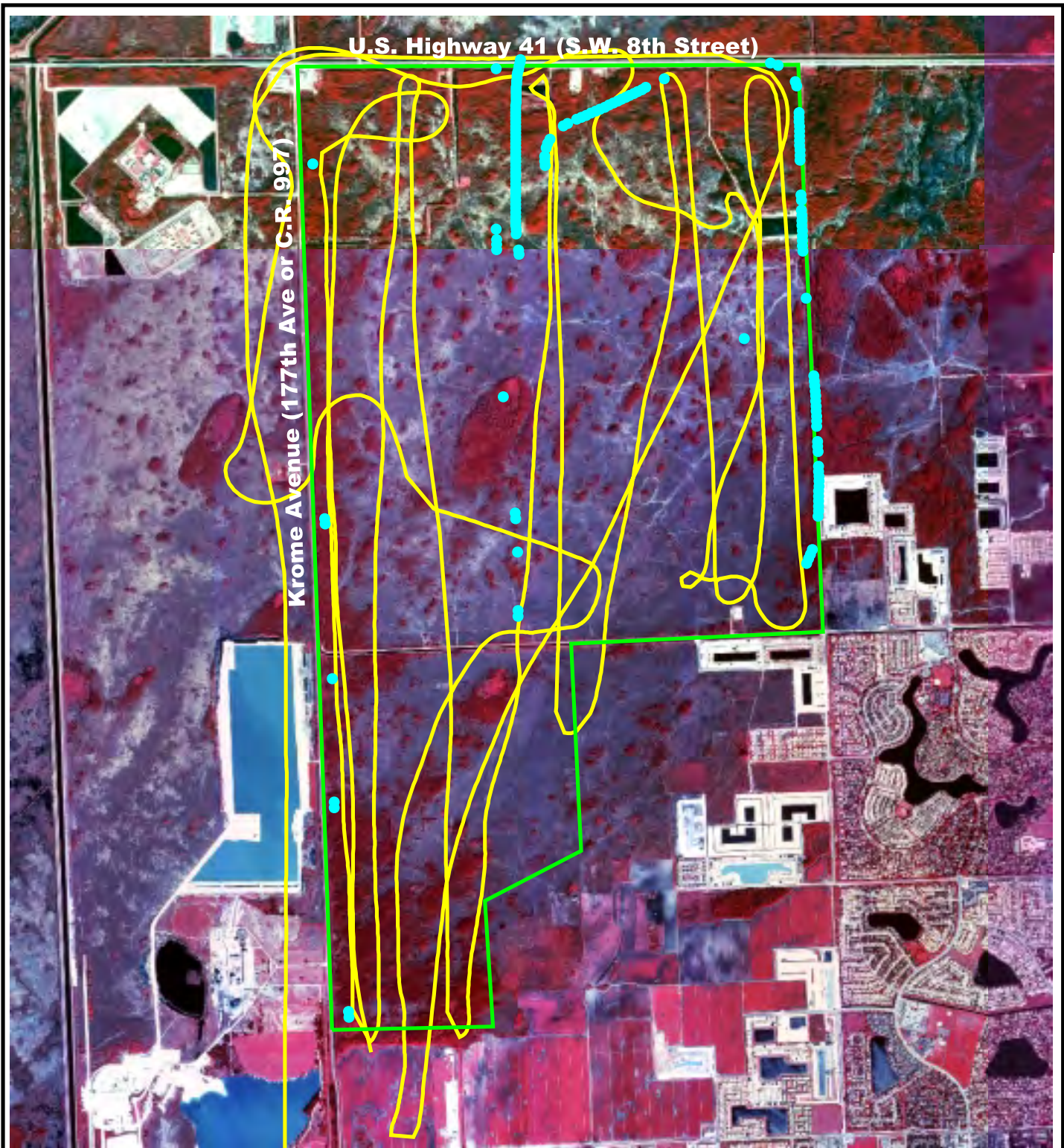
Areas of promiscuous debris were observed in the eastern section of Study Area 5 along the northwest trending S.W. 157<sup>th</sup> Avenue (currently an unimproved dirt road) that parallels the eastern boundary of Study Area 5 and along Bird Drive, which parallels the southern boundary of Study Area 5. The areas of debris observed by BEM included white goods, construction debris, tires, and abandoned automobiles. BEM's site inspection conducted March 8, 2003, identified several new piles of construction debris (tile, concrete, bathroom fixtures, and furniture) located along the right of way of the dirt roads.

No evidence of the following RECs were observed on the land tracts which comprise Study Area 5:

- Active industrial or commercial activities
- Onsite structures
- Cattle dip vats
- Evidence of leachate to seeps
- Evidence of chemical holding ponds
- On-site grass airstrips
- Aboveground or underground petroleum storage tanks
- Foliage nurseries
- Agriculture use (row crop farming, citrus production, livestock)
- Municipal waste or industrial sludge disposal activities
- Chemical mix or storage areas.

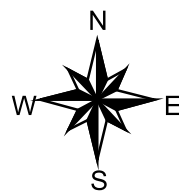
### **5.3 Adjacent Property Observations**

BEM observed the adjacent properties while conducting the aerial and vehicle inspection of Study Area 5. BEM observed that the north and west adjacent properties consist of undeveloped forest associated with Study Area 4. The eastern and southern adjacent properties were formerly undeveloped forest that are currently being developed as large residential subdivisions.



## Explanation

-  Inspection Route
-  Bird Drive Project Boundary



3000 0 3000 Feet



## Aerial Inspection Map

Phase I ESA Report,  
Bird Drive Recharge Area,  
Study Area 5

**SOUTH FLORIDA WATER  
MANAGEMENT DISTRICT**



ENVIRONMENTAL ENGINEERS and SCIENTISTS  
ORLANDO, FLORIDA 32803 (407) 894-9900

01-2213CSEO

Revision 0

Fig 5-1



## 6.0 REPORT SUMMARY

### 6.1 Summary of Findings

Based upon the initial site inspection conducted by the SFWMD and BEM on 8 January 2003, several potential recognized environmental conditions (RECs) were identified within the vicinity of the entire Bird Drive Recharge Area and on the surrounding offsite properties. The potential RECs that were identified as requiring investigation (interviews, review of records, etc.) to assess their potential environmental risk to the Study Area 5 project area included:

#### RECs Within Study Area 5

- Presence of an electrical substation located in the southeast section of Study Area 5. Potential environmental conditions include the presence of aboveground or underground petroleum storage tanks, emergency generators that utilize diesel fuel, and electrical transformers containing PCBs.
- Dumping of surficial debris including abandoned vehicles and construction debris within the right of way of S.W. 157 Avenue located along the eastern boundary of Study Area 5 and along the right of way of Bird Drive located along the southern boundary of Study Area 5.

#### RECs in Adjacent and Surrounding Area

- Presence of a commercial/industrial area including a large cement plant located approximately 1.5 miles southwest of the Study Area 5.
- Presence of a former U.S. Army transmitter facility located approximately 1 mile west of the western boundary of Study Area 5.
- Presence of an active petroleum service station (Dade Corners service station) located approximately 1.5 miles northwest of Study Area 5, at the southeast corner of the U.S. Highway 41 and Krome Avenue intersection.
- Presence of a trucking facility with petroleum storage tanks located approximately 1.5 miles northwest of Study Area 5, at the southwest corner of the U.S. Highway 41 and Krome Avenue intersection.
- Potential for disposal of construction debris from the development of the high-density residential communities along the eastern adjacent property.

Based upon the information obtained from reviews of historic aerial photographs, records on file with Dade County, interviews with knowledgeable personnel, and observations of the property during the site inspection, no potential recognized environmental conditions on the land tracts located within Study Area 5 from the potential use, storage, or disposal of hazardous materials except for the parcel of land containing the electrical substation. Based upon information obtained from a representative of FPL, no environmental impacts are known to exist at the electrical substation from their use or storage of hazardous materials at the substation. In fact, FPL indicated that there is no known PCB-containing equipment at the substation. FPL informed





BEM that in the event of a discharge from a facility owned or maintained by the power company, the power company assumes financial responsibility for proper cleanup and disposal of materials.

**No existing environmental conditions were identified for the land tracts of Study Area 5 that would inhibit their proposed use for water storage or wetland restoration.**

BEM's review of historic aerial photographs indicated that Study Area 5 has remained undeveloped forest during the entire period covered by the historic aerial photograph review (40 years). Tract 310-028, currently owned by FPL is the only land tract located within Study Area 5 that appeared developed during the site inspections. Based upon the aerial photograph review, Tract 310-028 was developed as an electrical substation in the early-1990's. The historic aerial photograph review did not identify any agriculture activities on any of the land tracts that make up Study Area 5.

## **6.2 Opinion**

Based upon the information obtained during the Phase I ESA for Study Area 5, no off-site activities were identified that have environmentally impacted the site based upon available records and reports on file with Dade County and DERM.

It should also be noted that the land tracts listed in the Summary of Findings and Correction Action Costs for Study Area 5 (Tables E-1 and 6-1) were identified in the field using various maps provided by the SFWMD. There are no survey markers that identify the exact boundaries of each individual land tract located within Study Area 5.

## **6.3 Conclusions and Recommendations**

This Phase I environmental assessment has revealed no recognized environmental conditions in connection with the land tracts that comprise Study Area 5 of the Bird Drive Recharge Area from their the use, storage or disposal of hazardous chemicals.

**No existing environmental conditions were identified from the use, storage or disposal of hazardous chemicals for the land tracts of Study Area 5 that would inhibit their proposed use for water storage or wetland restoration.** The SFWMD should inspect the electrical substation located on Tract 310-028 to ensure that no hazardous chemicals are discharged onto the soil or to the underlying aquifer upon its decommission.

Currently, there are no gates to prevent unauthorized access onto the Bird Drive project area. BEM recommends that efforts should be implemented to prevent unauthorized access to the site and prevent future disposal of debris on the properties. Based upon BEM's March 8, 2003, site inspection of Study Area 5, it appears that disposal of debris including tile, wood, bathroom fixtures and furniture is occurring along 157<sup>th</sup> Avenue and Bird Drive. Inspections of the property by the SFWMD or other assigned personnel should be conducted on a routine basis to ensure that no hazardous materials are disposed on the property.

Based upon the historic aerial photograph review, none of the land tracts located within the Study Area 5 boundary were utilized for agriculture purposes (row crops, citrus).



The existing debris observed along the right of way for S.W. 157<sup>th</sup> Avenue and Bird Drive should be removed and properly disposed prior to purchase of the land tracts. **Table 6-1** summarizes the findings, corrective measures and estimated costs for the removal of the onsite debris associated with the Study Area 5 project.

Based upon information obtained from the SFWMD, construction of the Bird Drive Recharge Area is scheduled for 2009. If the District intends to lease back the land tracts during the interim period, it is recommended that a Best Management Plan be completed for the project area. The Best Management Plan may be inclusive of Study Areas 1 through 5 if the on-site activities during the interim period are similar in nature. If different land-use activities are conducted at the site during the interim period, then a specific Best Management Plan may be required to address each interim land use.

If dewatering activities are conducted during the construction or excavation of the Bird Drive Recharge Area, the SFWMD should contact the appropriate DERM agencies (Petroleum Storage Tank Section, Solid Waste Section) to take the necessary precautions to prevent the migration of potential contaminant plumes to the site from any offsite facilities.

BEM recommends that prior to development of the Bird Drive Shallow and Deep Water Reservoir that the SFWMD conduct surveys for Special Resource issues including but not limited to asbestos and lead paint, threatened and endangered species, wetlands, historic markers, and archeological sites. Based upon information provided by the SFWMD these issues will be addressed by others during the various development stages of the Bird Drive Recharge Area.

**Table 6-1**  
**Summary of Findings & Corrective Action Costs for Study Area 5**  
**Phase I Environmental Site Assessment, Bird Drive Recharge Area – Study Area 5**

<b>Property And Tract Number</b>	<b>Conclusions</b>	<b>Recommendations</b>	<b>Residential or Industrial Use</b>	<b>Water Storage Impoundment Reservoir or Wetlands</b>	<b>Estimated Corrective Action Costs</b>
<b>Right of way along S.W. 157<sup>th</sup> Avenue</b>	Presence of abandoned vehicles and construction debris located along the right of way for S.W. 157 <sup>th</sup> Avenue.	Removal of approximately 30 cubic yards of debris.	X		\$1,500
<b>Various land tracts located along Bird Drive</b>	Presence of abandoned vehicles and construction debris along the right of way for Bird Drive, located along the southern boundary of Study Area 5.	Removal of approximately 30 cubic yards of debris.	X		\$1,500
<b>Total Costs</b>			\$3,000	\$0	





## 7.0 LIST OF REFERENCES AND CONTACTS

### Summary of References

Database Report – Bird Drive Project Area Environmental Data Resources, Inc. 3530 Post Road Southport, Connecticut 06490 (800) 352-0050	Aerial Photographs: 1963, 1968, 1972, 1977, 1983, 1984, 1988, 1992, 1997 & 2002 Dade County Public Works – Printing Department 111 Northwest First Street Miami, Florida 33128
South Florida Water Management District Memorandum dated September 26, 1997 Phase I ESA, East Coast Buffer Parcels, Cell #28 Dade County, Florida	Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process Prepared by American Society for Testing and Materials ASTM Designation: E1527-00
Flood Zone Maps #12025C-0165J and #12025C-0255J Dated March 2, 1994 Dade County Environmental Resource Management 33 S.W. 2 <sup>nd</sup> Avenue Miami, Florida 33130 (305) 372-6473	City Directories 1965 Through 2000 Dade County Public Library Miami, Florida
Soil Survey of Dade County, Florida United States Department of Agriculture and the University of Florida Agricultural Experimental Station	USGS 7.5 Minute Topographic Maps South Miami NW – 1955 & 1988 Hialeah SW - 1988 Dade County Public Library Miami, Florida



### Summary of Contacts

Emily Young DERM – Endangered Lands Department 111 N.W. 1 <sup>st</sup> Street, Suite 1610 Miami, Florida 33128 (305) 372-6781	Joe Seaman DERM – Storage Tank Section 33 S.W. 2 <sup>nd</sup> Avenue, Suite 700 Miami, Florida 33130 (305) 372-6700
Robert Bridgers U.S. Army Corps of Engineers – Jacksonville District Jacksonville, Florida (904) 232-3085	Sam Laite DERM – Restoration & Enforcement Section 33 S.W. 2 <sup>nd</sup> Avenue, Suite 1000 Miami, Florida 33130 (305) 372-6913
Mike Gambino DERM – Water Management Section 33 S.W. 2 <sup>nd</sup> Avenue, Suite 200 Miami, Florida 33130 (305) 372-6473	Tanya Van Dyck DERM – Division File System 33 S.W. 2 <sup>nd</sup> Avenue, Suite 700 Miami, Florida 33130 (305) 372-6718
Damon Holness Miami-Dade County Department of Planning and Zoning 111 N.W. 1 <sup>st</sup> Street, 12 <sup>th</sup> Floor, Suite 210 Miami, Florida 33130 (305) 375-1808	Harvey Kottke, P.E. DERM-Water Supply Section 33 S.W. 2 <sup>nd</sup> Avenue, Suite 500 Miami, Florida 33130 (305) 372-6524
Luisa Guerra DERM - Hazardous Facilities Section 33 S.W. 2 <sup>nd</sup> Avenue, Suite 600 Miami, Florida 33130 (305) 372-6622	Alejandro Vergara DERM – Waste Regulation Section 33 S.W. 2 <sup>nd</sup> Avenue, Suite 800 Miami, Florida, 33130 (305) 372-6447

## **Appendix A**

### **Scope of Work**

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*Environmental Engineers and Scientists*

**January 13, 2003**  
**BP-2028PSES**

Bob Taylor  
Senior Environmental Engineer  
South Florida Water Management District  
3932 RCA Boulevard, Suite #3210  
North Palm Beach, Florida 33410

**RE: Proposal – Modified Phase I ESA  
Bird Drive CERP Project  
Dade County, Florida**

Dear Mr. Taylor:

BEM Systems, Inc. (BEM) is pleased to submit to the South Florida Water Management District (SFWMD) this Cost Proposal to perform a modified Phase I Environmental Site Assessment (ESA) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue and U.S. Highway 41 intersection in Dade County, Florida. The SFWMD has divided the project area into five cells based upon the District's acquisition schedule. Each project cell contains a various number of land tracts that are currently owned by private individuals and various holding companies (corporations). The size of the individual land tracts range from 0.5 to 77 acres and according to the SFWMD, over one hundred land tracts comprise the Bird Drive Deep and Shallow Recharge Project Area. This proposal was developed based upon the initial site inspection of the subject property conducted by the SFWMD and BEM on January 8, 2003 and follow-up discussions with SFWMD personnel regarding the proposed final report format for this project. This proposal describes the scope of work for the Bird Drive CERP Project and includes:

- A historic aerial photograph review of readily available photographs;
- A regulatory file review;
- Aerial inspection (helicopter) of the land tracts within each project cell;
- A drive-through inspection of the site along the perimeter and interior limerock access roads;
- Interviews of regulatory personnel to assess the presence of potential areas of recognized environmental conditions (RECs) including landfills, former Department of Defense artillery ranges, mining, or other activities of environmental concern; and
- Preparation of a modified Phase I ESA report that provides a summary of the findings for each project cell and identifies those areas of the project area with RECs. Based on the large number of land tracts the SFWMD has requested that the Phase I ESA report for this project be compiled in a table format to reduce the time and costs required to complete the Phase I ESA for the Bird Drive CERP project area.

The proposed future CERP land use for this property includes the construction of a surface water treatment area (STA) with shallow and deep water storage areas.

## **BACKGROUND**

On January 8, 2003, Chris Pisarri of BEM and Bob Taylor of SFWMD conducted the initial site inspection of the project area to observe the current landuse. It was observed that there is no vehicle access from Krome Avenue into the interior of the subject properties. It was also observed that high-density residential development is under construction along the eastern and southeastern property boundaries. Several limerock roads which extend along the boundary of the site and through the interior of several of the project cells were traversed during the initial site inspection. It was observed that surficial debris including wood, metal siding, abandoned automobiles and general construction debris was scattered along the dirt roads and on the interior of the land tracts. A majority of the observed land tracts are undeveloped and consist of dense to thinned melaleuca forest. The interior sections of these parcels are not accessible by vehicle due to the thick vegetation and muddy soil. The purpose of this modified Phase I ESA is to assess if any activities have occurred at the properties that have the potential to impact the environment or that may affect the proposed future CERP land use of the properties.

## **COSTS AND ASSUMPTIONS**

Based upon conversations with the SFWMD, BEM has prepared this cost proposal to prepare a modified Phase I ESA report. The SFWMD stream-lined the Phase I ESA activities and reduce the overall costs by limiting the scope of work. Areas of REC that warrant additional site investigations will be addressed in a separate Phase II ESA. The modified Phase I ESA will be conducted at the Bird Drive project area using the following assumptions:

1. The Phase I ESA will not be conducted in accordance to the requirements of the American Society for Testing and Materials Standard E 1527-00.
2. Access for BEM to inspect the subject properties will be obtained by the SFWMD prior to commencement of this assessment.
3. Due to the large number of property owners, BEM will not be required to submit owner interview forms or conduct interviews with the landowners, tenants or property managers.
4. The assessment activities and project report will be conducted on each of the SFWMD project cells based upon the acquisition priority.
5. The historic landuse investigation will be limited to a review of readily available aerial photographs and interviews of select individuals at various government agencies including the Dade County Environmental Resources Management and the Florida Department of Environmental Protection.
6. BEM will not be required to estimate the amount or costs associated with the removal of surficial debris on each individual land tract.
7. The report format for the modified Phase I ESA will consist of:
  - summary tables (when applicable),
  - a summary of the historic aerial photograph review,
  - a summary of the interviewed knowledgeable persons with the various government agencies,
  - a summary of the commercial regulatory database search, and

- a summary of the findings of the modified Phase I ESA and recommendations (if any) for further assessment of any RECs.

At the request of the SFWMD, BEM has prepared a cost estimate to complete the modified Phase I ESA of the Bird Drive project area on a cell by cell basis as summarized below.

- Deep Water Cell #1 (projected SFWMD completion date – 3/30/03)
- Deep Water Cell #2 (projected SFWMD completion date – 4/15/03)
- Shallow Water Cell #3 (projected SFWMD completion date – 5/15/03)
- Shallow Water Cell #4 (projected SFWMD completion date – 5/15/03)
- Cell #5 (projected SFWMD completion date not provided)

The entire cost estimate for the Bird Drive CERP project is [REDACTED]. A summary of the costs associated with the Phase I assessment are summarized on **Table 1**. BEM's cost assumes that the modified Phase I ESA report will be drafted so that each project cell will have a "stand alone" report or be merged into a single report that encompass all of the project cells. BEM has estimated that two staff members will be utilized per project cell to conduct the field assessment activities for this project. The proposed cost summary assumes that:

1. Two, ten-hour days will be required per project cell to conduct the field inspections. One of the assessment days will be conducted by use of a helicopter and the other day will be utilized to ground-truth the observations from the aerial inspection.
2. Two, eight-hour days will be required per project cell to conduct the historic aerial photograph review and conduct telephone interviews with knowledgeable personnel at the various government agencies. If necessary, BEM will also review readily available records on file with the agencies.

If you have any questions or concerns with the above SOW and/or the proposed analyses, please contact me so we can discuss them in detail. Thank you for the opportunity to provide the SFWMD with this proposal. If you have any questions, please do not hesitate to contact me at (407) 894-9900.

Sincerely,

**BEM SYSTEMS, INC.**



Robert Sorvillo  
Project Manager

Attachments

cc: File



## **Appendix B**

### **EDR Database Report**

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# **The EDR Area Study Report**

**Study Area  
Bird Drive Cerp Program  
Miami, FL 33185**

**February 12, 2003**

**Inquiry number 921349.1s**

## ***The Source For Environmental Risk Management Data***

3530 Post Road  
Southport, Connecticut 06890

### **Nationwide Customer Service**

Telephone: 1-800-352-0050  
Fax: 1-800-231-6802  
Internet: [www.edrnet.com](http://www.edrnet.com)

## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR).

### TARGET PROPERTY INFORMATION

#### ADDRESS

BIRD DRIVE CERP PROGRAM  
MIAMI, FL 33185

### DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ( "reasonably ascertainable ") government records within the requested search area for the following databases:

#### FEDERAL ASTM STANDARD

NPL.....	National Priority List
Proposed NPL.....	Proposed National Priority List Sites
CERCLIS.....	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP.....	CERCLIS No Further Remedial Action Planned
CORRACTS.....	Corrective Action Report
RCRIS-TSD.....	Resource Conservation and Recovery Information System
RCRIS-LQG.....	Resource Conservation and Recovery Information System
ERNS.....	Emergency Response Notification System

#### STATE ASTM STANDARD

SHWS.....	Florida's State-Funded Action Sites
INDIAN UST.....	Underground Storage Tanks on Indian Land

#### FEDERAL ASTM SUPPLEMENTAL

CONSENT.....	Superfund (CERCLA) Consent Decrees
ROD.....	Records Of Decision
Delisted NPL.....	National Priority List Deletions
HMIRS.....	Hazardous Materials Information Reporting System
MLTS.....	Material Licensing Tracking System
MINES.....	Mines Master Index File
NPL Liens.....	Federal Superfund Liens
PADS.....	PCB Activity Database System
RAATS.....	RCRA Administrative Action Tracking System
TRIS.....	Toxic Chemical Release Inventory System
TSCA.....	Toxic Substances Control Act
SSTS.....	Section 7 Tracking Systems
FTTS.....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

#### STATE OR LOCAL ASTM SUPPLEMENTAL

FI Sites.....	Sites List
FL Cattle Dip. Vats.....	Cattle Dipping Vats

## EXECUTIVE SUMMARY

**PRIORITYCLEANERS**..... Priority Ranking List  
**DRY CLEANERS**..... Drycleaning Facilities  
**Miami-Dade Co. SPILL**..... Fuel Spills Cases  
**Miami-Dade Co. AP**..... Air Permit Sites  
**Miami-Dade Co. IWP**..... Industrial Waste Permit Sites

### EDR PROPRIETARY HISTORICAL DATABASES

**Coal Gas**..... Former Manufactured Gas (Coal Gas) Sites

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

### FEDERAL ASTM STANDARD

**RCRIS:** The Resource Conservation and Recovery Act database includes selected information on sites that generate, store, treat, or dispose of hazardous waste as defined by the Act. The source of this database is the U.S. EPA.

A review of the RCRIS-SQG list, as provided by EDR, and dated 09/09/2002 has revealed that there are 3 RCRIS-SQG sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b><i>COMMERCIAL CARRIER CORP</i></b>	<b><i>814 SW 177TH AVE</i></b>	<b><i>2</i></b>	<b><i>9</i></b>
<b><i>USDJ INS KROME SERVICE PROCESS</i></b>	<b><i>18201 SW 12TH ST</i></b>	<b><i>4</i></b>	<b><i>25</i></b>
<b><i>FPL NEWTON SUBSTATION</i></b>	<b><i>15951 SW 42ND ST</i></b>	<b><i>8</i></b>	<b><i>27</i></b>

### STATE ASTM STANDARD

**SWF/LF:** The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Department of Environmental Protection's Facility Directory (Solid Waste Facilities).

A review of the SWF/LF list, as provided by EDR, has revealed that there is 1 SWF/LF site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
TRAIL GLADE RANGES	17400 TAMIAMI TRAIL (US	3	24



## EXECUTIVE SUMMARY

**LUST:** The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Environmental Protection's PCTO1--Petroleum Contamination Detail Report.

A review of the LUST list, as provided by EDR, and dated 11/22/2002 has revealed that there are 3 LUST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
STRANO FARMS	335 KROME AVE	1	3
<b>DADE CORNERS MARKETPLACE CORP</b>	<b>17696 SW 8 ST</b>	<b>2</b>	<b>5</b>
<b>COMMERCIAL CARRIER CORP</b>	<b>805 SW 177TH AVE</b>	<b>2</b>	<b>9</b>

**UST:** The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Protection's SC102--Facility/Owner/Tank Report.

A review of the UST list, as provided by EDR, and dated 11/22/2002 has revealed that there are 4 UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>COMMERCIAL CARRIER CORP.</b>	<b>850 SW 177 AVE</b>	<b>2</b>	<b>5</b>
COMMERCIAL CARRIER CORP	805 SW 177TH AVE	2	15
U.S. INS./ KROME SERVICE PROCE	18201 SW 12 ST	4	25
GULF PRODUCTS	15700 SW 56 ST	11	29

### FEDERAL ASTM SUPPLEMENTAL

**FINDS:** The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 10/10/2002 has revealed that there are 3 FINDS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>COMMERCIAL CARRIER CORP</b>	<b>814 SW 177TH AVE</b>	<b>2</b>	<b>9</b>
<b>USDJ INS KROME SERVICE PROCESS</b>	<b>18201 SW 12TH ST</b>	<b>4</b>	<b>25</b>
<b>FPL NEWTON SUBSTATION</b>	<b>15951 SW 42ND ST</b>	<b>8</b>	<b>27</b>

## EXECUTIVE SUMMARY

### **STATE OR LOCAL ASTM SUPPLEMENTAL**

**AST:** The Aboveground Storage Tank database contains registered ASTs. The data come from the Department of Environmental Protection's SC102--Facility/Owner/Tank Report.

A review of the AST list, as provided by EDR, and dated 11/22/2002 has revealed that there are 2 AST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>COMMERCIAL CARRIER CORP</b>	<b>805 SW 177TH AVE</b>	<b>2</b>	<b>9</b>
CONRAD YELVINGTON DIST INC	5800 SW 177TH AVE	10	28

**DADE GTO:** Grease Trap Sites. Any non-residential facility that discharges waste to a sanitary sewer.

A review of the Miami-Dade Co. GTO list, as provided by EDR, has revealed that there are 4 Miami-Dade Co. GTO sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
BOLERO'S RESTAURANT	4292 SW 152 AVE #4292	7	26
FRITANGA INTERNACIONAL	4276 SW 152 AVE	7	27
CHINA TOWN WEST RESTAURANT	4210 SW 152 AVE	7	27
PUBLIX STORE #0588	4210 SW 152 AVE	7	27

**Env. Assess.:** Environmental Assessment sites are contaminated sites (Non-Leaking Underground Petroleum Tanks) under the state cleanup program.

Statewide oil and hazardous materials inland incidents

A review of the SPILLS list, as provided by EDR, and dated 01/14/2003 has revealed that there is 1 SPILLS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
Not reported	SW 147TH AVENUE / 38T	6	26

**ENFORCEMENT:** The Miami-Dade County Enforcement Case Tracking System comes from the Department of Environmental Resources Management.

A review of the Miami-Dade Co. ENF list, as provided by EDR, has revealed that there are 6 Miami-Dade Co. ENF sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>DADE CORNERS MARKETPLACE CORP</b>	<b>17696 SW 8 ST</b>	<b>2</b>	<b>5</b>
DOLLAR	17696 SW 8 ST	2	9
VOID-SAYEGH	14905 SW 38 ST	5	26
RISAYCA INVESTMENTS, INC	14905 SW 38 ST	5	26
AVELINO & SYLVIA HERNANDEZ	15553 SW 55 TER	9	28
CONTINENTAL HOMES OF FLORIDA	16406 SW 77 TER	12	29

## EXECUTIVE SUMMARY

### Florida Wastewater: Domestic and Industrial Wastewater Facilities

A review of the WASTEWATER list, as provided by EDR, has revealed that there is 1 WASTEWATER site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>U.S. INS./ KROME SERVICE PROCE</b>	<b>18201 SW 12 ST</b>	<b>4</b>	<b>25</b>

**HW DC:** Hazardous Waste Agency. Sites with potential to generate waste. The list comes from the Miami-Dade County Department of Environmental Resources Management.

A review of the Miami-Dade Co. HWS list, as provided by EDR, has revealed that there is 1 Miami-Dade Co. HWS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>DADE CORNERS MARKETPLACE CORP</b>	<b>17696 SW 8 ST</b>	<b>2</b>	<b>5</b>

**IND WASTE :** Miami-Dade County Industrial Waste list comes from the Department of Environmental Resources Management.

A review of the Miami-Dade Co. IW2-4 list, as provided by EDR, has revealed that there are 4 Miami-Dade Co. IW2-4 sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>COMMERCIAL CARRIER CORP.</b>	<b>850 SW 177 AVE</b>	<b>2</b>	<b>5</b>
<b>U.S. INS./ KROME SERVICE PROCE</b>	<b>18201 SW 12 ST</b>	<b>4</b>	<b>25</b>
E.A.V. DENTAL, P.A.	4230 SW 152 AVE	7	27
WALGREENS # 06442	15200 SW 42 ST	7	27

## EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.



## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<b><u>FEDERAL ASTM STANDARD</u></b>	
NPL	0
Proposed NPL	0
CERCLIS	0
CERC-NFRAP	0
CORRACTS	0
RCRIS-TSD	0
RCRIS Lg. Quan. Gen.	0
RCRIS Sm. Quan. Gen.	3
ERNS	0
<b><u>STATE ASTM STANDARD</u></b>	
State Haz. Waste	0
State Landfill	1
LUST	3
UST	4
INDIAN UST	0
<b><u>FEDERAL ASTM SUPPLEMENTAL</u></b>	
CONSENT	0
ROD	0
Delisted NPL	0
FINDS	3
HMIRS	0
MLTS	0
MINES	0
NPL Liens	0
PADS	0
RAATS	0
TRIS	0
TSCA	0
SSTS	0
FTTS	0
<b><u>STATE OR LOCAL ASTM SUPPLEMENTAL</u></b>	
AST	2
FL Sites	0
FL Cattle Dip. Vats	0
Miami-Dade Co. GTO	4
SPILLS	1
PRIORITYCLEANERS	0
Dry Cleaners	0
Miami-Dade Co. ENF	6
Wastewater	1

## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
Miami-Dade Co. SPILL	0
Miami-Dade Co. HWS	1
Miami-Dade Co. AP	0
Miami-Dade Co. IWP	0
Miami-Dade Co. IW2-4	4

### EDR PROPRIETARY HISTORICAL DATABASES

Coal Gas	0
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#### NOTES:

Sites may be listed in more than one database

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**Coal Gas Site Search: No site was found in a search of Real Property Scan's ENVIROHAZ database.**

1

**STRANO FARMS  
335 KROME AVE  
MIAMI, FL 0**

**LUST S104513245  
N/A**

## LUST:

Facility ID:	9201999	Region:	STATE
Facility District:	SE	Facility County:	DADE
Section:	Not reported	Township:	Not reported
Range:	Not reported	Lat/long:	25° 21' 0" / 80° 29' 10"
Facility Status:	CLOSED	Facility Type:	Agricultural
Operator:	STRANO, ROSARIO		
Facility Phone:	(305) 247-2362		
Related Party:	STRANO FARMS		
Related Party Addr:	PO BOX 343064 FLORIDA CITY, FL 33034		
RP Bad Address:	No		
Related Party ID:	20987	Related Party Role:	ACCOUNT OWNER
Related Prty Contact:	VITO STRANO		
Related Party Phone:	(305) 247-2362		
Related Party Begin:	07/15/92	Contamination ID:	10799
Name Update:	Not reported	Address Update:	Not reported
Facility Cleanup Status:	Not Required (Explanation: All related discharges either did not require cleanup per Chapter 17-770 rule, or no contamination was found by inspection)		
Facility Cleanup Score:	Not reported		
Facility Cleanup Rank:	Not reported		
Discharge ID:	12474		
Clean Up Work Status:	COMPLETED		
Discharge Date:	06/30/92		
Pct Discharge Combined With:	12474		
Discharge Cleanup Status:	Cleanup Not Required (Explanation: Cleanup Not Required by Chapter 17-770 Rules)		
Discharge Cleanup Status Date:	04/23/01		
Clean Up Required by 62-770:	No Cleanup Required		
Information Source:	Abandoned Tank Restoration		
Other Source Description:	Not reported		
Discharge Lead Agency:	Local Program		
Score Effective Date:	Not reported		
Inspection Date:	12/14/92		
Contaminated Media ID:	Not reported		
Contaminated Drinking Wells:	Not reported		
Contaminated Soil:	Not reported		
Contaminated Surface Water:	Not reported		
Contaminated Ground Water:	Not reported		
Contaminated Monitoring Well:	Not reported		
Pollutant ID:	15672		
Pollutant Substance:	Unknown/Not reported		
Substance Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Pollutant Other Description:	Not reported		
Gallons Discharged:	Not reported		
Score:	Not reported		
Cleanup Eligibility Id:	13454		
Cleanup Program:	Abandoned Tank Restoration Program		
Cleanup Lead :	State		
Application Recvd Date:	06/30/92		
Letter of Intent Date:	Not reported		

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## STRANO FARMS (Continued)

S104513245

Eligibility Status:	03/17/93
Eligibility Status Date:	I
Redetermined:	No
Eligibility Letter Sent:	03/17/93
RAP Task ID:	29188
RAP Cleanup Responsible:	State
RAP Order Completion Date:	Not reported
RAP Actual Completion Date:	Not reported
RAP Payment Date:	Not reported
RAP Actual Cost:	Not reported
RA Task ID:	29189
RA Cleanup Responsible:	State
RA Actual Cost:	Not reported
Ra Actual Years to Complete:	Not reported
SRC Action Type:	Not reported
SRC Submit Date:	Not reported
SRC Review Date:	Not reported
SRC Issue Date:	Not reported
SRC Status Effective Date:	Not reported
SRC Comment:	Not reported
SA ID:	29187
SA Cleanup Responsible:	State
SA Actual Completion Date:	Not reported
SA Payment Date:	Not reported
SA Actual Cost:	Not reported
SR Task ID:	Not reported
SR Cleanup Responsible:	Not reported
SR Oral Date:	Not reported
SR Written Date:	Not reported
Free Product Removal:	No
Soil Removal:	No
Soil Tonnage Removed:	No
Soil Treatment:	No
Other Treatment:	Not reported
SR Actual Completion Date:	Not reported
SR Payment Date:	Not reported
SR Cost:	Not reported
SR Alternate Procedure Recieved:	Not reported
SR Alternate Procedure Status Date:	Not reported
SR Complete:	Not reported
SR Alternate Procedure Comment:	Not reported
County Code :	Not reported
Score Ranked :	Not reported
Score Effective :	Not reported
Rank :	Not reported
Cleanup Status :	Not reported
Facility Status :	Not reported
Type :	Not reported
Facility Phone :	Not reported
Operator :	Not reported
Name Update :	Not reported
Address Update :	Not reported
Primary Responsible Party Id :	Not reported
Primary Responsible Party Role :	Not reported
Responsible Party Begin Date :	Not reported
Responsible Party Name :	Not reported



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## STRANO FARMS (Continued)

S104513245

Responsible Party Address: Not reported  
Responsible Party Phone : Not reported  
Contact : Not reported  
Responsible Party Bad Address : Not reported

2

**COMMERCIAL CARRIER CORP.**  
**850 SW 177 AVE**  
**MIAMI, FL 33194**

UST  
Miami-Dade Co. IW2-4

U003299469  
N/A

### FL Industrial Waste:

Facility ID:	1267.00	Permit Section:	IW5
Facility Code:	22.00	Region:	DADE
Shell Name:	CETI	File Number:	0001363
Permitted:	Yes		

### FL UST DADE COUNTY:

Facility ID:	1267
Permit Section:	UT
Permit Number:	0001376
Shell Name:	MSP05
Permitted:	Yes
Facility Code:	0.00

2

**DADE CORNERS MARKETPLACE CORP**  
**17696 SW 8 ST**  
**MIAMI, FL 33194**

LUST  
Miami-Dade Co. HWS  
Miami-Dade Co. ENF

S104512295  
N/A

### LUST:

Facility ID:	8504347	Region:	STATE
Facility District:	SE	Facility County:	DADE
Section:	54	Township:	39
Range:	6	Lat/long:	25° 45' 40" / 80° 28' 52"
Facility Status:	OPEN	Facility Type:	Retail Station
Operator:	JORGE ALMIRALL		
Facility Phone:	(305) 553-6203		
Related Party:	ALMIRALL, JORGE & ISIDRO		
Related Party Addr:	17696 SW 8TH AVE MIAMI, FL 33194		

RP Bad Address:	No	Related Party Role:	ACCOUNT OWNER
Related Party ID:	49194		

Related Prty Contact: JORGE & ISIDRO ALMIRALL

Related Party Phone: (305) 553-6203

Related Party Begin: 08/26/99

Name Update: 08/26/99

Facility Cleanup Status:

Not Required (Explanation: All related discharges either did not require cleanup per Chapter 17-770 rule, or no contamination was found by inspection)

Facility Cleanup Score:

9

Facility Cleanup Rank:

12051

Discharge ID:

14819

Clean Up Work Status:

ACTIVE

Discharge Date:

12/12/88

Pct Discharge Combined With:

14819

Discharge Cleanup Status:

Discharge Notification Received

Discharge Cleanup Status Date:

06/29/01

Clean Up Required by 62-770:

New Cleanup Required

Information Source:

Discharge Notification

Other Source Description:

Not reported

Discharge Lead Agency:

Local Program

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## DADE CORNERS MARKETPLACE CORP (Continued)

S104512295

Score Effective Date:	06/29/01
Inspection Date:	Not reported
Contaminated Media ID:	Not reported
Contaminated Drinking Wells:	Not reported
Contaminated Soil:	Not reported
Contaminated Surface Water:	Not reported
Contaminated Ground Water:	Not reported
Contaminated Monitoring Well:	Not reported
Pollutant ID:	Not reported
Pollutant Substance:	Not reported
Substance Category:	Not reported
Regulation Began:	Not reported
Pollutant Other Description:	Not reported
Gallons Discharged:	Not reported
Score:	9
Cleanup Eligibility Id:	15895
Cleanup Program:	Petroleum Contamination Participation Program
Cleanup Lead :	Preapproval
Application Recvd Date:	Not reported
Letter of Intent Date:	Not reported
Eligibility Status:	Not reported
Eligibility Status Date:	Not reported
Redetermined:	No
Eligibility Letter Sent:	Not reported
RAP Task ID:	Not reported
RAP Cleanup Responsible:	Not reported
RAP Order Completion Date:	Not reported
RAP Actual Completion Date:	Not reported
RAP Payment Date:	Not reported
RAP Actual Cost:	Not reported
RA Task ID:	Not reported
RA Cleanup Responsible:	Not reported
RA Actual Cost:	Not reported
Ra Actual Years to Complete:	Not reported
SRC Action Type:	Not reported
SRC Submit Date:	Not reported
SRC Review Date:	Not reported
SRC Issue Date:	Not reported
SRC Status Effective Date:	Not reported
SRC Comment:	Not reported
SA ID:	Not reported
SA Cleanup Responsible:	Not reported
SA Actual Completion Date:	Not reported
SA Payment Date:	Not reported
SA Actual Cost:	Not reported
SR Task ID:	Not reported
SR Cleanup Responsible:	Not reported
SR Oral Date:	Not reported
SR Written Date:	Not reported
Free Product Removal:	No
Soil Removal:	No
Soil Tonnage Removed:	No
Soil Treatment:	No
Other Treatment:	Not reported
SR Actual Completion Date:	Not reported
SR Payment Date:	Not reported
SR Cost:	Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## DADE CORNERS MARKETPLACE CORP (Continued)

S104512295

SR Alternate Procedure Recieved: Not reported  
SR Alternate Procedure Status Date: Not reported  
SR Complete: Not reported  
SR Alternate Procedure Comment: Not reported  
  
Discharge ID: 14820  
Clean Up Work Status: COMPLETED  
Discharge Date: 11/17/87  
Pct Discharge Combined With: 14820  
Discharge Cleanup Status: Cleanup Not Required (Explanation: Cleanup Not Required by Chapter 17-770 Rules)  
Discharge Cleanup Status Date: 05/29/01  
Clean Up Required by 62-770: No Cleanup Required  
Information Source: EDI  
Other Source Description: Not reported  
Discharge Lead Agency: Not reported  
Score Effective Date: Not reported  
Inspection Date: 08/15/89  
Contaminated Media ID: Not reported  
Contaminated Drinking Wells: Not reported  
Contaminated Soil: Not reported  
Contaminated Surface Water: Not reported  
Contaminated Ground Water: Not reported  
Contaminated Monitoring Well: Not reported  
Pollutant ID: Not reported  
Pollutant Substance: Not reported  
Substance Category: Not reported  
Regulation Began: Not reported  
Pollutant Other Description: Not reported  
Gallons Discharged: Not reported  
Score: Not reported  
Cleanup Eligibility Id: 15896  
Cleanup Program: Early Detection Initiative  
Cleanup Lead : State  
Application Recvd Date: 09/01/88  
Letter of Intent Date: Not reported  
Eligibility Status: 12/20/89  
Eligibility Status Date: I  
Redetermined: No  
Eligibility Letter Sent: 12/20/89  
  
RAP Task ID: 34718  
RAP Cleanup Responsible: State  
RAP Order Completion Date: Not reported  
RAP Actual Completion Date: Not reported  
RAP Payment Date: Not reported  
RAP Actual Cost: Not reported  
RA Task ID: 34719  
RA Cleanup Responsible: State  
RA Actual Cost: Not reported  
Ra Actual Years to Complete: Not reported  
SRC Action Type: Not reported  
SRC Submit Date: Not reported  
SRC Review Date: Not reported  
SRC Issue Date: Not reported  
SRC Status Effective Date: Not reported  
SRC Comment: Not reported  
SA ID: 34717  
SA Cleanup Responsible: State

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**DADE CORNERS MARKETPLACE CORP (Continued)**

**S104512295**

SA Actual Completion Date: Not reported  
SA Payment Date: Not reported  
SA Actual Cost: Not reported  
SR Task ID: 34716  
SR Cleanup Responsible: State  
SR Oral Date: Not reported  
SR Written Date: Not reported  
Free Product Removal: No  
Soil Removal: No  
Soil Tonnage Removed: No  
Soil Treatment: No  
Other Treatment: Not reported  
SR Actual Completion Date: Not reported  
SR Payment Date: Not reported  
SR Cost: Not reported  
SR Alternate Procedure Recieved: Not reported  
SR Alternate Procedure Status Date: Not reported  
SR Complete: Not reported  
SR Alternate Procedure Comment: Not reported  
  
County Code : 13  
Score Ranked : 9  
Score Effective : 06/29/01  
Rank : 12051  
Cleanup Status : NREQ  
Facility Status : OPEN  
Type : A  
Facility Phone : (305) 553-6203  
Operator : JORGE ALMIRALL  
Name Update : 08/26/99  
Address Update : 07/22/98  
Primary Responsible Party Id : 49194  
Primary Responsible Party Role : ACCOUNT OWNER  
Responsible Party Begin Date : 08/26/99  
Responsible Party Name : ALMIRALL, JORGE & ISIDRO  
Responsible Party Address: 17696 SW 8TH AVE  
MIAMI, FL 33194  
Responsible Party Phone : (305) 553-6203  
Contact : JORGE & ISIDRO ALMIRALL  
Responsible Party Bad Address : No

**FL Enforcement:**

Region: DADE  
Facility Type: Underground Tanks  
Status Date: 7/20/90 0:00:00  
Folio Num: 3049060010010  
Enforcement Officer: VERRIF

Region: DADE  
Facility Type: Underground Tanks  
Status Date: 7/7/94 0:00:00  
Folio Num: 3049060010101  
Enforcement Officer: RAMDIJ

Region: DADE  
Facility Type: Underground Tanks  
Status Date: 5/12/95 0:00:00  
Folio Num: 3049060010101



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## DADE CORNERS MARKETPLACE CORP (Continued)

S104512295

Enforcement Officer: LEALM

### HW DC:

Region: DADE  
Permit Section : UT  
Permit Number : 850.00  
Phase : 01  
Class : PCPP  
Dept Number : 8504347  
Property Tax Folio # : 3049060010100  
Eligibility : PENDING  
Rank : 0.00  
Cone of Influence Name : WW  
Cone of Influence Travel Time : WW  
X Co-ordinate : 827162.00  
Y Co-ordinate : 518840.06

2  
**DOLLAR**  
**17696 SW 8 ST**  
**MIAMI, FL**

Miami-Dade Co. ENF S103831166  
N/A

### FL Enforcement:

Region: DADE  
Facility Type: Underground Tanks  
Status Date: 3/16/94 0:00:00  
Folio Num: 3049060010101  
Enforcement Officer: QURESS

2  
**COMMERCIAL CARRIER CORP**  
**814 SW 177TH AVE**  
**MIAMI, FL 33144**

RCRIS-SQG 1000298000  
FINDS FLD981758113

### RCRIS:

Owner: BURNETT HARRY MGR  
(305) 226-8552  
EPA ID: FLD981758113  
Contact: BURNETT HARRY  
(305) 226-8552  
Classification: Small Quantity Generator  
Used Oil Recyc: No  
TSDF Activities: Not reported  
Violation Status: No violations found

### FINDS:

Other Pertinent Environmental Activity Identified at Site:  
Facility Registry System (FRS)  
Resource Conservation and Recovery Act Information system (RCRAINFO)

2  
**COMMERCIAL CARRIER CORP**  
**805 SW 177TH AVE**  
**MIAMI, FL 33144**

LUST S104512046  
AST N/A

### LUST:

Facility ID: 8504246 Region: STATE  
Facility District: SE Facility County: DADE  
Section: 012 Township: 54S

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

S104512046

Range:	38E	Lat/long:	25° 45' 36" / 80° 28' 56"
Facility Status:	OPEN	Facility Type:	Fuel User / Non-retail
Operator:	TONY WILLIAMSON		
Facility Phone:	(305) 223-1289		
Related Party:	COMMERCIAL CARRIER CORP		
Related Party Addr:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
RP Bad Address:	No		
Related Party ID:	4498	Related Party Role:	ACCOUNT OWNER
Related Prty Contact:	JAMES CARD		
Related Party Phone:	(941) 967-1101		
Related Party Begin:	07/01/85	Contamination ID:	12547
Name Update:	Not reported	Address Update:	Not reported
Facility Cleanup Status:	Not Required (Explanation: All related discharges either did not require cleanup per Chapter 17-770 rule, or no contamination was found by inspection)		
Facility Cleanup Score:	63		
Facility Cleanup Rank:	1941		
Discharge ID:	14853		
Clean Up Work Status:	COMBINED		
Discharge Date:	05/20/94		
Pct Discharge Combined With:	14853		
Discharge Cleanup Status:	Discharge Notification Received		
Discharge Cleanup Status Date:	02/04/02		
Clean Up Required by 62-770:	Combined Cleanup Required		
Information Source:	Discharge Notification		
Other Source Description:	DRF		
Discharge Lead Agency:	Local Program		
Score Effective Date:	01/06/98		
Inspection Date:	05/20/94		
Contaminated Media ID:	Not reported		
Contaminated Drinking Wells:	Not reported		
Contaminated Soil:	Not reported		
Contaminated Surface Water:	Not reported		
Contaminated Ground Water:	Not reported		
Contaminated Monitoring Well:	Not reported		
Pollutant ID:	18190		
Pollutant Substance:	Fuel oil-on site heat		
Substance Category:	Exempt Substances		
Regulation Began:	1986-07-01		
Pollutant Other Description:	Not reported		
Gallons Discharged:	Not reported		
Score:	63		
Cleanup Eligibility Id:	15929		
Cleanup Program:	Petroleum Contamination Participation Program		
Cleanup Lead :	Preapproval		
Application Recvd Date:	Not reported		
Letter of Intent Date:	Not reported		
Eligibility Status:	Not reported		
Eligibility Status Date:	Not reported		
Redetermined:	No		
Eligibility Letter Sent:	Not reported		
RAP Task ID:	Not reported		
RAP Cleanup Responsible:	Not reported		
RAP Order Completion Date:	Not reported		
RAP Actual Completion Date:	Not reported		

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

S104512046

RAP Payment Date:	Not reported
RAP Actual Cost:	Not reported
RA Task ID:	Not reported
RA Cleanup Responsible:	Not reported
RA Actual Cost:	Not reported
Ra Actual Years to Complete:	Not reported
SRC Action Type:	Not reported
SRC Submit Date:	Not reported
SRC Review Date:	Not reported
SRC Issue Date:	Not reported
SRC Status Effective Date:	Not reported
SRC Comment:	Not reported
SA ID:	Not reported
SA Cleanup Responsible:	Not reported
SA Actual Completion Date:	Not reported
SA Payment Date:	Not reported
SA Actual Cost:	Not reported
SR Task ID:	Not reported
SR Cleanup Responsible:	Not reported
SR Oral Date:	Not reported
SR Written Date:	Not reported
Free Product Removal:	No
Soil Removal:	No
Soil Tonnage Removed:	No
Soil Treatment:	No
Other Treatment:	Not reported
SR Actual Completion Date:	Not reported
SR Payment Date:	Not reported
SR Cost:	Not reported
SR Alternate Procedure Recieved:	Not reported
SR Alternate Procedure Status Date:	Not reported
SR Complete:	Not reported
SR Alternate Procedure Comment:	Not reported
Discharge ID:	14854
Clean Up Work Status:	COMPLETED
Discharge Date:	11/28/87
Pct Discharge Combined With:	14854
Discharge Cleanup Status:	NFA Complete (Explanation: No Further Action Status Approved)
Discharge Cleanup Status Date:	06/28/00
Clean Up Required by 62-770:	New Cleanup Required
Information Source:	EDI
Other Source Description:	Not reported
Discharge Lead Agency:	Bureau of Waste Cleanup
Score Effective Date:	08/27/98
Inspection Date:	10/25/88
Contaminated Media ID:	10846
Contaminated Drinking Wells:	0
Contaminated Soil:	Yes
Contaminated Surface Water:	No
Contaminated Ground Water:	Yes
Contaminated Monitoring Well:	Yes
Pollutant ID:	18191
Pollutant Substance:	Vehicular diesel
Substance Category:	Vehicular Fuels
Regulation Began:	1986-07-01
Pollutant Other Description:	Not reported
Gallons Discharged:	Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

S104512046

Score:	78
Cleanup Eligibility Id:	15930
Cleanup Program:	Early Detection Initiative
Cleanup Lead :	Reimbursement
Application Recvd Date:	12/02/87
Letter of Intent Date:	12/02/87
Eligibility Status:	07/28/89
Eligibility Status Date:	E
Redetermined:	No
Eligibility Letter Sent:	07/28/89
RAP Task ID:	34802
RAP Cleanup Responsible:	Not reported
RAP Order Completion Date:	10/13/00
RAP Actual Completion Date:	04/28/95
RAP Payment Date:	Not reported
RAP Actual Cost:	Not reported
RA Task ID:	61713
RA Cleanup Responsible:	Not reported
RA Actual Cost:	Not reported
Ra Actual Years to Complete:	0
SRC Action Type:	NFA
SRC Submit Date:	Not reported
SRC Review Date:	05/08/00
SRC Issue Date:	Not reported
SRC Status Effective Date:	06/28/00
SRC Comment:	Not reported
SA ID:	34801
SA Cleanup Responsible:	Responsible Party
SA Actual Completion Date:	05/17/94
SA Payment Date:	Not reported
SA Actual Cost:	Not reported
SR Task ID:	34800
SR Cleanup Responsible:	Responsible Party
SR Oral Date:	Not reported
SR Written Date:	Not reported
Free Product Removal:	No
Soil Removal:	No
Soil Tonnage Removed:	No
Soil Treatment:	No
Other Treatment:	Not reported
SR Actual Completion Date:	Not reported
SR Payment Date:	07/23/90
SR Cost:	Not reported
SR Alternate Procedure Recieved:	Not reported
SR Alternate Procedure Status Date:	Not reported
SR Complete:	Not reported
SR Alternate Procedure Comment:	Not reported
Discharge ID:	50226
Clean Up Work Status:	COMPLETED
Discharge Date:	06/17/98
Pct Discharge Combined With:	50226
Discharge Cleanup Status:	Cleanup Not Required (Explanation: Cleanup Not Required by Chapter 17-770 Rules)
Discharge Cleanup Status Date:	06/14/01
Clean Up Required by 62-770:	No Cleanup Required
Information Source:	Discharge Notification
Other Source Description:	Not reported



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

S104512046

Discharge Lead Agency:	Local Program
Score Effective Date:	Not reported
Inspection Date:	06/17/98
Contaminated Media ID:	19290
Contaminated Drinking Wells:	Not reported
Contaminated Soil:	Yes
Contaminated Surface Water:	No
Contaminated Ground Water:	Yes
Contaminated Monitoring Well:	Yes
Pollutant ID:	32766
Pollutant Substance:	Vehicular diesel
Substance Category:	Vehicular Fuels
Regulation Began:	1986-07-01
Pollutant Other Description:	Not reported
Gallons Discharged:	Not reported
Score:	Not reported
Cleanup Eligibility Id:	Not reported
Cleanup Program:	Not reported
Cleanup Lead :	Not reported
Application Recvd Date:	Not reported
Letter of Intent Date:	Not reported
Eligibility Status:	Not reported
Eligibility Status Date:	Not reported
Redetermined:	Not reported
Eligibility Letter Sent:	Not reported
RAP Task ID:	Not reported
RAP Cleanup Responsible:	Not reported
RAP Order Completion Date:	Not reported
RAP Actual Completion Date:	Not reported
RAP Payment Date:	Not reported
RAP Actual Cost:	Not reported
RA Task ID:	Not reported
RA Cleanup Responsible:	Not reported
RA Actual Cost:	Not reported
Ra Actual Years to Complete:	Not reported
SRC Action Type:	Not reported
SRC Submit Date:	Not reported
SRC Review Date:	Not reported
SRC Issue Date:	Not reported
SRC Status Effective Date:	Not reported
SRC Comment:	Not reported
SA ID:	Not reported
SA Cleanup Responsible:	Not reported
SA Actual Completion Date:	Not reported
SA Payment Date:	Not reported
SA Actual Cost:	Not reported
SR Task ID:	Not reported
SR Cleanup Responsible:	Not reported
SR Oral Date:	Not reported
SR Written Date:	Not reported
Free Product Removal:	No
Soil Removal:	No
Soil Tonnage Removed:	No
Soil Treatment:	No
Other Treatment:	Not reported
SR Actual Completion Date:	Not reported
SR Payment Date:	Not reported

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**COMMERCIAL CARRIER CORP (Continued)**

**S104512046**

SR Cost: Not reported  
SR Alternate Procedure Recieved: Not reported  
SR Alternate Procedure Status Date: Not reported  
SR Complete: Not reported  
SR Alternate Procedure Comment: Not reported  
  
County Code : 13  
Score Ranked : 63  
Score Effective : 08/27/98  
Rank : 1941  
Cleanup Status : NREQ  
Facility Status : OPEN  
Type : C  
Facility Phone : (305) 223-1289  
Operator : TONY WILLIAMSON  
Name Update : Not reported  
Address Update : Not reported  
Primary Responsible Party Id : 4498  
Primary Responsible Party Role : ACCOUNT OWNER  
Responsible Party Begin Date : 07/01/85  
Responsible Party Name : COMMERCIAL CARRIER CORP  
Responsible Party Address: PO DRAWER 67  
ATTN: JAMES CARD  
AUBURNDALE, FL 33823  
  
Responsible Party Phone : (941) 967-1101  
Contact : JAMES CARD  
Responsible Party Bad Address : No

**AST:**

Facility ID:	8504246	Tank ID:	15
Facility Phone:	(305) 223-1289	Facility Status:	OPEN
Facility Type:	Fuel User / Non-retail	Vessel Indicator:	TANK
Tank Location:	ABOVEGROUND	Content Description:	New/Lube Oil
Type Description:	Fuel user/Non-retail		
Substance:			
Description:	New/lube oil		
Gallons:	2000		
Category:	Petroleum Pollutant		
Regulation Began:	1991-04-01		
Tank Status:	In service	Status Date:	Not reported
Install Date:	01-JUL-1988		
Owner Id:	4498	Owner Phone:	(941) 967-1101
Owner Name:	COMMERCIAL CARRIER CORP		
Owner Contact:	JAMES CARD		
Owner Address:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
Tank Construction:			
Tank Id:	15		
Construction Desc:	Unknown		
Category:	Primary Construction		
Description:	Unknown/Not reported		
Petro Monitoring:			
Monitoring Desc:	Not required		
Category:	Site/General		
Description:	Not required - See Rule For Exemptions		
Tank Piping:			
Piping Desc:	Abv, no soil contact		

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

S104512046

Category: Miscellaneous Attributes  
Description: Aboveground-no contact with soil

2

## COMMERCIAL CARRIER CORP 805 SW 177TH AVE MIAMI, FL 33144

UST U003741857  
N/A

### UST:

Facility ID:	8504246	Facility Type:	Fuel User / Non-retail
Facility Phone:	(305) 223-1289	Facility Status:	OPEN
Owner Id:	4498		
Owner Name:	COMMERCIAL CARRIER CORP		
Owner Address:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
Owner Contact:	JAMES CARD	Owner Phone:	(941) 967-1101
Tank Content Desc:	Fuel user/Non-retail		
Type Description:	Fuel user/Non-retail		
Tank Id:	1	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Vehicular diesel		
Gallons:	4000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	30-JUN-1988
Install Date:	01-JUL-1972		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		

Facility ID:	8504246	Facility Type:	Fuel User / Non-retail
Facility Phone:	(305) 223-1289	Facility Status:	OPEN
Owner Id:	4498		
Owner Name:	COMMERCIAL CARRIER CORP		
Owner Address:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
Owner Contact:	JAMES CARD	Owner Phone:	(941) 967-1101
Tank Content Desc:	Fuel user/Non-retail		
Type Description:	Fuel user/Non-retail		
Tank Id:	10	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Vehicular diesel		
Gallons:	4000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	30-JUN-1988

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Install Date: 01-MAR-1980

Tank Construction:

Tank Id: Not reported

Construction Desc: Not reported

Category: Not reported

Description: Not reported

Petro Monitoring:

Monitoring Desc: Not reported

Category: Not reported

Description: Not reported

Tank Piping:

Piping Desc: Not reported

Category: Not reported

Description: Not reported

Facility ID: 8504246

Facility Phone: (305) 223-1289

Owner Id: 4498

Owner Name: COMMERCIAL CARRIER CORP

Owner Address: PO DRAWER 67  
ATTN: JAMES CARD  
AUBURNDALE, FL 33823

Owner Contact: JAMES CARD

Tank Content Desc: Fuel user/Non-retail

Type Description: Fuel user/Non-retail

Tank Id: 12

Tank Location: UNDERGROUND

Substance:

Description: Vehicular diesel

Gallons: 12000

Category: Vehicular Fuels

Regulation Began: 1986-07-01

Tank Status: In service

Install Date: 01-JUL-1988

Tank Construction:

Tank Id: 12

Construction Desc: Ball check valve

Category: Overfill/Spill

Description: Ball Check Valve

Tank Id: 12

Construction Desc: Fiberglass

Category: Primary Construction

Description: Fiberglass

Tank Id: 12

Construction Desc: Double wall

Category: Secondary Containment

Description: Dbl wall; single mat; out tnk amt = in tmk mat

Tank Id: 12

Construction Desc: Spill containment bucket

Category: Overfill/Spill

Description: Spill containment bucket

Petro Monitoring:

Monitoring Desc: Monitor dbl wall tank space

Category: Tank Monitoring

Facility Type:

Facility Status:

Fuel User / Non-retail

OPEN

Owner Phone:

(941) 967-1101

Vessel Indicator:

TANK

Tank Status Date:

Not reported



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Description: Interstitial space - Double wall tank

Monitoring Desc: Annual piping pressure test

Category: Piping Monitoring

Description: Line pressure test (AST)

Monitoring Desc: Automatic tank gauging - USTs

Category: Tank Monitoring

Description: Auto tank gauging system

Tank Piping:

Piping Desc: Fiberglass

Category: Primary Construction

Description: Fiberglass

Piping Desc: External protective coating

Category: Corrosion Protection

Description: External Protective Coating

Piping Desc: Double wall

Category: Secondary Containment

Description: Dbl wall;single mat;out pipe mat = in pip mat

Facility ID: 8504246

Facility Phone: (305) 223-1289

Owner Id: 4498

Owner Name: COMMERCIAL CARRIER CORP

Owner Address: PO DRAWER 67  
ATTN: JAMES CARD  
AUBURNDALE, FL 33823

Facility Type:

Facility Status:

Fuel User / Non-retail

OPEN

Owner Contact: JAMES CARD

Owner Phone:

(941) 967-1101

Tank Content Desc:Fuel user/Non-retail

Type Description: Fuel user/Non-retail

Tank Id: 14

Vessel Indicator:

TANK

Tank Location: UNDERGROUND

Substance:

Description: Vehicular diesel

Gallons: 12000

Category: Vehicular Fuels

Regulation Began:1986-07-01

Tank Status: In service

Tank Status Date:

Not reported

Install Date: 01-JUL-1988

Tank Construction:

Tank Id: 14

Construction DescBall check valve

Category: Overfill/Spill

Description: Ball Check Valve

Tank Id: 14

Construction DescDouble wall

Category: Secondary Containment

Description: Dbl wall; single mat; out tnk amt = in tmk mat

Petro Monitoring:

Monitoring Desc: Monitor dbl wall tank space

Category: Tank Monitoring

Description: Interstitial space - Double wall tank

Monitoring Desc: Continuous electronic sensing

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Category: Miscellaneous  
Description: Continuous Electronic Sensing Equipment

Monitoring Desc: Automatic tank gauging - USTs  
Category: Tank Monitoring  
Description: Auto tank gauging system

Monitoring Desc: Annual piping pressure test  
Category: Piping Monitoring  
Description: Line pressure test (AST)

Tank Piping:  
Piping Desc: External protective coating  
Category: Corrosion Protection  
Description: External Protective Coating

Facility ID: 8504246  
Facility Phone: (305) 223-1289  
Owner Id: 4498  
Owner Name: COMMERCIAL CARRIER CORP  
Owner Address: PO DRAWER 67  
ATTN: JAMES CARD  
AUBURNDALE, FL 33823

Facility Type:  
Facility Status: Fuel User / Non-retail  
OPEN

Owner Contact: JAMES CARD  
Owner Phone: (941) 967-1101

Tank Content Desc: Fuel user/Non-retail

Type Description: Fuel user/Non-retail

Tank Id: 13

Vessel Indicator: TANK

Tank Location: UNDERGROUND

Substance:

Description: Vehicular diesel

Gallons: 12000

Category: Vehicular Fuels

Regulation Began: 1986-07-01

Tank Status: In service

Tank Status Date: Not reported

Install Date: 01-JUL-1988

Tank Construction:

Tank Id: 13

Construction Desc: Ball check valve

Category: Overfill/Spill

Description: Ball Check Valve

Tank Id: 13

Construction Desc: Double wall

Category: Secondary Containment

Description: Dbl wall; single mat; out tnk amt = in tmk mat

Tank Id: 13

Construction Desc: Fiberglass

Category: Primary Construction

Description: Fiberglass

Tank Id: 13

Construction Desc: Spill containment bucket

Category: Overfill/Spill

Description: Spill containment bucket

Petro Monitoring:

Monitoring Desc: Monitor dbl wall tank space

Category: Tank Monitoring

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Description: Interstitial space - Double wall tank

Monitoring Desc: Annual piping pressure test

Category: Piping Monitoring

Description: Line pressure test (AST)

Monitoring Desc: Automatic tank gauging - USTs

Category: Tank Monitoring

Description: Auto tank gauging system

Tank Piping:

Piping Desc: Fiberglass

Category: Primary Construction

Description: Fiberglass

Piping Desc: External protective coating

Category: Corrosion Protection

Description: External Protective Coating

Piping Desc: Double wall

Category: Secondary Containment

Description: Dbl wall;single mat;out pipe mat = in pip mat

Facility ID: 8504246

Facility Phone: (305) 223-1289

Owner Id: 4498

Owner Name: COMMERCIAL CARRIER CORP

Owner Address: PO DRAWER 67  
ATTN: JAMES CARD  
AUBURNDALE, FL 33823

Facility Type:

Facility Status:

Fuel User / Non-retail

OPEN

Owner Contact: JAMES CARD

Owner Phone:

(941) 967-1101

Tank Content Desc: Fuel user/Non-retail

Type Description: Fuel user/Non-retail

Tank Id: 2

Vessel Indicator:

TANK

Tank Location: UNDERGROUND

Substance:

Description: Vehicular diesel

Gallons: 4000

Category: Vehicular Fuels

Regulation Began: 1986-07-01

Tank Status: Removed

Tank Status Date:

30-JUN-1988

Install Date: 01-JUL-1972

Tank Construction:

Tank Id: Not reported

Construction Desc: Not reported

Category: Not reported

Description: Not reported

Petro Monitoring:

Monitoring Desc: Not reported

Category: Not reported

Description: Not reported

Tank Piping:

Piping Desc: Not reported

Category: Not reported

Description: Not reported

Facility ID: 8504246

Facility Phone: (305) 223-1289

Facility Type:

Facility Status:

Fuel User / Non-retail

OPEN

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Owner Id:	4498		
Owner Name:	COMMERCIAL CARRIER CORP		
Owner Address:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
Owner Contact:	JAMES CARD	Owner Phone:	(941) 967-1101
Tank Content Desc:	Fuel user/Non-retail		
Type Description:	Fuel user/Non-retail		
Tank Id:	6	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Vehicular diesel		
Gallons:	4000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	30-JUN-1988
Install Date:	01-MAR-1980		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Facility ID:	8504246	Facility Type:	Fuel User / Non-retail
Facility Phone:	(305) 223-1289	Facility Status:	OPEN
Owner Id:	4498		
Owner Name:	COMMERCIAL CARRIER CORP		
Owner Address:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
Owner Contact:	JAMES CARD	Owner Phone:	(941) 967-1101
Tank Content Desc:	Fuel user/Non-retail		
Type Description:	Fuel user/Non-retail		
Tank Id:	8	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Vehicular diesel		
Gallons:	4000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	30-JUN-1988
Install Date:	01-MAR-1980		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		



# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Category: Not reported  
Description: Not reported  
Tank Piping:  
Piping Desc: Not reported  
Category: Not reported  
Description: Not reported

Facility ID: 8504246  
Facility Phone: (305) 223-1289  
Owner Id: 4498  
Owner Name: COMMERCIAL CARRIER CORP  
Owner Address: PO DRAWER 67  
ATTN: JAMES CARD  
AUBURNDALE, FL 33823

Facility Type:  
Facility Status: Fuel User / Non-retail  
OPEN

Owner Contact: JAMES CARD  
Tank Content Desc: Fuel user/Non-retail  
Type Description: Fuel user/Non-retail  
Tank Id: 9  
Tank Location: UNDERGROUND

Owner Phone: (941) 967-1101

Substance:  
Description: Vehicular diesel  
Gallons: 4000  
Category: Vehicular Fuels  
Regulation Began: 1986-07-01

Vessel Indicator: TANK

Tank Status: Removed  
Install Date: 01-MAR-1980

Tank Status Date: 30-JUN-1988

Tank Construction:  
Tank Id: Not reported  
Construction Desc: Not reported  
Category: Not reported  
Description: Not reported

Petro Monitoring:  
Monitoring Desc: Not reported  
Category: Not reported  
Description: Not reported

Tank Piping:  
Piping Desc: Not reported  
Category: Not reported  
Description: Not reported

Facility ID: 8504246  
Facility Phone: (305) 223-1289  
Owner Id: 4498  
Owner Name: COMMERCIAL CARRIER CORP  
Owner Address: PO DRAWER 67  
ATTN: JAMES CARD  
AUBURNDALE, FL 33823

Facility Type:  
Facility Status: Fuel User / Non-retail  
OPEN

Owner Contact: JAMES CARD  
Tank Content Desc: Fuel user/Non-retail  
Type Description: Fuel user/Non-retail  
Tank Id: 7  
Tank Location: UNDERGROUND

Owner Phone: (941) 967-1101

Substance:  
Description: Vehicular diesel  
Gallons: 4000  
Category: Vehicular Fuels  
Regulation Began: 1986-07-01

Vessel Indicator: TANK

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Tank Status:	Removed	Tank Status Date:	30-JUN-1988
Install Date:	01-MAR-1980		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Facility ID:	8504246	Facility Type:	Fuel User / Non-retail
Facility Phone:	(305) 223-1289	Facility Status:	OPEN
Owner Id:	4498		
Owner Name:	COMMERCIAL CARRIER CORP		
Owner Address:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
Owner Contact:	JAMES CARD	Owner Phone:	(941) 967-1101
Tank Content Desc:	Fuel user/Non-retail		
Type Description:	Fuel user/Non-retail		
Tank Id:	11	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Waste oil		
Gallons:	2000		
Category:	Petroleum Pollutant		
Regulation Began:	1991-04-01		
Tank Status:	Removed	Tank Status Date:	30-JUN-1988
Install Date:	01-MAR-1980		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Facility ID:	8504246	Facility Type:	Fuel User / Non-retail
Facility Phone:	(305) 223-1289	Facility Status:	OPEN
Owner Id:	4498		
Owner Name:	COMMERCIAL CARRIER CORP		
Owner Address:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
Owner Contact:	JAMES CARD	Owner Phone:	(941) 967-1101

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Tank Content Desc:Fuel user/Non-retail

Type Description: Fuel user/Non-retail

Tank Id: 3

Vessel Indicator:

TANK

Tank Location: UNDERGROUND

Substance:

Description: Unleaded gas

Gallons: 4000

Category: Vehicular Fuels

Regulation Began:1986-07-01

Tank Status: Removed

Tank Status Date:

30-JUN-1988

Install Date: 01-MAR-1980

Tank Construction:

Tank Id: Not reported

Construction DescNot reported

Category: Not reported

Description: Not reported

Petro Monitoring:

Monitoring Desc: Not reported

Category: Not reported

Description: Not reported

Tank Piping:

Piping Desc: Not reported

Category: Not reported

Description: Not reported

Facility ID: 8504246

Facility Type:

Fuel User / Non-retail

Facility Phone: (305) 223-1289

Facility Status:

OPEN

Owner Id: 4498

Owner Name: COMMERCIAL CARRIER CORP

Owner Address: PO DRAWER 67  
ATTN: JAMES CARD  
AUBURNDALE, FL 33823

Owner Contact: JAMES CARD

Owner Phone:

(941) 967-1101

Tank Content Desc:Fuel user/Non-retail

Type Description: Fuel user/Non-retail

Tank Id: 4

Vessel Indicator:

TANK

Tank Location: UNDERGROUND

Substance:

Description: Unleaded gas

Gallons: 4000

Category: Vehicular Fuels

Regulation Began:1986-07-01

Tank Status: Removed

Tank Status Date:

30-JUN-1988

Install Date: 01-MAR-1980

Tank Construction:

Tank Id: Not reported

Construction DescNot reported

Category: Not reported

Description: Not reported

Petro Monitoring:

Monitoring Desc: Not reported

Category: Not reported

Description: Not reported

Tank Piping:

Piping Desc: Not reported

Category: Not reported

Description: Not reported

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

## COMMERCIAL CARRIER CORP (Continued)

U003741857

Facility ID:	8504246	Facility Type:	Fuel User / Non-retail
Facility Phone:	(305) 223-1289	Facility Status:	OPEN
Owner Id:	4498		
Owner Name:	COMMERCIAL CARRIER CORP		
Owner Address:	PO DRAWER 67 ATTN: JAMES CARD AUBURNDALE, FL 33823		
Owner Contact:	JAMES CARD	Owner Phone:	(941) 967-1101
Tank Content Desc:	Fuel user/Non-retail		
Type Description:	Fuel user/Non-retail		
Tank Id:	5	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Unleaded gas		
Gallons:	4000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	30-JUN-1988
Install Date:	01-MAR-1980		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		

3

## TRAIL GLADE RANGES 17400 TAMIA MI TRAIL (US41) W MIAMI, FL

SWF/LF S100021178  
N/A

LF:

Facility Status:	CLOSED, MON.	Status Date:	1-Jan-1976
Facility Zip :	Not reported		
Site Supervisor Phone :	()-		
Facility County Code :	13		
Landfill Class Description :	CLASS II LANDFILL		
Site Supervisor Name :	Not reported		
Site Supervisor Address :	Not reported		
	Not reported		
Responsible Authority Name :	METRO DADE COUNTY PUBLIC WORKS		
Responsible Authority Phone :	(305)579-3997		
Address:	909 SE 1ST AVE MIAMI, FL 33131		
GMS_ID:	5013C13120	District:	SED
Owner Type:	COUNTY		
Section:	06-54S-39		
Description:	CLASS II LANDFILL		
WACS ID:	56829		
Lat/Long:	25° 45' 56.2" / 80° 28' 37.31"		



MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

<b>4</b>	<b>U.S. INS./ KROME SERVICE PROCESSING CENT</b> <b>18201 SW 12 ST</b> <b>MIAMI, FL 33194</b>	<b>Miami-Dade Co. IW2-4</b> <b>WASTEWATER</b>	<b>S102846480</b> <b>N/A</b>
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FL Industrial Waste:

Facility ID:	16991.00	Permit Section:	IW5
Facility Code:	21.00	Region:	DADE
Shell Name:	HASI	File Number:	0012529
Permitted:	Yes		

FL WW:

Facility ID:	FLA013605	District Office:	SEDA
Telephone:	(305) 350-5344	Owner Type:	Federally Owned
Facility Type:	Domestic WWTP		
Flag:	DOMESTIC		
Status:	Closed, but monitored - Facility/site with no discharge into the environment taking place but which is being monitored.		

NPDES Permitted Site:	No
Domestic Water Class:	Ext Air: 0.025 MGD <= flow < 2 MGD
Permit Capacity:	0
Party Name:	RESPONSIBLE AUTHORITY
Responsible Party Address:	7880 BISCAYNE BLVD.
RP Address 2:	Not reported
	MIAMI FL 33138

Treatment Process Summary: EXTENDED AERATION ACTIVATED SLUDGE DISCHARGING TO DRAINFIELD.

<b>4</b>	<b>U.S. INS./ KROME SERVICE PROCESSING CENTER</b> <b>18201 SW 12 ST</b> <b>MIAMI, FL 33194</b>	<b>UST</b>	<b>U003723521</b> <b>N/A</b>
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FL UST DADE COUNTY:

Facility ID:	16991
Permit Section:	UT
Permit Number:	0006007
Shell Name:	Not reported
Permitted:	No
Facility Code:	Not reported

<b>4</b>	<b>USDJ INS KROME SERVICE PROCESSING</b> <b>18201 SW 12TH ST</b> <b>MIAMI, FL 33194</b>	<b>RCRIS-SQG</b> <b>FINDS</b>	<b>1001227418</b> <b>FLR000046573</b>
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RCRIS:

Owner:	US DEPT OF JUSTICE
	(305) 552-1845
EPA ID:	FLR000046573
Contact:	DAVID SCROGGS
	(305) 552-1845
Classification:	Small Quantity Generator
Used Oil Recyc:	No
TSD Activities:	Not reported

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**USDJ INS KROME SERVICE PROCESSING (Continued)**

**1001227418**

Violation Status: No violations found

**FINDS:**

Other Pertinent Environmental Activity Identified at Site:

Facility Registry System (FRS)

Resource Conservation and Recovery Act Information system (RCRAINFO)

5	<b>VOID-SAYEGH</b> <b>14905 SW 38 ST</b> <b>MIAMI, FL 33185</b>	<b>Miami-Dade Co. ENF</b>	<b>S104492880</b> <b>N/A</b>
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FL Enforcement:

Region: DADE  
Facility Type: SN  
Status Date: 12/17/99 0:00:00  
Folio Num: 3049160000540  
Enforcement Officer: WESTAL

5	<b>RISAYCA INVESTMENTS, INC</b> <b>14905 SW 38 ST</b> <b>MIAMI, FL 33185</b>	<b>Miami-Dade Co. ENF</b>	<b>S104492796</b> <b>N/A</b>
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FL Enforcement:

Region: DADE  
Facility Type: SN  
Status Date: 2/10/00 0:00:00  
Folio Num: 3049160000540  
Enforcement Officer: WESTAL

6	<b>SW 147TH AVENUE / 38TH STREET</b> <b>DADE (County), FL</b>	<b>SPILLS</b>	<b>S105188719</b> <b>N/A</b>
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SPILLS:

Incident Nunmber: 00-2I-0536Z  
Date Reported: 12/1/2000  
Amount Spilled: 0.00  
NFA Date: 12/1/2000  
RP / Owner Identified: Yes  
Pollutant: Sewage  
Substance Spilled: Sewage  
Amount Spilled: 5000.00  
Amount Spilled: 0.00

7	<b>BOLERO'S RESTAURANT</b> <b>4292 SW 152 AVE #4292</b> <b>MIAMI, FL 33144</b>	<b>Miami-Dade Co. GTO</b>	<b>S105043799</b> <b>N/A</b>
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Dade County Gto:

Facility ID:	0005436	File Number:	0.00
Permit Section:	GDO	Region:	DADE
Facility Code:	0.00	Shell Name:	NGT

MAP FINDINGS

Map ID	Direction	Distance	Distance (ft.)	Site	Database(s)	EPA ID Number	EDR ID Number
7				<b>FRITANGA INTERNACIONAL</b> <b>4276 SW 152 AVE</b> <b>MIAMI, FL 33184</b>  Dade County Gto: Facility ID: 0004669 Permit Section: GDO Facility Code: 0.00	<b>Miami-Dade Co. GTO</b>     File Number: 0.00 Region: DADE Shell Name: IGT/AGT	<b>S104410036</b> <b>N/A</b>	
7				<b>E.A.V. DENTAL, P.A.</b> <b>4230 SW 152 AVE</b> <b>MIAMI, FL 33185</b>  FL Industrial Waste: Facility ID: 18580.00 Facility Code: 21.00 Shell Name: LPSI Permitted: Yes	<b>Miami-Dade Co. IW2-4</b>     Permit Section: IW5 Region: DADE File Number: 0013706	<b>S104932006</b> <b>N/A</b>	
7				<b>CHINA TOWN WEST RESTAURANT</b> <b>4210 SW 152 AVE</b> <b>MIAMI, FL 33192</b>  Dade County Gto: Facility ID: 0004073 Permit Section: GDO Facility Code: 0.00	<b>Miami-Dade Co. GTO</b>     File Number: 0.00 Region: DADE Shell Name: IGT/AGT	<b>S104250203</b> <b>N/A</b>	
7				<b>PUBLIX STORE #0588</b> <b>4210 SW 152 AVE</b> <b>MIAMI, FL 33185</b>  Dade County Gto: Facility ID: 0002509 Permit Section: GDO Facility Code: 0.00	<b>Miami-Dade Co. GTO</b>     File Number: 0.00 Region: DADE Shell Name: IGT/AGT	<b>S104248895</b> <b>N/A</b>	
7				<b>WALGREENS # 06442</b> <b>15200 SW 42 ST</b> <b>MIAMI, FL 33185</b>  FL Industrial Waste: Facility ID: 19257.00 Facility Code: 21.00 Shell Name: FFSI Permitted: Yes	<b>Miami-Dade Co. IW2-4</b>     Permit Section: IW5 Region: DADE File Number: 0014317	<b>S105401254</b> <b>N/A</b>	
8				<b>FPL NEWTON SUBSTATION</b> <b>15951 SW 42ND ST</b> <b>MIAMI, FL 33101</b>	<b>RCRIS-SQG</b> <b>FINDS</b>	<b>1004684993</b> <b>FLR000042333</b>	

# MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)Site  
EDR ID Number  
Database(s)  
EPA ID Number

## FPL NEWTON SUBSTATION (Continued)

1004684993

### RCRIS:

Owner: FPL  
(561) 691-7053  
EPA ID: FLR000042333  
Contact: KATHLEEN OREILLY  
(561) 691-7053  
Classification: Conditionally Exempt Small Quantity Generator  
Used Oil Recyc: No  
TSDF Activities: Not reported  
Violation Status: No violations found

### FINDS:

Other Pertinent Environmental Activity Identified at Site:  
Facility Registry System (FRS)  
Resource Conservation and Recovery Act Information system (RCRAINFO)

9 AVELINO & SYLVIA HERNANDEZ Miami-Dade Co. ENF S104936915  
15553 SW 55 TER N/A  
MIAMI, FL 33185

### FL Enforcement:

Region: DADE  
Facility Type: WR  
Status Date: 3/29/01 0:00:00  
Folio Num: 3049210051540  
Enforcement Officer: WESTAL

10 CONRAD YELVINGTON DIST INC AST A100167354  
5800 SW 177TH AVE N/A  
MIAMI, FL 33193

### AST:

Facility ID: 9600992 Tank ID: 1  
Facility Phone: (305) 382-9870  
Facility Type: Fuel User / Non-retail Facility Status: CLOSED  
Tank Location: ABOVEGROUND Vessel Indicator: TANK  
Type Description: Fuel user/Non-retail Content Description: Vehicular Diesel  
Substance:  
Description: Vehicular diesel  
Gallons: 1000  
Category: Vehicular Fuels  
Regulation Began:1986-07-01  
Tank Status: Enclosed/modified Status Date: 01-JUN-1998  
Install Date: 01-JUN-1995  
Owner Id: 4580 Owner Phone: (904) 767-5500  
Owner Name: CONRAD YELVINGTON DIST INC  
Owner Contact: WILLIAM C THOMAS III  
Owner Address: PO BOX 1686  
DAYTONA BEACH, FL 32115  
Tank Construction:  
Tank Id: Not reported  
Construction Desc:Not reported  
Category: Not reported  
Description: Not reported  
Petro Monitoring:  
Monitoring Desc: Not reported



MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

**CONRAD YELVINGTON DIST INC (Continued)**

**A100167354**

Category:	Not reported
Description:	Not reported
Tank Piping:	
Piping Desc:	Not reported
Category:	Not reported
Description:	Not reported

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**GULF PRODUCTS  
15700 SW 56 ST  
MIAMI, FL 33193**

**UST U003704944  
N/A**

FL UST DADE COUNTY:

Facility ID:	9121
Permit Section:	UT
Permit Number:	0003164
Shell Name:	Not reported
Permitted:	No
Facility Code:	Not reported

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**CONTINENTAL HOMES OF FLORIDA  
16406 SW 77 TER  
MIAMI, FL 33157**

**Miami-Dade Co. ENF S103431692  
N/A**

FL Enforcement:

Region:	DADE
Facility Type:	Sewer
Status Date:	12/11/98 0:00:00
Folio Num:	3049320260030
Enforcement Officer:	RAMDIJ

## ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HOMESTEAD	U003702194	THRIFTY CAR RENTAL	406 KROME AVE	33182	UST
MIAMI	S104249586	CLOSED FACILITY - 09/27/00 DR	4226 SW 152 AVE E-105	33185	Miami-Dade Co. GTO
MIAMI	S101011718	DADE RECYCLING C. I. TRACT 55	NW 154 ST / 97 AVE		SWF/LF
MIAMI	U003703434	CONRAD YELVINGTON DISTRIBUTORS,	5800 SW 177 AVE FAC. A	33193	Miami-Dade Co. AP, UST, Miami-Dade Co. IW2-4, Miami-Dade Co. ENF
MIAMI	U003701994	DCAD-WEST CARGO AREA BLDG 2081	2081		UST
MIAMI	S104984589	LACASA PROPERTY	SW 56TH ST / 158T AVE	33185	LUST
MIAMI	U003705200	SWISSPORT-USA, INC.	885		Miami-Dade Co. AP, UST, Miami-Dade Co. IW2-4
MIAMI	S102013696	DADE RECYCLING CENTER, INC.	NW 97TH AVENUE / NW 154TH ST		SWF/LF
MIAMI	S104512443	FL DEPT OF TRANSPORTATION-MACARTHUR CW	NE BAYSHORE DR / HWY A1A		LUST
MIAMI	S105540272	EAGLE TRANSPORT CORP FUEL SPILL	SOUTH BOUND TPK @ 41ST / 58TH STS		LUST
MIAMI	S104931447	AVBORNE HEAVY MAINTENANCE, INC.	HANGAR 8 860		Miami-Dade Co. AP, Miami-Dade Co. IW2-4
MIAMI	U003704704	GENERAL PORTLAND PLANT	5800 N KROME AVE	33182	UST
MIAMI	S104512518	GENERAL PORTLAND-DADE CNTY PLT	5800 N KROME AVE		LUST, Miami-Dade Co. ENF
MIAMI	U003702169	DCAD-SOIL STAGING AREA	MIASSA		UST
MIAMI	8718949	IN RICKENBACKER BRIDGE AREA NEAR SEA AQUARIUM	IN RICKENBACKER BRIDGE AREA NEAR SEA AQUARIUM		ERNS

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Elapsed ASTM days:** Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

## **FEDERAL ASTM STANDARD RECORDS**

### **NPL: National Priority List**

Source: EPA

Telephone: N/A

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/24/02

Date Made Active at EDR: 12/09/02

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 11/04/02

Elapsed ASTM days: 35

Date of Last EDR Contact: 11/04/02

### **NPL Site Boundaries**

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)

Telephone: 202-564-7333

EPA Region 1

Telephone 617-918-1143

EPA Region 6

Telephone: 214-655-6659

EPA Region 3

Telephone 215-814-5418

EPA Region 8

Telephone: 303-312-6774

EPA Region 4

Telephone 404-562-8033

### **Proposed NPL: Proposed National Priority List Sites**

Source: EPA

Telephone: N/A

Date of Government Version: 10/24/02

Date Made Active at EDR: 12/09/02

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 11/04/02

Elapsed ASTM days: 35

Date of Last EDR Contact: 11/04/02

### **CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System**

Source: EPA

Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 12/13/02

Date Made Active at EDR: 01/15/03

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/26/02

Elapsed ASTM days: 20

Date of Last EDR Contact: 12/26/02

### **CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned**

Source: EPA

Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/13/02  
Date Made Active at EDR: 01/15/03  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/26/02  
Elapsed ASTM days: 20  
Date of Last EDR Contact: 12/26/02

### **CORRACTS:** Corrective Action Report

Source: EPA

Telephone: 800-424-9346

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/29/02  
Date Made Active at EDR: 12/26/02  
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 10/15/02  
Elapsed ASTM days: 72  
Date of Last EDR Contact: 12/09/02

### **RCRIS:** Resource Conservation and Recovery Information System

Source: EPA/NTIS

Telephone: 800-424-9346

Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Date of Government Version: 09/09/02  
Date Made Active at EDR: 10/28/02  
Database Release Frequency: Varies

Date of Data Arrival at EDR: 09/24/02  
Elapsed ASTM days: 34  
Date of Last EDR Contact: 12/26/02

### **ERNS:** Emergency Response Notification System

Source: National Response Center, United States Coast Guard

Telephone: 202-260-2342

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/01  
Date Made Active at EDR: 07/15/02  
Database Release Frequency: Annually

Date of Data Arrival at EDR: 07/02/02  
Elapsed ASTM days: 13  
Date of Last EDR Contact: 01/27/03

### **FEDERAL ASTM SUPPLEMENTAL RECORDS**

#### **BRS:** Biennial Reporting System

Source: EPA/NTIS

Telephone: 800-424-9346

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/99  
Database Release Frequency: Biennially

Date of Last EDR Contact: 12/17/02  
Date of Next Scheduled EDR Contact: 03/17/03

#### **CONSENT:** Superfund (CERCLA) Consent Decrees

Source: EPA Regional Offices

Telephone: Varies

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: N/A  
Database Release Frequency: Varies

Date of Last EDR Contact: N/A  
Date of Next Scheduled EDR Contact: N/A

#### **ROD:** Records Of Decision

Source: EPA

Telephone: 703-416-0223

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/21/01  
Database Release Frequency: Annually

Date of Last EDR Contact: 01/07/03  
Date of Next Scheduled EDR Contact: 04/07/03

### **DELISTED NPL:** National Priority List Deletions

Source: EPA  
Telephone: N/A

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/18/02  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/04/02  
Date of Next Scheduled EDR Contact: 02/03/03

### **FINDS:** Facility Index System/Facility Identification Initiative Program Summary Report

Source: EPA  
Telephone: N/A

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 10/10/02  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/06/03  
Date of Next Scheduled EDR Contact: 04/07/03

### **HMIRS:** Hazardous Materials Information Reporting System

Source: U.S. Department of Transportation  
Telephone: 202-366-4555

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 07/31/02  
Database Release Frequency: Annually

Date of Last EDR Contact: 01/23/03  
Date of Next Scheduled EDR Contact: 04/21/03

### **MLTS:** Material Licensing Tracking System

Source: Nuclear Regulatory Commission  
Telephone: 301-415-7169

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/21/02  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/06/03  
Date of Next Scheduled EDR Contact: 04/07/03

### **MINES:** Mines Master Index File

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959

Date of Government Version: 09/10/02  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/03/03  
Date of Next Scheduled EDR Contact: 03/31/03

### **NPL LIENS:** Federal Superfund Liens

Source: EPA  
Telephone: 205-564-4267

Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/91  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 11/25/02  
Date of Next Scheduled EDR Contact: 02/24/03

**PADS:** PCB Activity Database System

Source: EPA

Telephone: 202-564-3887

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/20/02  
Database Release Frequency: Annually

Date of Last EDR Contact: 11/13/02  
Date of Next Scheduled EDR Contact: 02/10/03

**RAATS:** RCRA Administrative Action Tracking System

Source: EPA

Telephone: 202-564-4104

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/10/02  
Date of Next Scheduled EDR Contact: 03/10/03

**TRIS:** Toxic Chemical Release Inventory System

Source: EPA

Telephone: 202-260-1531

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/00  
Database Release Frequency: Annually

Date of Last EDR Contact: 12/26/02  
Date of Next Scheduled EDR Contact: 03/24/03

**TSCA:** Toxic Substances Control Act

Source: EPA

Telephone: 202-260-5521

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/98  
Database Release Frequency: Every 4 Years

Date of Last EDR Contact: 12/10/02  
Date of Next Scheduled EDR Contact: 03/10/03

**FTTS INSP:** FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA

Telephone: 202-564-2501

Date of Government Version: 10/24/02  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/26/02  
Date of Next Scheduled EDR Contact: 03/24/03

**SSTS:** Section 7 Tracking Systems

Source: EPA

Telephone: 202-564-5008

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/00  
Database Release Frequency: Annually

Date of Last EDR Contact: 01/21/03  
Date of Next Scheduled EDR Contact: 04/21/03

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### **FTTS:** FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-564-2501

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/24/02

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/26/02

Date of Next Scheduled EDR Contact: 03/24/03

### **STATE OF FLORIDA ASTM STANDARD RECORDS**

#### **SHWS:** Florida's State-Funded Action Sites

Source: Department of Environmental Protection

Telephone: 850-488-0190

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 12/12/02

Date Made Active at EDR: 01/08/03

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 12/26/02

Elapsed ASTM days: 13

Date of Last EDR Contact: 12/26/02

#### **SWF/LF:** Solid Waste Facility Database

Source: Department of Environmental Protection

Telephone: 850-922-7121

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 01/07/03

Date Made Active at EDR: 01/29/03

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 01/10/03

Elapsed ASTM days: 19

Date of Last EDR Contact: 11/18/02

#### **LUST:** PCT01 - Petroleum Contamination Detail Report

Source: Department of Environmental Protection

Telephone: 850-488-3935

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 11/22/02

Date Made Active at EDR: 01/08/03

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/02/02

Elapsed ASTM days: 37

Date of Last EDR Contact: 12/02/02

#### **UST:** STI02 - Facility/Owner/Tank Report

Source: Department of Environmental Protection

Telephone: 850-488-3935

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 11/22/02

Date Made Active at EDR: 12/24/02

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/02/02

Elapsed ASTM days: 22

Date of Last EDR Contact: 12/02/02

#### **INDIAN UST:** Underground Storage Tanks on Indian Land

Source: EPA Region 4

Telephone: 404-562-9424

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A  
Date Made Active at EDR: N/A  
Database Release Frequency: Varies

Date of Data Arrival at EDR: N/A  
Elapsed ASTM days: 0  
Date of Last EDR Contact: N/A

### **STATE OF FLORIDA ASTM SUPPLEMENTAL RECORDS**

#### **AST:** STI02 - Facility/Owner/Tank Report

Source: Department of Environmental Protection  
Telephone: 850-488-3935  
Registered Aboveground Storage Tanks.

Date of Government Version: 11/22/02  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/02/02  
Date of Next Scheduled EDR Contact: 03/03/03

#### **FL SITES:** Sites List

Source: Department of Environmental Protection  
Telephone: 850-922-7121

Date of Government Version: 12/31/89  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/24/94  
Date of Next Scheduled EDR Contact: N/A

#### **FL Cattle Dip. Vats:** Cattle Dipping Vats

Source: Department of Environmental Protection  
Telephone: 850-488-3601

Date of Government Version: 05/01/94  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 11/12/02  
Date of Next Scheduled EDR Contact: 02/10/03

#### **SPILLS:** Oil and Hazardous Materials Incidents

Source: Department of Environmental Protection  
Telephone: 850-488-2974  
Statewide oil and hazardous materials inland incidents.

Date of Government Version: 11/21/02  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/13/02  
Date of Next Scheduled EDR Contact: 02/10/03

#### **PRIORITYCLEANERS:** Priority Ranking List

Source: Department of Environmental Protection  
Telephone: 850-488-0190

Date of Government Version: N/A  
Database Release Frequency: Varies

Date of Last EDR Contact: N/A  
Date of Next Scheduled EDR Contact: N/A

#### **DRY CLEANERS:** Drycleaning Facilities

Source: Department of Environmental Protection  
Telephone: 850-488-0190

Date of Government Version: 11/06/02  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/25/02  
Date of Next Scheduled EDR Contact: 02/24/03

#### **WASTEWATER:** Wastewater Facility Regulation Database

Source: Department of Environmental Protection  
Telephone: 850-921-9495  
Domestic and industrial wastewater facilities.

Date of Government Version: 12/31/02  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/09/02  
Date of Next Scheduled EDR Contact: 03/10/03



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## LOCAL RECORDS

### **ALACHUA COUNTY:**

#### **Facility List**

Source: Alachua County Environmental Protection Department

Telephone: 352-264-6800

List of all regulated facilities in Alachua County.

Date of Government Version: 01/13/03

Database Release Frequency: Annually

Date of Last EDR Contact: 01/02/03

Date of Next Scheduled EDR Contact: 03/24/03

### **BROWARD COUNTY:**

#### **Underground Storage Tanks**

Source: Department of Natural Resources Protection

Telephone: 954-519-1292

Date of Government Version: 01/02/02

Database Release Frequency: Annually

Date of Last EDR Contact: 12/30/02

Date of Next Scheduled EDR Contact: 03/31/03

#### **Notice Of Violations Sites**

Source: Department of Natural Resources Protection

Telephone: 954-519-1292

NOV facilities have received a notice of violation letter under the Broward County Chapter 27 Code.

Date of Government Version: 01/02/02

Database Release Frequency: Annually

Date of Last EDR Contact: 12/30/02

Date of Next Scheduled EDR Contact: 03/31/03

#### **Semi-Annual Inventory Report on Contaminated Locations**

Source: Broward County Department of Natural Resources Protection

Telephone: 954-519-1249

Early Detection Incentive/Environmental Assessment Remediation. This report monitors the status and remediation progress of known contaminated locations within Broward County. Sites listed by the US EPA, the Florida Department of Environmental Protection, and sites licensed for contamination assessment and cleanup by the Division of Pollution Prevention and Remediation Programs of the Department.

Date of Government Version: 12/01/02

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02

Date of Next Scheduled EDR Contact: 03/31/03

#### **Hazardous Material Sites**

Source: Department of Natural Resources Protection

Telephone: 954-519-1292

HM sites use or store greater than 25 gallons of hazardous materials per month.

Date of Government Version: 01/02/02

Database Release Frequency: Annually

Date of Last EDR Contact: 12/30/02

Date of Next Scheduled EDR Contact: 03/31/03

### **MIAMI-DADE COUNTY:**

#### **Underground Storage Tanks**

Source: Department of Environmental Resource Management

Telephone: 305-372-6755

Date of Government Version: 01/14/03

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02

Date of Next Scheduled EDR Contact: 03/31/03

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Grease Trap Sites

Source: Dade County Dept. of Env. Resources Mgmt.  
Telephone: 305-372-6508  
Any non-residential facility that discharges waste to a sanitary sewer.

Date of Government Version: 10/21/02  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02  
Date of Next Scheduled EDR Contact: 03/31/03

### Enforcement Case Tracking System Sites

Source: Department of Environmental Resources Management  
Telephone: 305-372-6755

Date of Government Version: 01/14/03  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02  
Date of Next Scheduled EDR Contact: 03/31/03

### Fuel Spills Cases

Source: Department of Environmental Resources Management  
Telephone: 305-372-6755

Date of Government Version: 01/14/03  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/13/02  
Date of Next Scheduled EDR Contact: 02/10/03

### Hazardous Waste Sites

Source: Dade County Department of Environmental Resources Management  
Telephone: 305-372-6755  
Sites with the potential to generate waste

Date of Government Version: 04/30/02  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02  
Date of Next Scheduled EDR Contact: 03/31/03

### Air Permit Sites

Source: Department of Environmental Resources Management  
Telephone: 305-372-6755

Date of Government Version: 10/21/02  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02  
Date of Next Scheduled EDR Contact: 03/31/03

### Industrial Waste Permit Sites

Source: Department of Environmental Resources Management  
Telephone: 305-372-6755  
Facilities that either generate more than 25,000 of wastewater per day to sanitary sewers or are pre-defined by EPA.

Date of Government Version: 01/14/03  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02  
Date of Next Scheduled EDR Contact: 03/31/03

### Industrial Waste Type 2-4 Sites

Source: Department of Environmental Resources Management  
Telephone: 305-372-6755  
IW2s are facilities having reclaim or recycling systems with no discharges, aboveground holding tanks or spill prevention and countermeasure plans. IW4s are facilities that discharge an effluent to the ground.

Date of Government Version: 01/14/03  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02  
Date of Next Scheduled EDR Contact: 03/31/03

### Industrial Waste Type 5 Sites

Source: Department of Environmental Resources Management  
Telephone: 305-372-6755  
Generally these facilities fall under the category of "conditionally exempt small quantity generator" or "small quantity generator".

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/14/03  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02  
Date of Next Scheduled EDR Contact: 03/31/03

## **Industrial Waste Type 6**

Source: Department of Environmental Resources Management  
Telephone: 305-372-6755

Permits issued to those non-residential land uses located within the major drinking water wellfield protection areas that are not served by sanitary sewers. These facilities do not handle hazardous materials but are regulated because of the env. sensitivity of the areas where they are located.

Date of Government Version: 01/14/03  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/30/02  
Date of Next Scheduled EDR Contact: 03/31/03

## **EDR PROPRIETARY HISTORICAL DATABASES**

**Former Manufactured Gas (Coal Gas) Sites:** The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

### **Disclaimer Provided by Real Property Scan, Inc.**

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## **OTHER DATABASE(S)**

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

**Oil/Gas Pipelines/Electrical Transmission Lines:** This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines and electrical transmission lines.

**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

**Flood Zone Data:** This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

**NWI:** National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

## **STREET AND ADDRESS INFORMATION**

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***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## **Appendix C**

### **Records of Correspondence**

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## Christopher J. Pisarri

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**From:** Christopher J. Pisarri  
**Sent:** Tuesday, February 04, 2003 1:00 PM  
**To:** 'robert.c.bridgers@usace.army.mil'  
**Subject:** Former FUD sites in Dade County Florida near the intersection of U.S. 41 and Krome Avenue

Mr. Bridgers:

The attached maps show the project location of the South Florida Water Management District Bird Drive - CERP area. We are conducting an environmental assessment of the property for the District and are requesting a review of your files to determine if any former FUDs site are located within or nearby the project area. When I review the USGS topographic maps (South Miami NW & Hialeah SW) which provide coverage of the site, a U.S. Army Reservation area is illustrated west of the project area, west of Krome Avenue and an area named the "Trail Glades Range" is located north of the site, North of U.S. Highway 41. The Trail Glades Range is currently utilized as a public shooting range, however I am not sure of its historic use.

As requested the coordinates for the center of the project area are:  
Latitude N25 44'29.2" and Longitude W80 27'52.3"

If you have any questions, please give me a call at (407) 894-9900 ext 154.

Thank you;  
Chris Pisarri  
Staff Geologist



Site\_Area.pdf



Site\_Vicinity\_Map.pdf



*Environmental Engineers and Scientists*

**February 11, 2003**  
01-2213CSEO

Miami-Dade Fire Rescue Department  
Central Records Bureau  
9300 N.W. 41<sup>st</sup> Street  
Miami, Florida 33178

**RE: Hazardous Material Incident Request  
Bird Drive CERP Project  
Dade County, Florida**

Dear Sirs:

BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment for the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue and U.S. Highway 41 intersection and north of Kendall Drive in Dade County, Florida.

We are currently requesting a review of your files for any hazardous material incidents/response within the Bird Drive project area or on the adjacent properties that may have the potential to impact the subject property. I have enclosed several maps which identify the project area. Since most of the property is currently undeveloped, there are no physical addresses assigned to the numerous land tracts that comprise the Bird Drive project area. The only addresses that are available for the project area are:

1. The Pit BBQ located at 16400 SW 8<sup>th</sup> Street (U.S. Highway 41)
2. Truck Parking Area located at 16500 SW 8<sup>th</sup> Street (U.S. Highway 41)
3. Abandoned Residence located at 16700 or 167001 SW 8<sup>th</sup> Street (U.S. Highway 41)
4. Cingular Wireless Antenna located at 885 SW 177<sup>th</sup> Avenue (Krome Avenue or CR 997)
5. Dade Corners Travel Plaza located at 17696 SW 8<sup>th</sup> Street (U.S. Highway 41)
6. Green Frog Restaurant/Seler 76 Truck Stop located at 17690 SW 8<sup>th</sup> Street (U.S. Highway 41)
7. Commercial Carrier Corporation located at 17700 SW 8<sup>th</sup> Street (U.S. Highway 41) or 814 177<sup>th</sup> Avenue (Krome Avenue or CR 997) or 850 177<sup>th</sup> Street
8. Conrad Yelvington/Florida Portland Cement facility located at 5800 177<sup>th</sup> Avenue (Krome Avenue or CR 997)
9. Former U.S. Army Facility located at 2400 177<sup>th</sup> Avenue (Krome Avenue or CR 997)

As mentioned above, we are only concerned with hazardous material incidents/response from a chemical release, storage or disposal at the site or on the adjacent properties. If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154.

Sincerely,  
**BEM SYSTEMS, INC.**

A handwritten signature in cursive script, appearing to read "Christopher Pizarri", is written over a horizontal line.

Christopher Pizarri  
Staff Geologist

Attachments – Figures

cc: File



*Environmental Engineers and Scientists*

February 24, 2003  
01-2213CSEO

Mrs. Tanya Van Dyck  
Miami-Dade Environmental Resources Management  
33 S.W. 2<sup>nd</sup> Avenue, Suite 700  
Miami, Florida 33130

**RE: Petroleum Storage Tank Information Request  
Bird Drive CERP Project  
Dade County, Florida**

Dear Mrs. Van Dyck:

BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida.

We are currently requesting a review of your files to assess if any of the petroleum storage tank facilities listed below have reported a discharge of petroleum products that has the potential to impact the Bird Drive project area. The information we are requesting for each facility includes:

- Current cleanup status of each facility.
- If the cleanup activities are ongoing at the facilities, a copy of the most-recent groundwater gradient map and the petroleum concentration map to assess the potential for migration of petroleum compounds onto the project area.
- Number, size and contents of the former and current petroleum storage tanks at the facilities.
- Site location map to confirm the location of facility numbers #1, #5, & #7 listed below.

The petroleum storage tank facilities that have been identified within the search radius of the subject property include:

1. **Strano Farms located at 335 Krome Avenue**. Florida Department of Environmental Protection (FDEP) Identification Number #9201999. The facility is listed as being located north of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection, although I am not sure that it has been mapped correctly. I think with the first two numbers within the FDEP ID, it seems to indicate that this site is possibly located in a different County. The petroleum cleanup status is reportedly completed for this facility. No information was available pertaining to the number of storage tanks at the facility or the type of discharged petroleum product.
2. **Dade Corners Marketplace Corporation located at 17696 S.W. 8<sup>th</sup> Street**. The FDEP I.D. Number is #8504347. The cleanup is reportedly ongoing utilizing the Preapproval Program. No information was available pertaining to the number of storage tanks at the facility or the type of discharged petroleum product.
3. **Commercial Carrier Corporation located at 805 S.W. 177<sup>th</sup> Avenue (also mislabeled as 850 S.W. 177<sup>th</sup> Avenue)**. FDEP I.D. Number is #8504246. Several discharges at the site have reportedly received a "No Further Action Status".





*Environmental Engineers and Scientists*

February 24, 2003  
01-2213CSEO

Mr. Carlos Hernandez  
Miami-Dade Environmental Resources Management  
Miami, Florida 33130

**RE: Solid Waste Landfill Information Request  
Bird Drive CERP Project  
Dade County, Florida**

Dear Mr. Hernandez:

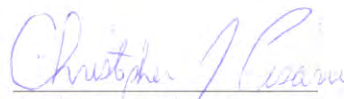
BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida, see attached Figure.

We are currently requesting a review of your files to assess if a reported landfill has environmentally impacted our project area. The landfill is identified as the Trail Glade Ranges located at 17400 Tamiami Trail (U.S. Highway 41) in Miami, Florida. The information that I was provided with indicates that the facility was a Class II Landfill that was closed in 1976. I have been provided with a GMS I.D. Number of #5013C13120 and a WACS I.D. Number #56829. Please let me know if you have any information on the facility or if you can recommend anyone that I can contact that may have some knowledge of the facility. The specific information that we are trying to obtain is:

- Confirm the location of the former landfill.
- Obtain information regarding its duration or time period of use as landfill.
- Determine if the landfill was constructed with a liner or had a leachate collection system.
- Determine the groundwater flow direction to assess if potential chemicals released from the facility have the potential to impact the SFWMD Bird Drive Project Area.
- Review the most-recent analytical data available for the former landfill.

As mentioned above, we need to assess the potential for migration of petroleum products onto the SFWMD Bird Drive Project Area. If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154.

Sincerely,  
**BEM SYSTEMS, INC.**

  
Christopher Pisarri  
Staff Geologist

cc: File



*Environmental Engineers and Scientists*

February 25, 2003  
01-2213CSEO

Mr. Alejandro Vergara  
Miami-Dade Environmental Resources Management  
Waste Regulation Section – Suite 800  
Miami, Florida 33130

**RE: Information Request  
Bird Drive CERP Project  
Dade County, Florida**

Dear Mr. Vergara:

BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida, see attached Figures.

We are currently requesting a review of your files to assess if a reported landfill has environmentally impacted our project area. The landfill is identified as the Trail Glade Ranges located at 17400 Tamiami Trail (U.S. Highway 41) in Miami, Florida. The information that I was provided with indicates that the facility was a Class II Landfill that was closed in 1976. I have been provided with a GMS I.D. Number of #5013C13120 and a WACS I.D. Number #56829. Please let me know if you have any information on the facility or if you can recommend anyone that I can contact that may have some knowledge of the facility. The specific information that we are trying to obtain is:

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- Obtain information regarding its duration or time period of use as landfill.
- Determine if the landfill was constructed with a liner or had a leachate collection system.
- Determine the groundwater flow direction to assess if potential chemicals released from the facility have the potential to impact the SFWMD Bird Drive Project Area.
- Review the most-recent analytical data available for the former landfill.

As mentioned above, we need to assess the potential for migration of hazardous chemicals onto the SFWMD Bird Drive Project Area.

Also if you have any other information regarding potential environmental concerns on the subject property or on the adjacent properties that have the potential to impact the Bird Drive Project Area, please let us know. We have also been informed of the following:

- illegal dumping of construction debris in the area,
- a former military facility located at 2400 Krome Avenue or 2400 S.W. 177<sup>th</sup> Avenue,




Mr. Alejandro Vergara  
DERM – Waste Regulation Section  
February 25, 2003  
Page 2 of 2

- a concrete which formerly utilized aboveground and underground fuel storage tanks located at 5800 Krome Avenue or 5800 S.W. 177<sup>th</sup> Avenue,
- the use of petroleum storage tanks at the Krome Avenue processing center located at 18201 S.W. 12<sup>th</sup> Street,
- the use of petroleum storage tanks at the Dade Corners Martketplace located at 17696 S.W. 8<sup>th</sup> Street (U.S. Highway 41), and
- the use of petroleum storage tanks and hazardous chemicals at the Commercial Carrier Corporation facility located at 805 S.W. 177<sup>th</sup> Avenue (also listed as 850 S.W. 177<sup>th</sup> Avenue).

If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154. I would appreciate a response from your department in writing so that I can include this information in my report.

Sincerely,  
**BEM SYSTEMS, INC.**

  
Christopher Pissari  
Staff Geologist

Attachments: Site Area Map  
Site Vicinity Map

cc: File





*Environmental Engineers and Scientists*

February 25, 2003  
01-2213CSEO

Mr. Jon Seaman  
Miami-Dade Environmental Resources Management  
Storage Tank Section – Suite 700  
Miami, Florida 33130

**RE: Information Request  
Bird Drive CERP Project  
Dade County, Florida**

Dear Mr. Seaman:

BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida, see attached Figures.

We are currently requesting a review of your files to assess if a reported landfill has environmentally impacted our project area. The landfill is identified as the Trail Glade Ranges located at 17400 Tamiami Trail (U.S. Highway 41) in Miami, Florida. The information that I was provided with indicates that the facility was a Class II Landfill that was closed in 1976. I have been provided with a GMS I.D. Number of #5013C13120 and a WACS I.D. Number #56829. Please let me know if you have any information on the facility or if you can recommend anyone that I can contact that may have some knowledge of the facility. The specific information that we are trying to obtain is:

- Confirm the location of the former landfill.
- Obtain information regarding its duration or time period of use as landfill.
- Determine if the landfill was constructed with a liner or had a leachate collection system.
- Determine the groundwater flow direction to assess if potential chemicals released from the facility have the potential to impact the SFWMD Bird Drive Project Area.
- Review the most-recent analytical data available for the former landfill.

As mentioned above, we need to assess the potential for migration of hazardous chemicals onto the SFWMD Bird Drive Project Area.

Also if you have any other information regarding potential environmental concerns on the subject property or on the adjacent properties that have the potential to impact the Bird Drive Project Area, please let us know. We have also been informed of the following:

- illegal dumping of construction debris in the area,
- a former military facility located at 2400 Krome Avenue or 2400 S.W. 177<sup>th</sup> Avenue,



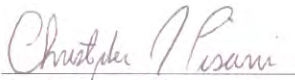


Mr. Jon Seaman  
DERM – Storage Tank Section  
February 25, 2003  
Page 2 of 2

- a concrete which formerly utilized aboveground and underground fuel storage tanks located at 5800 Krome Avenue or 5800 S.W. 177<sup>th</sup> Avenue,
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- the use of petroleum storage tanks at the Dade Corners Marketplace located at 17696 S.W. 8<sup>th</sup> Street (U.S. Highway 41), and
- the use of petroleum storage tanks and hazardous chemicals at the Commercial Carrier Corporation facility located at 805 S.W. 177<sup>th</sup> Avenue (also listed as 850 S.W. 177<sup>th</sup> Avenue).

If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154. I would appreciate a response from your department in writing so that I can include this information in my report.

Sincerely,  
**BEM SYSTEMS, INC.**

  
Christopher Pisarri  
Staff Geologist

Attachments: Site Area Map  
Site Vicinity Map

cc: File



*Environmental Engineers and Scientists*

February 25, 2003  
01-2213CSEO

Mrs. Luisa Guerra  
Miami-Dade Environmental Resources Management  
Hazardous Facilities Section – Suite 600  
Miami, Florida 33130

**RE: Information Request  
Bird Drive CERP Project  
Dade County, Florida**

Dear Mrs. Guerra:

BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida, see attached Figures.

We are currently requesting a review of your files to assess if a reported landfill has environmentally impacted our project area. The landfill is identified as the Trail Glade Ranges located at 17400 Tamiami Trail (U.S. Highway 41) in Miami, Florida. The information that I was provided with indicates that the facility was a Class II Landfill that was closed in 1976. I have been provided with a GMS I.D. Number of #5013C13120 and a WACS I.D. Number #56829. Please let me know if you have any information on the facility or if you can recommend anyone that I can contact that may have some knowledge of the facility. The specific information that we are trying to obtain is:

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- Obtain information regarding its duration or time period of use as landfill.
- Determine if the landfill was constructed with a liner or had a leachate collection system.
- Determine the groundwater flow direction to assess if potential chemicals released from the facility have the potential to impact the SFWMD Bird Drive Project Area.
- Review the most-recent analytical data available for the former landfill.

As mentioned above, we need to assess the potential for migration of hazardous chemicals onto the SFWMD Bird Drive Project Area.

Also if you have any other information regarding potential environmental concerns on the subject property or on the adjacent properties that have the potential to impact the Bird Drive Project Area, please let us know. We have also been informed of the following:

- illegal dumping of construction debris in the area,
- a former military facility located at 2400 Krome Avenue or 2400 S.W. 177<sup>th</sup> Avenue,

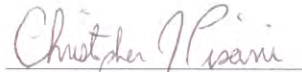


Mrs. Luisa Guerra  
DERM – Hazardous Facilities Section  
February 25, 2003  
Page 2 of 2

- a concrete which formerly utilized aboveground and underground fuel storage tanks located at 5800 Krome Avenue or 5800 S.W. 177<sup>th</sup> Avenue,
- the use of petroleum storage tanks at the Krome Avenue processing center located at 18201 S.W. 12<sup>th</sup> Street,
- the use of petroleum storage tanks at the Dade Corners Marketplace located at 17696 S.W. 8<sup>th</sup> Street (U.S. Highway 41), and
- the use of petroleum storage tanks and hazardous chemicals at the Commercial Carrier Corporation facility located at 805 S.W. 177<sup>th</sup> Avenue (also listed as 850 S.W. 177<sup>th</sup> Avenue).

If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154. I would appreciate a response from your department in writing so that I can include this information in my report.

Sincerely,  
**BEM SYSTEMS, INC.**

  
Christopher Pisarri  
Staff Geologist

Attachments: Site Area Map  
Site Vicinity Map

cc: File





930 WOODCOCK ROAD, SUITE 101  
ORLANDO, FL. 32803  
PHONE (407) 894 - 9900 / FAX (407) 894 - 1089

## COMMUNICATION LOG

Date: 2-26-03

Time: 1400

Contact: Anibal <sup>CO</sup> Sanchez

Company: DERM - Pollution Control Department

Phone #: (305) 372-6623

Fax #:

Re: Trail Glades Landfill

Project #: 01-2213CSED

Notes: Contacted Mr. Sanchez regarding the Trail Glades  
landfill located north of U.S. Highway 41 @ the  
firing range.

Mr. Sanchez informed BEM that:

- 1) Groundwater monitoring wells installed at the facility  
reported elevated concentrations of PB.
- 2) Elevated concentrations of PB were found in the  
soil samples.
- 3) The address for the site is 17601 SW 8th Street
- 4) A solid waste permit # is onfile for the site #SW-1393
- 5) His database only has records for his department. Other  
assessments may be onfile w/ other departments
- 6) Minne Leal w/ Dade Code Enforcement may have  
additional information for the site. (305) 372-6650

Christopher Pisoni  
Signature





930 WOODCOCK ROAD, SUITE 101  
ORLANDO, FL. 32803  
PHONE (407) 894 - 9900 / FAX (407) 894 - 1089

## COMMUNICATION LOG

Date: 2-26-03  
Time: 1115  
Contact: Mr. Carlos Hernandez  
Company: DERM - Solid Waste  
Phone #: \_\_\_\_\_  
Fax #: (305) 372-6729  
Re: Landfill information Request  
Project #: 01-2213CSEO

Notes: MR Hernandez returned my phone call and fax regarding  
a possible land fill near the Bird Drive Property. MR.  
Fernandez indicated that:

- the landfill is located north of U.S. Highway 41, near the firing Range
- there was formerly a petroleum storage tank at the firing range  
that ~~was~~<sup>is</sup> was closed in 1994.
- the landfill was closed in 1976.
- the cleanup management of the site was switched to DERM -  
Industrial Waste Group and the project manager is  
A. Sanchez. (305) 372-6623.
- the land fill was formerly utilized by the public Works Department
- the reference # for the landfill is # 8459
- the Work Group # is HWR-30

Christina J. Pina  
Signature



*Environmental Engineers and Scientists*

February 26, 2003  
01-2213CSEO

Mrs. Wendy Bonner  
Cingular Wireless

**RE: Cingular Wireless Antenna  
885 SW 177<sup>th</sup> Avenue  
Site #32GHW  
Dade County, Florida**

Dear Mrs. Bonner:

BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida.

We observed that a Cingular Wireless antenna is located on the portion of property where we are conducting our environmental assessment. We request the following information:

- Does Cingular Wireless own the property and antenna or are they leased from Crown Castle?
- Are you aware of any PCB containing equipment that Cingular Wireless utilizes at the site?
- If so, has there been a release of PCB containing oils to the environment?
- Is an underground or aboveground emergency generator utilized at the facility?
- If so, what is the capacity of the generator storage tank, the contents and what is the maintenance schedule?
- Are there other companies that utilize the tower that may have PCB containing equipment or additional generators onsite?
- Are you aware of any environmental impacts to the soil and groundwater from any chemicals that have been stored at the tower site?

As mentioned above, we need to assess the potential for migration of chemicals onto the SFWMD Bird Drive Project Area. If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154.

Sincerely,  
**BEM SYSTEMS, INC.**

A handwritten signature in blue ink, reading "Christopher J. Pisarri", is written over a horizontal line.

Christopher Pisarri  
Staff Geologist

cc: File



*Environmental Engineers and Scientists*

February 28, 2003  
01-2213CSEO

Mr. Robert Schimansky  
Florida Power & Light  
Fax (561) 640-2507

**RE: Florida Power & Light  
Newton Transformer Substation  
15951 S.W. 42<sup>nd</sup> Street  
Dade County, Florida**

Dear Mr. Schimansky:

BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida.

We observed that there is a Florida Power & Light substation located on the portion of property where we are conducting our environmental assessment. We request the following information:

- Are you aware of any PCB containing equipment at the site?
- If so, has there been a release of PCB containing oils to the environment?
- Is an underground or aboveground emergency generator utilized at the facility?
- If so, what is the capacity of the generator storage tank, the contents and what is the maintenance schedule?
- Are you aware of any environmental impacts to the soil and groundwater from any chemicals that have been stored at the site?
- Is the property owned or leased by Florida Power & Light?

As mentioned above, we need to assess the potential for migration of chemicals onto the SFWMD Bird Drive Project Area. If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154.

Sincerely,  
**BEM SYSTEMS, INC.**

A handwritten signature in dark ink, appearing to read "Christopher Pisarri", is written over a horizontal line.

Christopher Pisarri  
Staff Geologist

cc: File

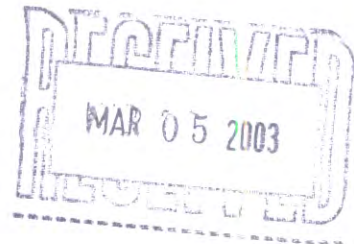




Christopher Pisarri  
BEM Systems, Inc.  
930 Woodcock Rd., Suite 101  
Orlando, FL 32803

February 28, 2003

RE: Cingular Wireless Site – GHW  
885 SW 177<sup>th</sup> Avenue  
Miami, FL 33029  
Dade County



Dear Mr. Pisarri:

In response to your letter, dated February 28<sup>th</sup>, requesting information on the above cellular site, Cingular has completed an audit of the site for which we have been able to determine the following:

- Cingular Wireless does not own the "property", however, we do own the structure (tower), which holds our wireless antennas.
- The site is managed by Crown Castle USA.
- A site visit, conducted on May 24, 2001 by an engineering firm as part of work to complete a Phase 1 for our compliance records, indicates there was no observation of any evidence of hazardous materials, staining, drums or distressed vegetation.
- A recent site visit, completed on February 28, 2003, by a Cingular Wireless cell technician indicated that Cingular maintains one generator along with a 500-gallon propane tank. One other company that utilizes our structure maintains a smaller generator along with two 200- gallon propane tanks. Both generators and all propane tanks are aboveground. There is quarterly generator service.
- Cingular Wireless, to the best of our knowledge, is not aware of any impacts to the soil and groundwater from any chemicals that have been or currently stored at the site nor has there been any PCB containing oils released to the environment.

Should you have any questions or concerns, feel free to contact our Compliance Administrator, Kenneth George, at 561-995-3548.

Sincerely,

A handwritten signature in blue ink that reads 'Wendy Bonner'.

Wendy Bonner  
Manager – Real Estate & Construction, South Florida Region



*Environmental Engineers and Scientists*

CROWN CASTLE # 612268

February 26, 2003  
01-2213CSEOMrs. Wendy Bonner  
Cingular Wireless**RE: Cingular Wireless Antenna  
885 SW 177<sup>th</sup> Avenue  
Site #32GHW  
Dade County, Florida**

Dear Mrs. Bonner:

BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida.

We observed that a Cingular Wireless antenna is located on the portion of property where we are conducting our environmental assessment. We request the following information:

- Does Cingular Wireless own the property and antenna or are they leased from Crown Castle? *we own/Managed structure by crown castle*
- Are you aware of any PCB containing equipment that Cingular Wireless utilizes at the site?
- If so, has there been a release of PCB containing oils to the environment?
- Is an underground or aboveground emergency generator utilized at the facility?
- If so, what is the capacity of the generator storage tank, the contents and what is the maintenance schedule?
- Are there other companies that utilize the tower that may have PCB containing equipment or additional generators onsite?
- Are you aware of any environmental impacts to the soil and groundwater from any chemicals that have been stored at the tower site?

As mentioned above, we need to assess the potential for migration of chemicals onto the SFWMD Bird Drive Project Area. If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154.

Sincerely,  
BEM SYSTEMS, INC.  
Christopher Pisarri  
Staff Geologist

cc: File



930 WOODCOCK ROAD, SUITE 101  
ORLANDO, FL. 32803  
PHONE (407) 894 - 9900 / FAX (407) 894 -1089

## COMMUNICATION LOG

Date: 3-4-03

Time: 1345

Contact: Myra Flaggler

Company: DERM - Solid Waste

Phone #: \_\_\_\_\_

Fax #: \_\_\_\_\_

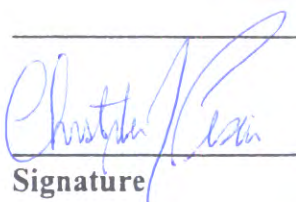
Re: Trail Glades Landfill

Project #: 01-2213CSEO

Notes: \_\_\_\_\_

Mrs. Flaggler returned my phone call pertaining to the Trail GLADES Landfill. Mrs. Flaggler indicated that:

- The DERM Solid Waste # is #8459
- There is another file for the site for the removal of a petroleum tank
- The DERM UST Section may have additional information about the UST and any impacts
- She was not personally familiar with the current environmental status of the Trail GLADES Landfill.

  
Signature



*Environmental Engineers and Scientists*

**March 12, 2003**  
01-2213CSEO

Mr. Sam Laite  
Miami-Dade Environmental Resources Management  
Restoration & Enforcement Section  
33 S.W. 2<sup>nd</sup> Avenue, Suite 700  
Miami, Florida 33130

**RE: VIA FASCIMILE  
Groundwater Monitoring Well Information Request  
Bird Drive CERP Project  
Dade County, Florida**

Dear Mr. Laite:

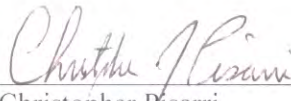
As discussed last week, BEM Systems, Inc. (BEM) is currently conducting a Phase I Environmental Assessment on behalf of the South Florida Water Management District (SFWMD) at the Bird Drive Comprehensive Everglades Restoration Program (CERP) project area (site) located in the southeast section of the Krome Avenue (S.W. 177<sup>th</sup> Avenue) and U.S. Highway 41 (S.W. 8<sup>th</sup> Street) intersection and north of Kendall Drive in Dade County, Florida.

We are currently requesting a review of your files to assess if there are any environmental conditions that have the potential to impact the Bird Drive project area. Based upon our previous conversation, I was informed that your Section has access to analytical data for several groundwater monitoring wells within the study area. The information we are requesting for the following groundwater wells is as follows:

- Installation date, diameter and well depth for monitor wells WWF01, WWF02, WWF04, W6SW1S, W8, WWF15, WWF16, WWF17 & WWF18.
- Analytical data (can be in excel or PDF format) for the groundwater wells. We would prefer analytical data that would have been analyzed for a wide range of parameters (such as sampling from an annual event).

If you have any questions or concerns with the above request, please contact me so we can discuss them in detail. My phone number is (407) 894-9900 ext. 154.

Sincerely,  
**BEM SYSTEMS, INC.**

  
Christopher Pisarri  
Staff Geologist

cc: File





Florida Power & Light Company, 4215 Up the Grove Lane, West Palm Beach, FL 33407

April 1, 2003

**VIA FACSIMILE (407) 894-1089**

BEM Systems, Inc.  
Attention: Christopher Pisarri  
930 Woodcock Road, Suite 101  
Orlando, FL 32803

Re: Request for PCB Content of Electrical Equipment

Dear Pisarri,

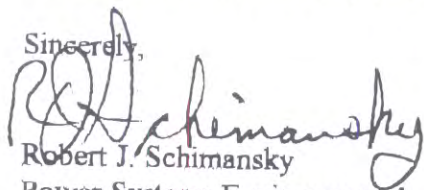
I am responding to your request for information on FPL's Newton Substation, 15951 S.W. 42<sup>nd</sup> Street, Dade County. I am able to provide the following information:

- There is no known PCB containing equipment at this site
- There have been no known releases from oil filled equipment to the environment
- There is no underground or aboveground emergency generator utilized at this facility
- There are no known environmental impacts to the soil and groundwater from any chemicals that may have been stored at this site
- The property is owned by Florida Power & Light

I would like to point out, that in the unlikely event of leakage or release of oil from electrical equipment owned by FPL, the company assumes responsibility for the proper clean-up and disposal of oily materials regardless of PCB content.

Please contact me at (561) 640-2502 if you have additional questions.

Sincerely,

  
Robert J. Schimansky  
Power Systems Environmental  
Supervisor, Substation Operations

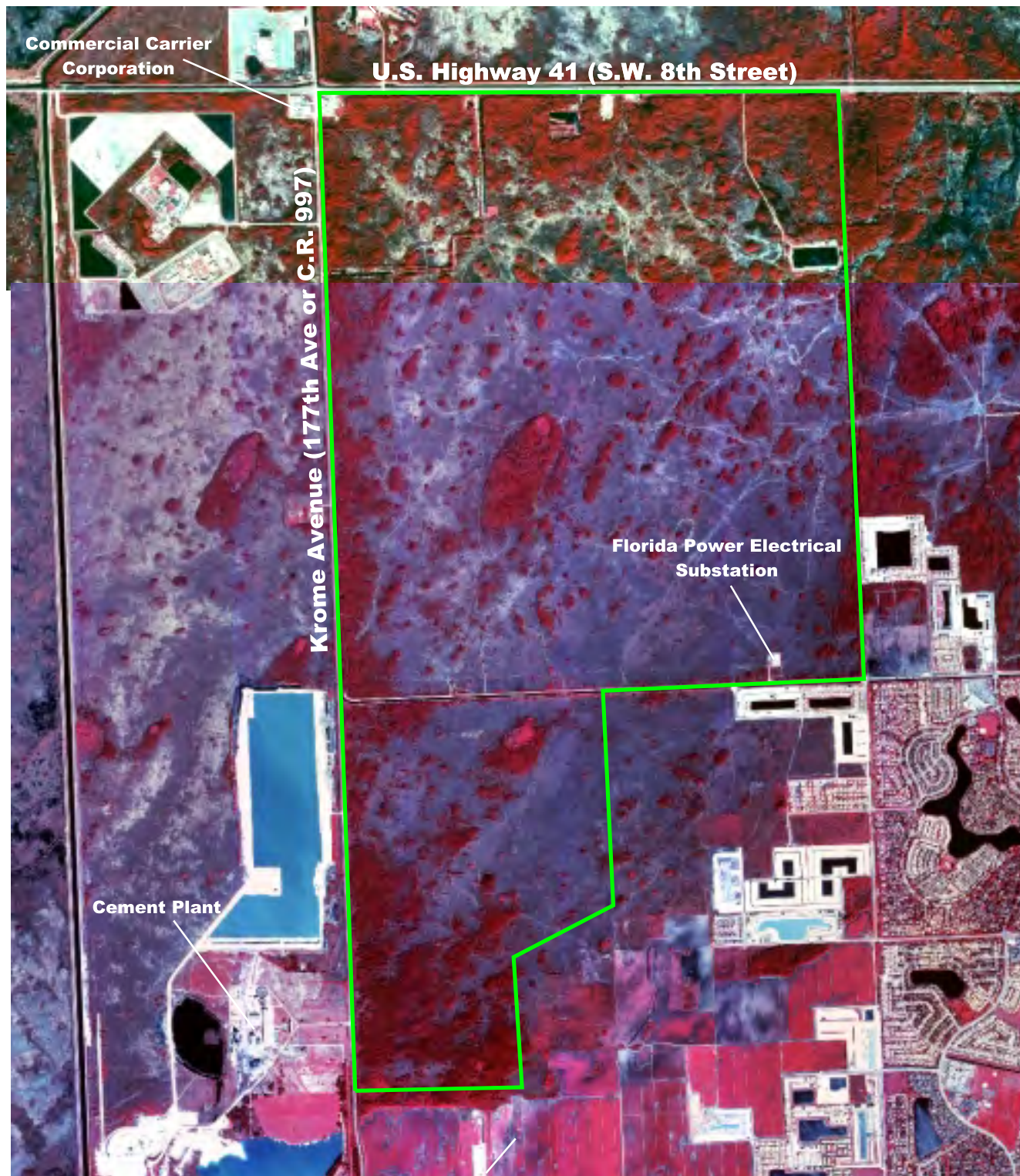
RJS:mj



## **Appendix D**

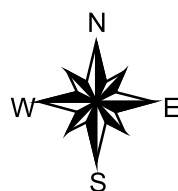
### **2000 Aerial Photograph**

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## Explanation

Bird Drive Project Boundary



3000 0 3000 Feet

2000 Aerial Photograph

Bird Drive CERP Project  
Phase I ESA

SOUTH FLORIDA WATER  
MANAGEMENT DISTRICT

**BEM**  
SYSTEMS, INC.

ENVIRONMENTAL ENGINEERS and SCIENTISTS  
ORLANDO, FLORIDA 32803 (407) 894-9900

01-2213CSEO

March 2003

Appendix D

## **Appendix E**

### **Site Photographs**

---





1) Aerial view of Study Area 5. View toward the northwest.



2) View of the electrical transmission facility located on the southern section of Study Area 5 and the southern residential development. View toward the south.





3) View of east-west trending canal located on the southern boundary of Study Area 5.



4) View of the residential subdivision located east of the subject property.

**APPENDIX I: Cultural Resource Desktop Analysis for the Bird Drive Recharge Area,  
Miami-Dade County, Florida by Janus Research**

## APPENDIX D: Cultural Resource Desktop Analysis of Ten Parcels in the Bird Drive Restoration Area, Miami-Dade County, Florida by Janus Research

1107 N. Ward Street  
Tampa, FL 33607  
Tel: 813-636-8200  
Fax: 813-636-8212

Janus Research

# Memo

To: Robert Taylor, SFWMD  
CC: Armando Ramirez, SFWMD  
From: Diane K. Kloetzer, Janus Research  
Date: October 19, 2018  
Re: Cultural Resource Desktop Analysis of Ten Parcels in the Bird Drive Restoration Area, Miami-Dade County, Florida

---

### Introduction

At the request of the South Florida Water Management District (SFWMD), Janus Research conducted a cultural resources desktop analysis of ten parcels in the Bird Drive Restoration Area (BDRA) in Miami-Dade County, Florida (study area). As shown in Figure 1, the parcels include W930E-006 (9.91 acres), W930E-007 (0.82 acres), W930E-012 (5.72 acres), W930E-013 (5.63 acres), W930E-010 (11.17 acres), W930E-011 (11.35 acres), W930E-008 (8.56 acres), W930E-009 (5.91 acres), W9308-283 (9.99 acres), and W9308-582 (29.47 acres). The purpose of this analysis is to identify any previously recorded resources within the study area that have been determined or considered eligible for the National Register of Historic Places (National Register), and any resources with documented or suspected human remains. The analysis will also identify areas of archaeological probability within the project areas.

As part of the revised Bird Drive restoration strategy, the SFWMD has implemented a process to consolidate properties within the western portion of the historic Bird Drive Recharge Area (BDRA). The revised Bird Drive restoration strategy includes a conveyance system that would provide a surface water connection for water managers to flow/pump surface water from the northern water conservation areas through the Pennsuco project area and BDRA, back to the southern water conservation area, and finally on to Everglades National Park.

The successful implementation of the revised Bird Drive restoration strategy will require the transfer of the U.S. Department of the Interior (DOI) grant funding from properties within the new proposed Florida Power and Light (FPL) transmission corridor easement and transfer of grant funding from the eastern BDRA to property along the western boundary of the BDRA project area.

The FPL high voltage electrical transmission corridor is proposed to traverse through the BDRA. The new alignment is a revision to a previous alignment that proposed for the transmission line to traverse through a section of the Everglades National Park (ENP) and along the eastern water conservation boundary to the west of the BDRA. The proposed eastern shift of the corridor would







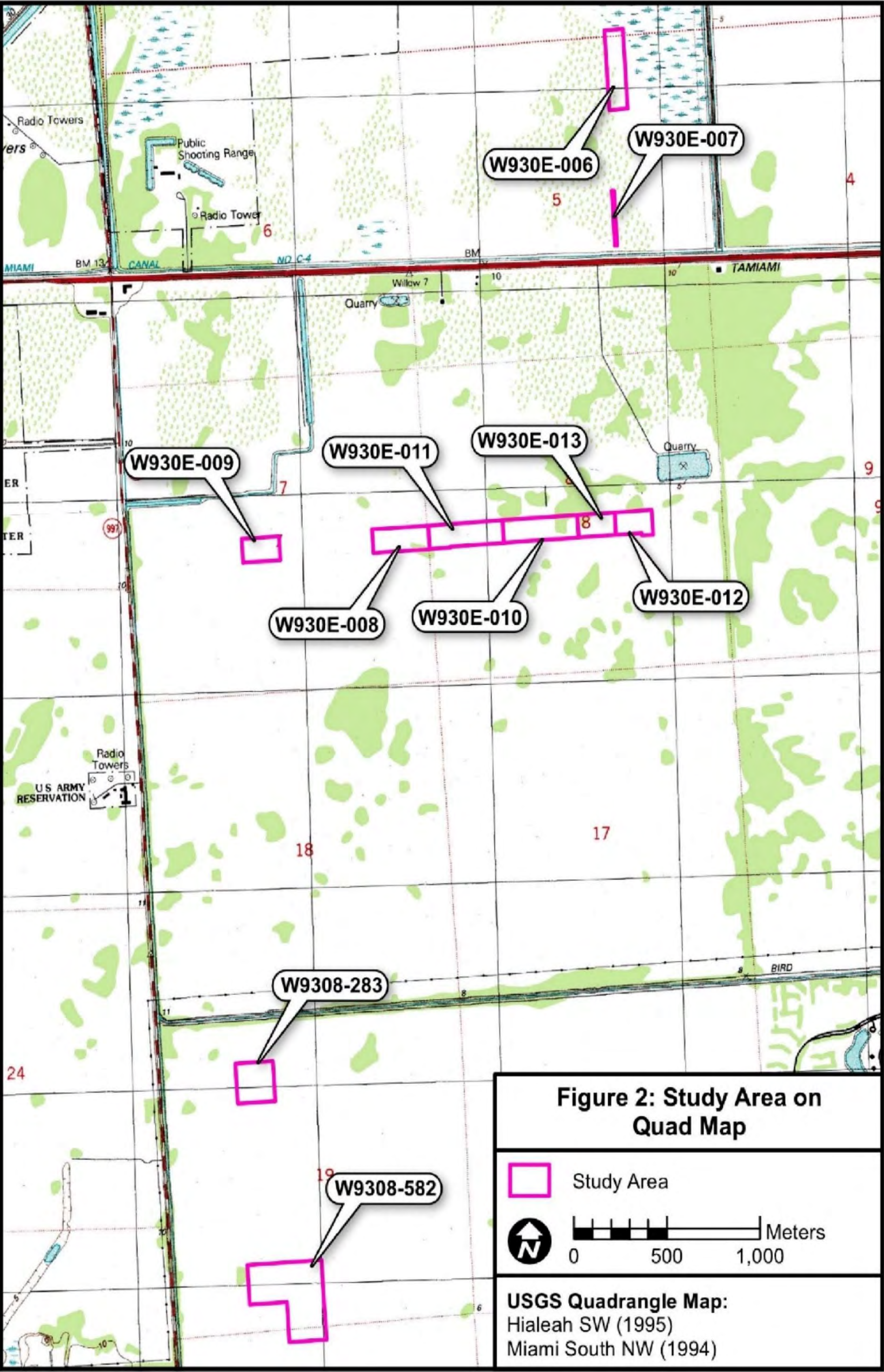
remove the proposed transmission lines from the western water conservation area and section of the ENP. This shift to the BDRA would minimize ecological impacts to the ENP and the western natural areas. The new proposed realignment would parallel Krome Avenue and then transect the Bird Drive project area in an east/west direction rather than a northerly direction. The proposed realignment will require DOI grant funding removal from seven specific properties within the FPL corridor. The impact to the grant fund properties will be limited to only those areas that will be impacted by the high voltage powerline foundations. SFWMD will retain ownership of the property but provide an easement for the transmission line corridor. The proposed easement includes contractual conditions that require the corridor to be constructed in a manner that allows for the continuation of surface water flow across the site. This action proposes to transfer funding from eight properties located within the power line corridor and transfer funding to two properties that are within the footprint of the proposed BDRA conveyance system (Figure 1). This transfer is necessary to facilitate the development and permitting of the new electrical corridor and support the proposed water conveyance system along Krome Avenue.

On May 10, 2018, the U.S. Fish and Wildlife Service (USFWS) completed Step 3 of the Everglades Grant Land Disposition Protocol outlined in a letter provided to the SFWMD on March 11, 2016 by the DOI. The review focused on the removal of specific grant-funded restrictions on properties owned by SFWMD located within a proposed FPL transmission corridor in exchange for the placement of specific grant-funded restrictions on replacement properties owned by SFWMD. The replacement properties are located within the western portion of BDRA, specifically near the proposed water conveyance structure. The purpose of the transaction is to enable the shift of the transmission line corridor to the east, away from the ENP and the conservation area, and transfer grant funding to the replacement properties.

The transmission corridor properties include 59.07 acres and transverses through the BDRA in an east west direction then heads north. The FPL replacement properties consist of approximately 40 acres located within the western ½-mile of the transmission line corridor lying east of Krome Avenue within the BDRA. Portions of the property have been degraded by the invasive species of melaleuca and pepper trees as well as off road vehicles. The property experience seasonal flooding in low areas. The parcels included in this desktop are located in Sections 5, 7, 8, and 19 in Township 54 South, Range 39 East, on the Hialeah SW (1995) and South Miami NW (1994) United States Geological Survey (USGS) quadrangle maps (Figure 2).

### **Study Area**

No improvements to the property are currently proposed. Therefore, the study area for archaeological and historic resources was confined to the footprint of the ten parcels (Figure 3).









## Methods

An archaeological and historical literature and background information search pertinent to the study area was conducted to determine the types, chronological placement, and spatial patterning of cultural resources adjacent to the cultural resources study area. This included a search of county and local site inventories, unpublished Cultural Resource Management (CRM) reports, Miami-Dade County Property Appraiser records, and other relevant historical research materials.

Background research methods also included a search of the Florida Master Site File (FMSF) to identify cultural resources that are listed, eligible, or considered eligible for listing in the *National Register of Historic Places* (National Register) and resources with potential or confirmed human remains. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the Florida Division of Historical Resources/State Historic Preservation Officer (FDHR/SHPO) regarding the significance of a resource.

## Desktop Analysis

### Cultural Resource Surveys

A search of the FMSF identified five previous surveys that included portions of the study area, but no comprehensive survey has been conducted (Table 1). FMSF Manuscript Nos. 340, 602, and 2127 are County-wide surveys from the 1980s that did not include a systematic survey specific to the study area. The FMSF GIS data indicates that FMSF Manuscript No. 9018 consisted of a survey for a cell tower located south of US 41. The archaeological APE for this survey did not extend into the study areas. It also indicated that the actual tower was not located within or adjacent to the current study area and that no subsurface testing was conducted as it was an existing tower with no proposed ground disturbing activities. FMSF Manuscript No. 327, which was conducted in 1976, included both a surface inspection and subsurface testing of proposed spoil areas along the north bank of the Tamiami Canal. The survey area included the southern end of parcel W930E-007. No archaeological sites were identified within or adjacent to the parcel.

**Table 1. Previously Conducted Cultural Resource Surveys Containing or Partially Containing the Study Area**

FMSF Survey No.	Title	Author(s)	Publication Date
327	An Archaeological and Historical Survey of Possible Spoils Disposal Areas Adjacent to the Proposed Enlargement of Approximately 4 Miles of the Westerly End of Canal 4	Gagel, Katherine	1976
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
2127	Dade County historic survey, Phase II: Final Report	Metropolitan Dade County	1989



<b>FMSF Survey No.</b>	<b>Title</b>	<b>Author(s)</b>	<b>Publication Date</b>
602	Dade County Historic Survey Final Report	Carr, Robert S.	1981
9018	Cultural Resource Assessment of the GHW Tower Location in Miami-Dade County, Florida	Sims, Cynthia L.	2003

In addition to the previous surveys included in the FMSF, Janus Research, in association with Stantec, is currently conducting a cultural resource assessment survey (CRAS) of the Miami-Dade Expressway Authority (MDX) SR 836/Dolphin Expressway Southwest Expansion Project Development and Environment Study (Janus Research 2018 in progress). A portion of the area of potential effect (APE) for the MDX project includes parcels W930E-008 and W930E-010. Although determined to have a low potential for archaeological sites, three shovel tests were excavated within parcel W930E-008 and one shovel test was excavated in parcel W930E-010. The locations of these shovel tests are shown in Figure 4. No archaeological sites or cultural material were identified in any of these shovel tests, confirming the low potential for archaeological sites.

#### **Archaeological Sites**

A search of the FMSF data identified no archaeological sites within or adjacent to the archaeological study area. Six previously recorded sites were identified within 1/2 mile of the study areas, as summarized in Table 2 and shown in Figure 5. All of these sites were identified on hammocks or tree islands, which are visible on the historic aerials of the project area.

**Table 2. Previously Recorded Archaeological Sites within 0.5 miles of the Study Area**

<b>FMSF Site No.</b>	<b>Site Type</b>	<b>SHPO National Register Evaluation *</b>
8DA1059	Late Archaic and Glades Period Midden	Potentially Eligible
8DA1651	Glades Period Midden	Not Evaluated
8DA1652	Glades Period Midden	Not Evaluated
8DA2102	Glades Period Midden/Campsite	Not Evaluated
8DA2108	Precontact Period Midden	Not Evaluated
8DA6991	Glades Period Midden/Campsite	Ineligible

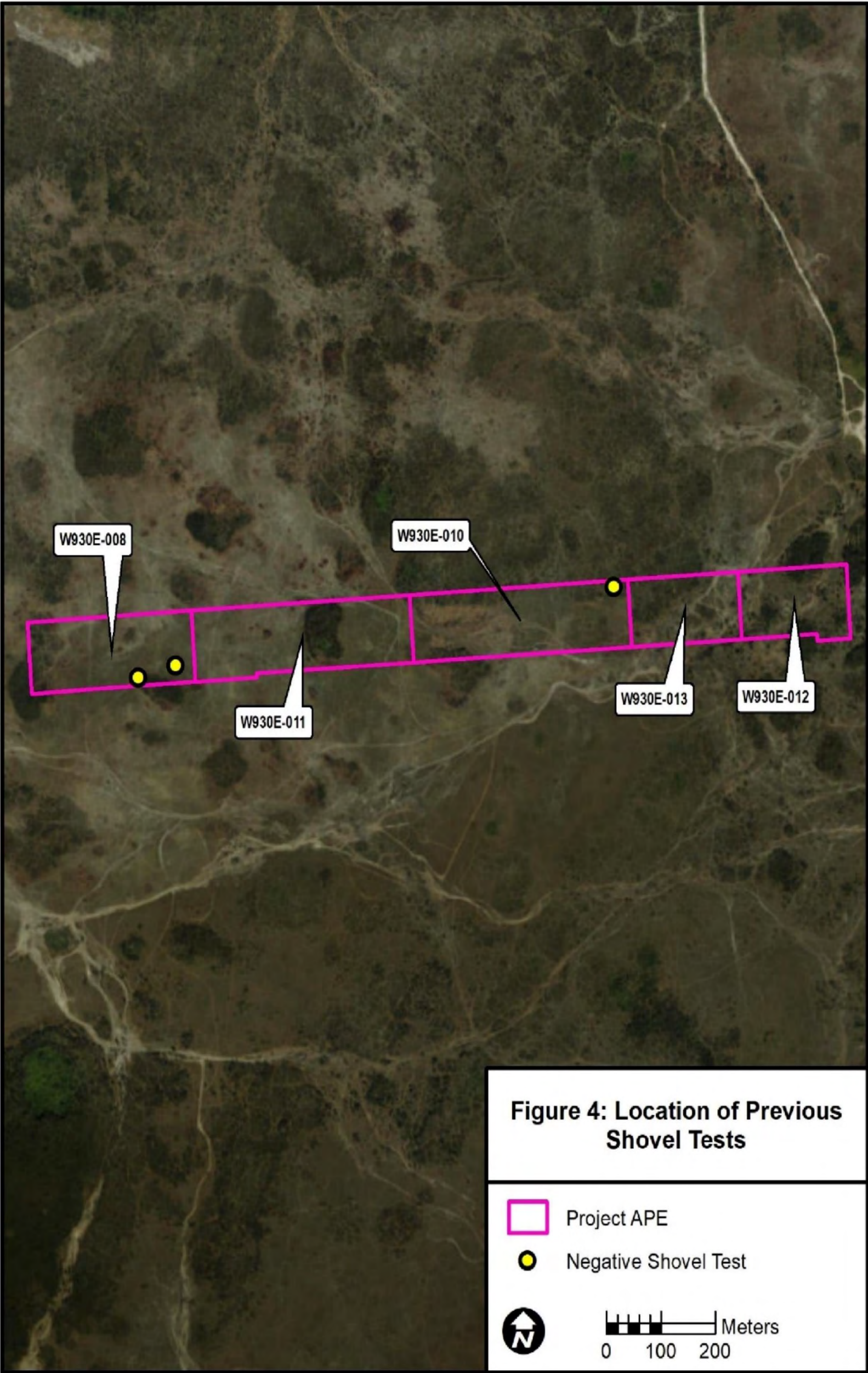
\* As recorded in the FMSF-may need to be re-evaluated

#### **Historic Resources**

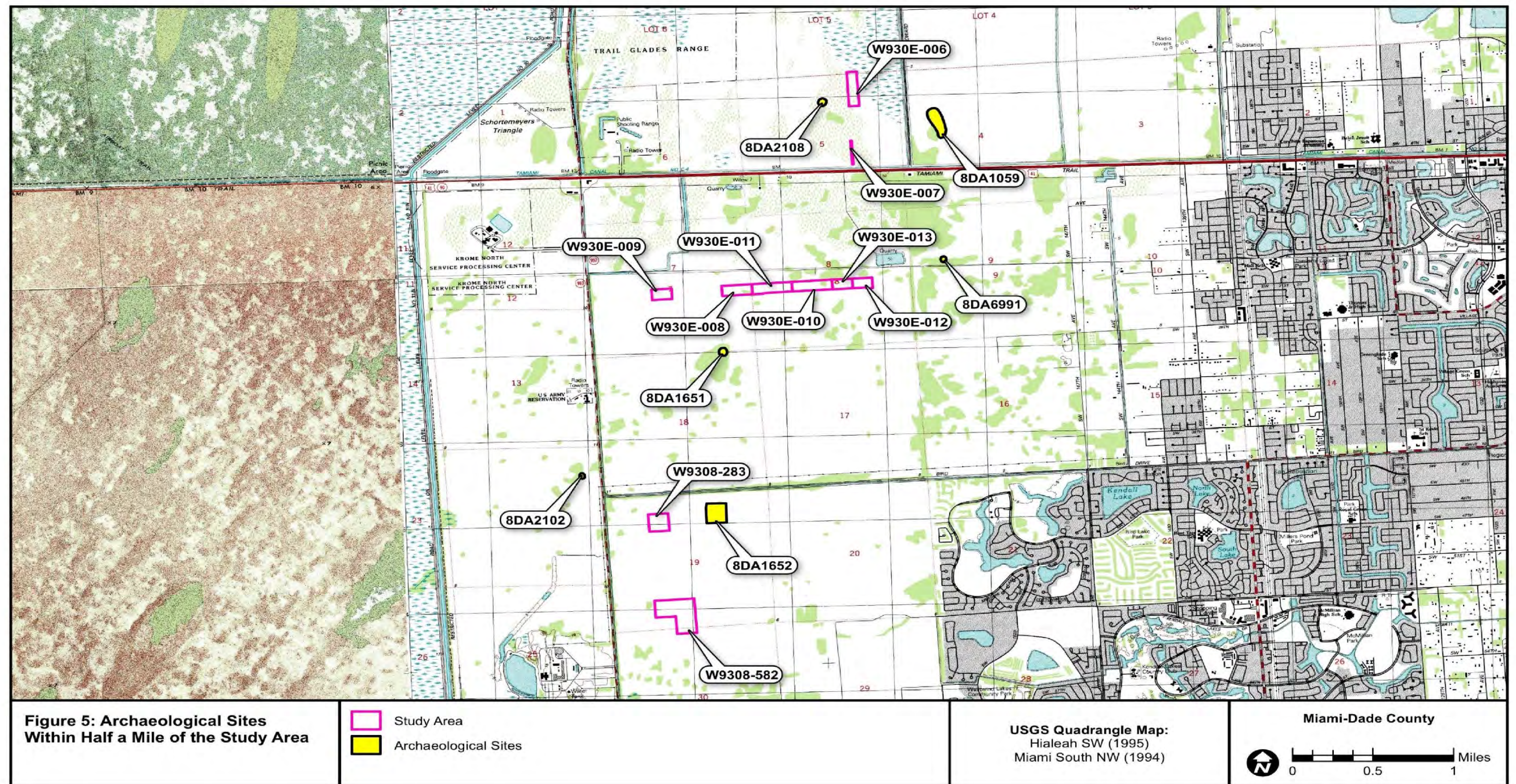
There are no previously recorded historic resources located within the historic resources study area. The review of the historic aerial photographs did not identify any potential historic resources within or adjacent to the parcels.

#### **Property Appraiser Records**

A search of the Miami-Dade County Property Appraiser records was conducted to assess the potential for unrecorded historic buildings within the historic resources study area. No parcels within the study area have 'Actual Year Built' (AYRB) dates indicative of containing buildings with a historic date of construction before or during 1970.









### Archaeological Desktop Analysis Results

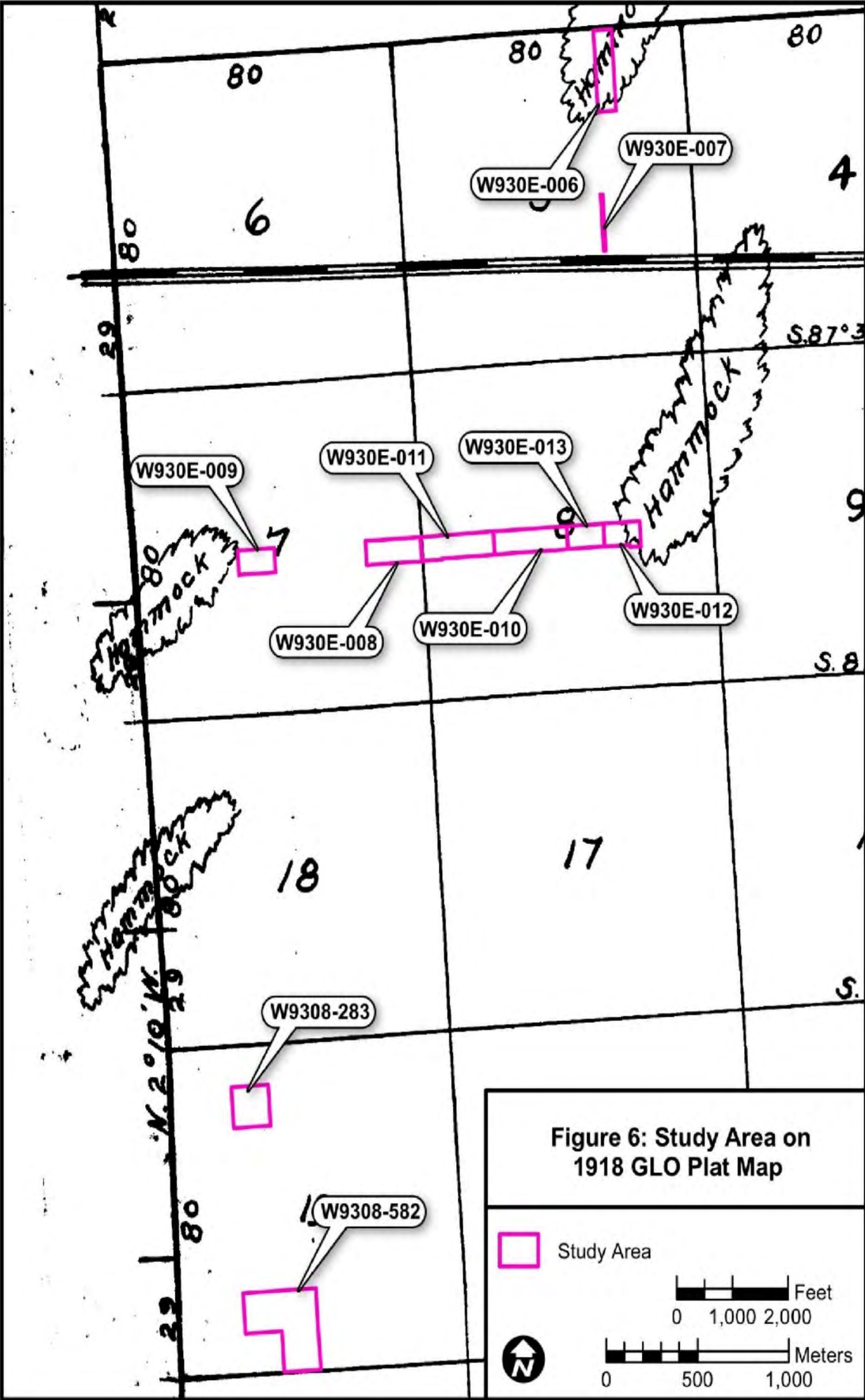
A review of the General Land Office (GLO) historic plat map for Township 54 South, Range 39 East (Florida Department of Environmental Protection [FDEP] 1918) was conducted to examine past environmental conditions within the vicinity of the study area in the early-20<sup>th</sup> Century (Figure 6. Associated surveyors' notes for this township and range were not available.

As shown in Figure 6, the GLO plat map shows three hammocks within or adjacent to three parcels (W930E-006, W930E-009, and W930E-012). Although the GLO plat maps represent a valuable resource for helping to reconstruct pre-development environmental conditions, vegetation, and the potential locations of archaeological sites, there are limitations with their accuracy. As noted by Knetsch and Smith (1992:352), the surveyors were often left to their own judgment and the pressure to survey as much land as possible led to many omissions and inaccuracies. Surveys also focused on survey lines and the extent of features, such as hammocks or trails, that extended outside of the survey line were extrapolated. For these reasons, early historic aerials, particularly those that show conditions prior to development are more reliable for indicating the locations of hammocks or tree islands.

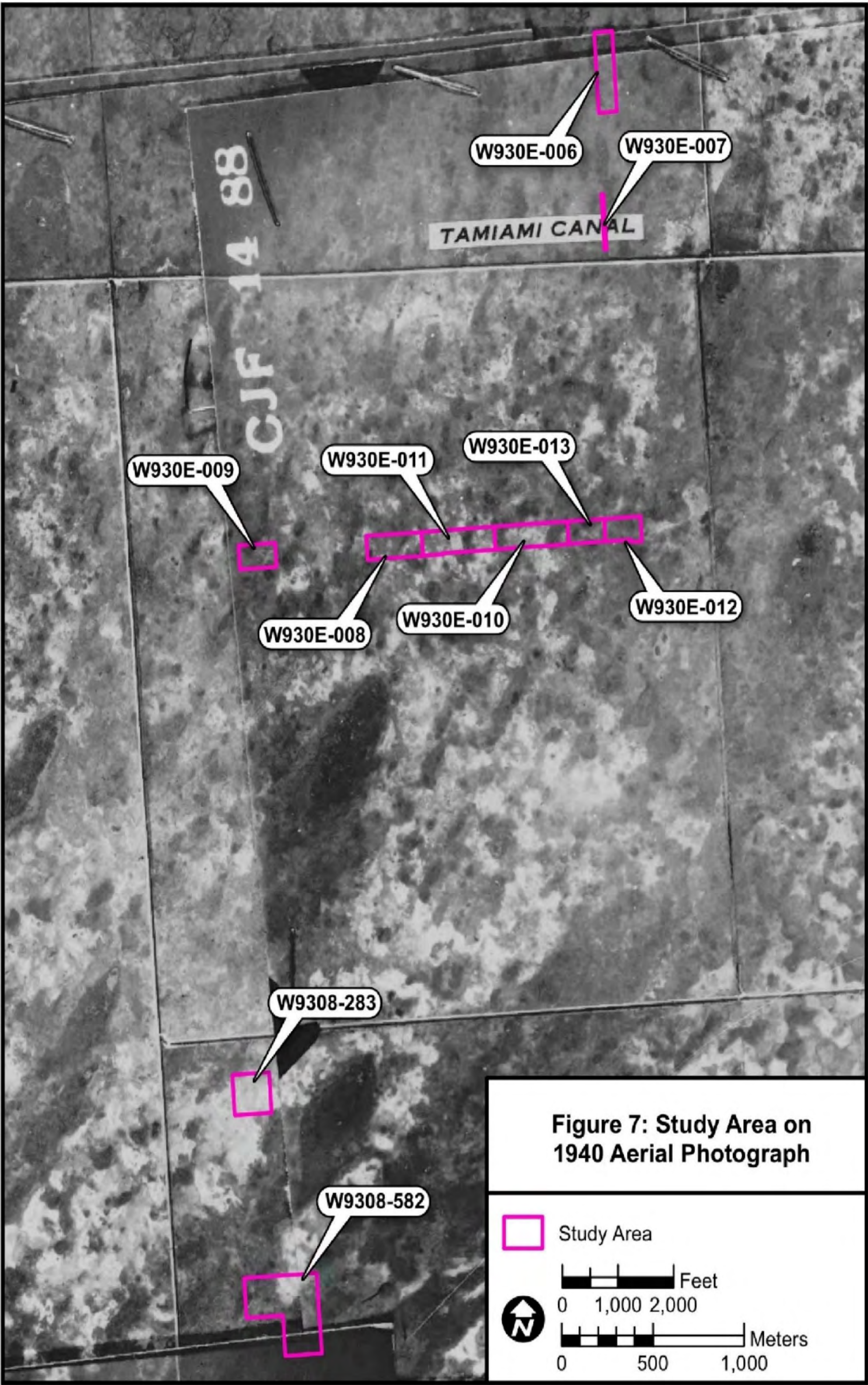
Historic aerial photographs from 1940, 1950, 1963, and 1968 were examined to obtain information regarding land use and the locations of hammocks during the 20<sup>th</sup> Century (Florida Department of Transportation, Surveying and Mapping Office 2018; United States Geological Survey 2018; University of Florida, George A. Smathers Libraries 2018). All of the parcels are visible on the 1940 and 1950 aerials. The 1963 aerial only includes eight parcels located in the northern part of the study area while the 1968 includes the two most southern parcels. The aerials show that the study area was low and wet. Although several tree islands are visible on the aerials, none are within or adjacent to any of the parcels (Figures 7–10).

The *Soil Survey of Dade County, Florida* (United States Department of Agriculture [USDA] 1996) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the study area indicative of increased archaeological site potential. The study area is located within the Lauderhill-Dania-Pahokee soil association. These soils consist of organic material that is 8 to 51 inches deep over limestone bedrock and is found in freshwater marshes and ponds (USDA 1996:9–10). Native vegetation is sawgrass, willows, and cattails. The drainage characteristics and environmental associations of the soil types found within the study area are included in Table 3.

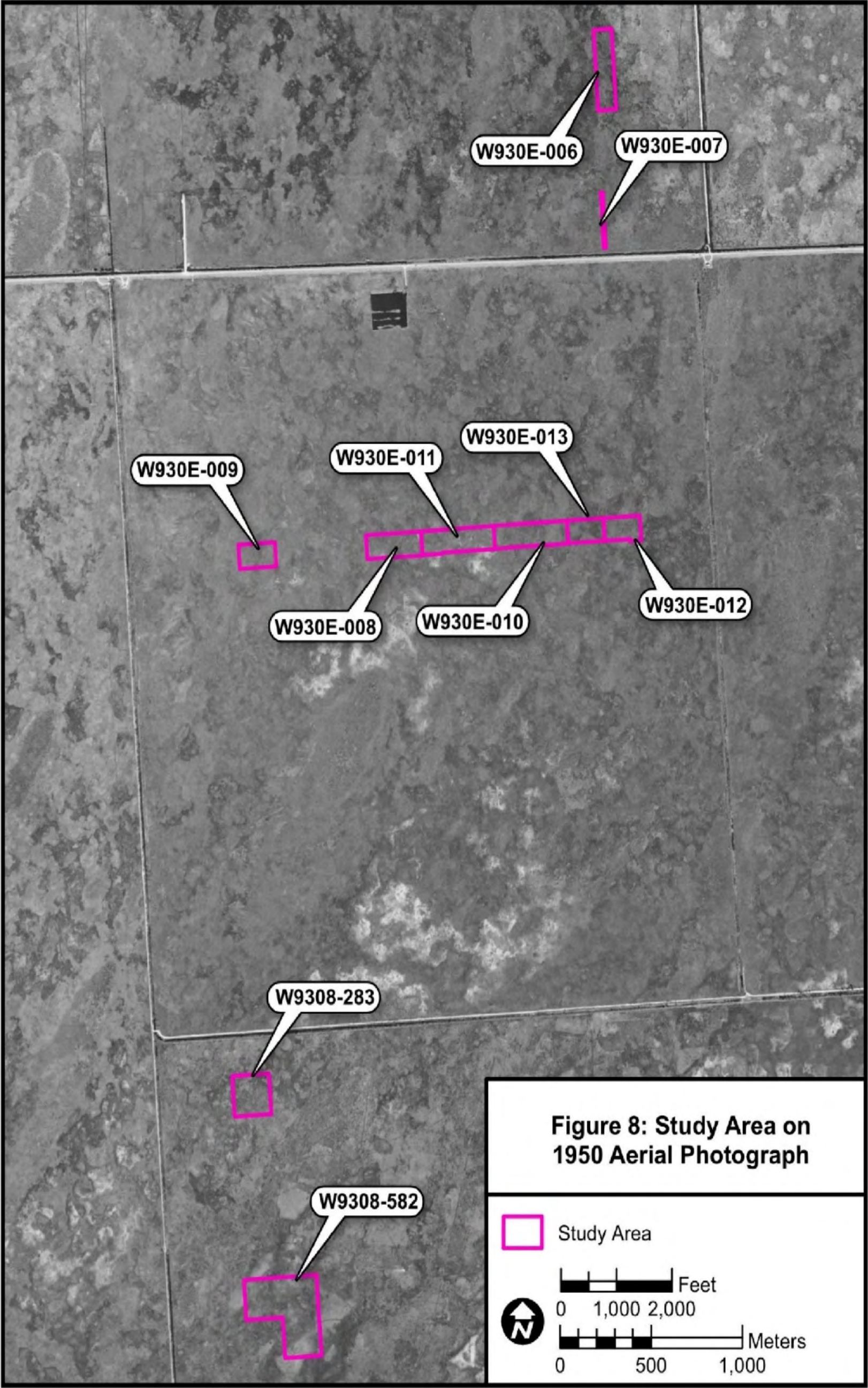




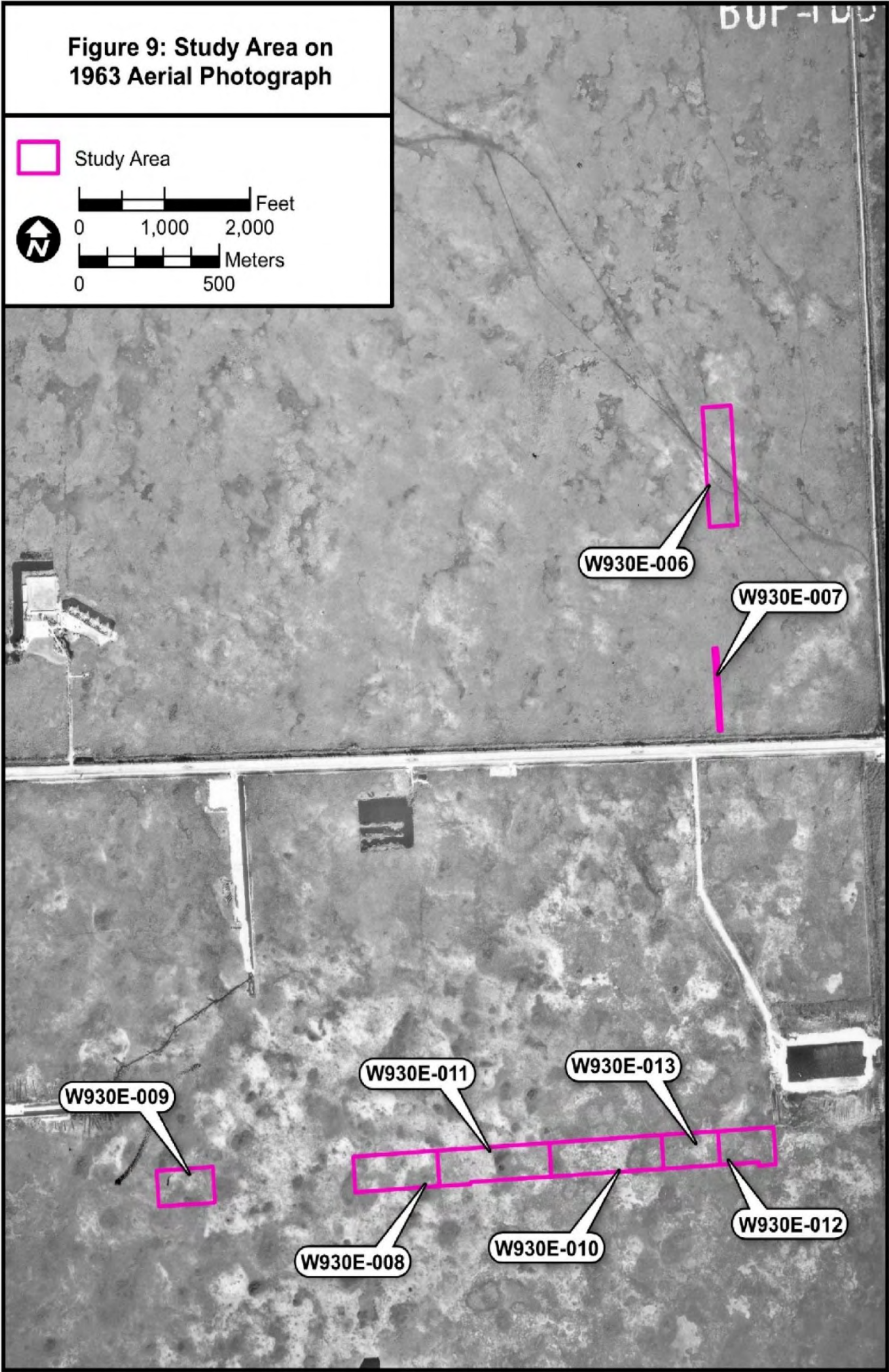




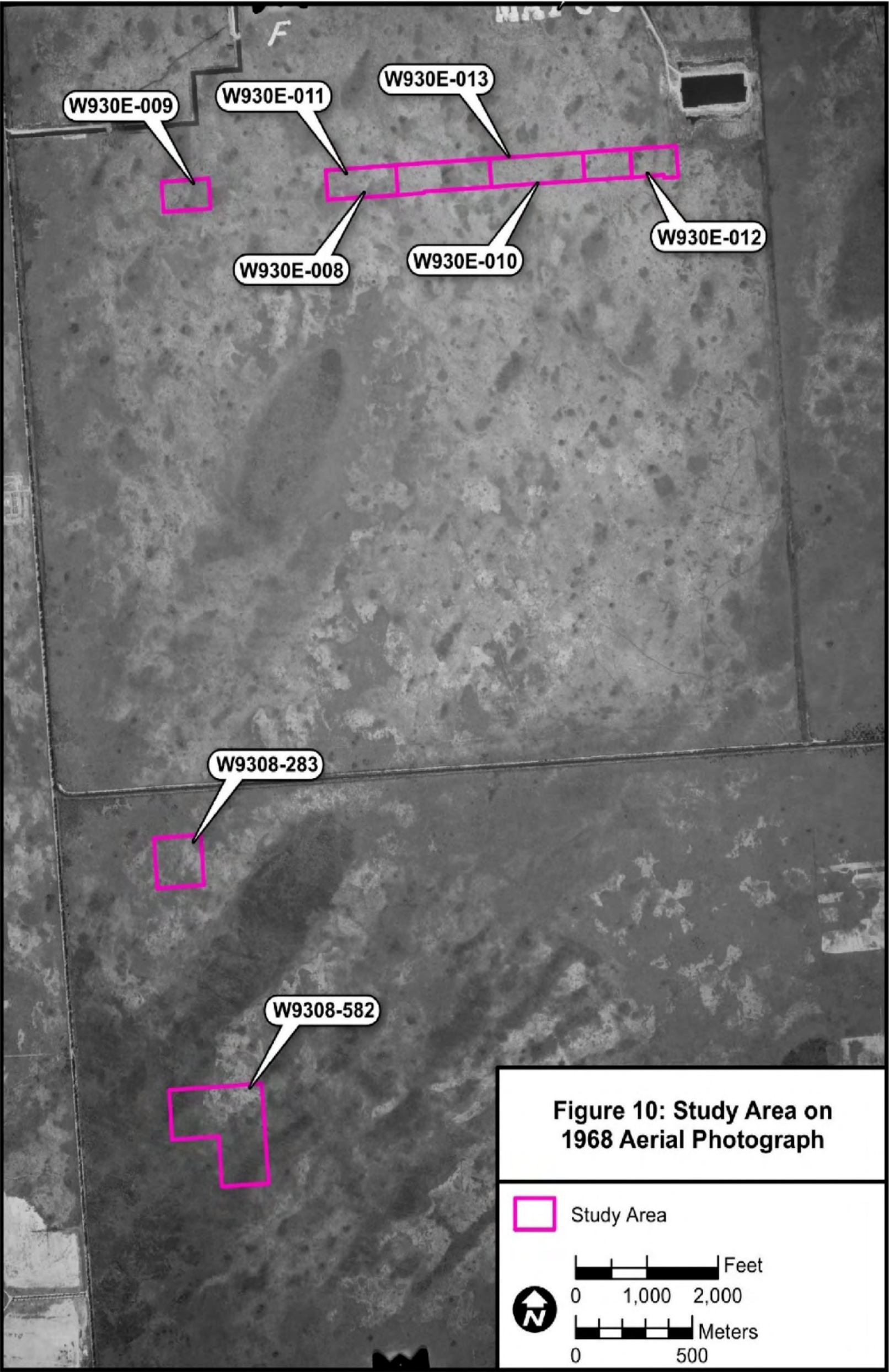












**Table 3. Drainage Characteristics and Environmental Associations of Detailed Soil Types within the Study Area**

Drainage Characteristics	Soil Type	Environmental Association
Very Poorly Drained	Dania muck, depressional	Poorly defined drainageways in sawgrass marshes. Under natural conditions soil is ponded 9 to 12 months in most years. Natural vegetation is sawgrass and cattail.
	Lauderhill muck, depressional	Narrow drainageways and open areas in sawgrass marshes. Under natural conditions soil is ponded 9 to 12 months during most years. Natural vegetation is cattail and sawgrass.
	Tamiami muck, depressional	Freshwater swamps and marshes. Under natural conditions soil is ponded 9 to 12 months during most years. Natural vegetation is cattail, sawgrass, gulf muhly, star rush, milkwort, and sedges.

Source: USDA 1996:14–15, 21–23

Based on the review of environmental variables of the study area, the area consisted of freshwater marshes in the Everglades and is considered to have a low archeological site potential. Although the plat map illustrates hammocks at three locations within the study area, there is no evidence of tree islands at those locations on the aerial photographs.

### Historic Resources Results

The FMSF background search identified no previously recorded historic resources within the historic resources study area. No potential historic resources were identified during the property appraiser parcel data search or during the examination of historic aerials.

### Conclusions

No previously recorded archeological resources or historic resources are located within the study area. Based on the results of this desktop analysis, all of the parcels included in the study area have a low potential for archaeological sites. No potential historic resources are located within the study area.

### References

- Florida Department of Environmental Protection (FDEP)  
 1918 Plat Map for Township 54 South, Range 439 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, <http://prodenv.dep.state.fl.us/DslBtlds/public/piSearchDocumentLoad>, accessed September 28, 2018.
- Florida Department of Transportation (FDOT), Surveying and Mapping Office  
 2015 Aerial Photography Archive. Electronic documents, <https://fdotcwpl.dot.state.fl.us/AerialPhotoLookUpSystem/>, accessed October 2018.

Janus Research

In Progress 2018 *Cultural Resource Assessment Survey MDX SR 836/Dolphin Expressway Southwest Extension Project Development and Environment Study*. Manuscript on file, Janus Research, Tampa, Florida.

Knetsch, Joe and Marion F, Smith, Jr.

1992 The Map is Not the Territory (But it Helps): Maps of the Public Lands and Cultural Resources in Florida. *The Florida Anthropologist* 45(4): 352-356

University of Florida, George A. Smathers Libraries

2018 Aerial Photography: Florida Collection. University of Florida Digital Collections. Electronic documents, <http://ufdc.ufl.edu/aerials>, accessed September 28, 2018.

United States Department of Agriculture (USDA)

1996 *Soils Survey of Dade County Area, Florida*. United States Department of Agriculture/Natural Resources Conservation Service.

United States Geological Survey

2018 Aerial Photography. Electronic documents, <https://earthexplorer.usgs.gov/>, accessed October 15, 2018.

## **APPENDIX B: Legal Description of Antennae Tract**



# Schedule A Legal Description of Antennae Tract

## EXHIBIT "A"

### LEGAL DESCRIPTION:

All of Tract 58 and a portion of Tract 59 in Section 19, Township 54 South, Range 39 East; and all of Tracts 6, 7, 10 and 11 and a portion of Tract 8 in Section 30, Township 54 South, Range 39 East, according to the plat of SUBDIVISION OF LANDS OF THE MIAMI EVERGLADE LAND CO. LTD. IN DADE COUNTY, FLORIDA, as recorded in Plat Book 2 at Page 3, of the Public Records of Miami-Dade County, Florida, together with that portion of Twenty (20) foot wide Right-of-Way, lying adjacent to and adjoining the South line of said Tracts 58 and 59 in Section 19 and being adjacent to and adjoining the North line of said Tracts 6, 7 and 8 and lying South of the East 1/2 of said Tract 10 in Section 30, now vacated by resolution No. R-190-20 which was passed by the Board of County Commissioners of Miami-Dade County, Florida on the 19th day of February, 2020, and being more particularly described as follows:

BEGIN at the Northwest corner of said Tract 58; thence South 02°12'44" East along the West line of said Tract 58, and the Southerly prolongation thereof for 659.91 feet to a point on the South line of said Section 19; thence South 02°12'46" East along the West line of said Tract 7 and the Northerly prolongation thereof for 15.05 feet to a point on a circular curve concave to the East and whose radius point bears South 60°46'47" East; thence Southwesterly and Southeasterly along a 343.33 foot radius curve leading to the left through a central angle of 62°51'57" for an arc distance of 376.71 feet to a point on a non-tangent line; thence South 02°12'46" East along said West line of Tracts 7 and 10 for 936.94 feet to a point on the South line of said Tract 10 in Section 30; thence North 87°41'31" East, along said South line of Tract 10, for 330.03 feet; thence South 02°13'12" East along a line parallel with the West line of the East 1/2 of said Tract 10 for 10.00 feet to a point on the South line, of the North 1/2, of the Northwest 1/4, of said Section 30; thence North 87°41'31" East, along said South line, of the North 1/2, of the Northwest 1/4, of Section 30, for 330.03 feet; thence North 02°13'04" West along the Southerly Projection of the East line of said Tract 10 for 10.00 feet to the Southeast corner of said Tract 10, also being the Southwest corner of said Tract 11 in Section 30; thence North 87°41'31" East, along the South line of said Tract 11, for 660.06 feet to the Southeast corner of said Tract 11; thence North 02°13'23" West along said East line of Tracts 11 and 6 and the Northerly prolongation thereof for 1310.18 to a point on the North line of said Section 30; thence North 02°13'09" West along the East line of said Tract 59 in Section 19, and the Southerly prolongation thereof, for 509.54 feet; thence South 87°40'56" West for 150.50 feet; thence North 02°13'09" West for 150.50 feet to a point on the North line of said Tract 59; thence South 87°40'56" West along the North line of said Tracts 58 and 59 for 1169.30 feet to the Point of Beginning.

Drawn By REP	Legal Description	Date 05/22/2020
Cad. No. 200308	FORTIN, LEAVY, SKILES, INC.	Scale None
Ref. Dwg. 3017-006-2	CONSULTING ENGINEERS, SURVEYORS & MAPPERS	Job No. 200308
	FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 00003653	Dwg. No. 1020-029
Plotted: 5/22/2020 2:05 PM	180 Northeast 168th Street / North Miami Beach, Florida 33162	Sheet 1 of 4
	Phone 305-653-4493 / Fax 305-651-7152 / Email fls@flssurvey.com	

## EXHIBIT "A"

### SURVEYOR'S NOTES:

- This site lies in Sections 19 & 30, Township 54 South, Range 39 East, Miami-Dade County, Florida.
- Bearings hereon are referred to an assumed value of S 02°12'44" E for the West line Tract 58.
- Lands shown hereon were not abstracted for easements and/or rights-of-way of records.
- This is not a "Boundary Survey" but only a graphic depiction of the description shown hereon.
- Dimensions shown hereon are based on Fortin, Leavy, Skiles, sketch #3017-006-2.
- Lands shown hereon containing 2,593,302 square feet, or 59.534 acres, more or less.

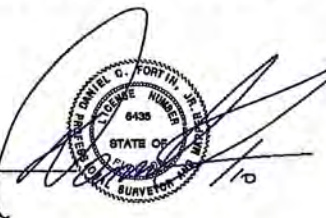
### SURVEYOR'S CERTIFICATION:

I hereby certify that this "Sketch of Description" was made under my responsible charge on May 22, 2020, and meets the applicable codes as set forth in the Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

"Not valid without the signature and original raised seal or a digital signature of the Florida Licensed Surveyor and Mapper shown below"

FORTIN, LEAVY, SKILES, INC., LB3653

By: Daniel C. Fortin Jr., For The Firm  
Surveyor and Mapper, LS6435  
State of Florida.

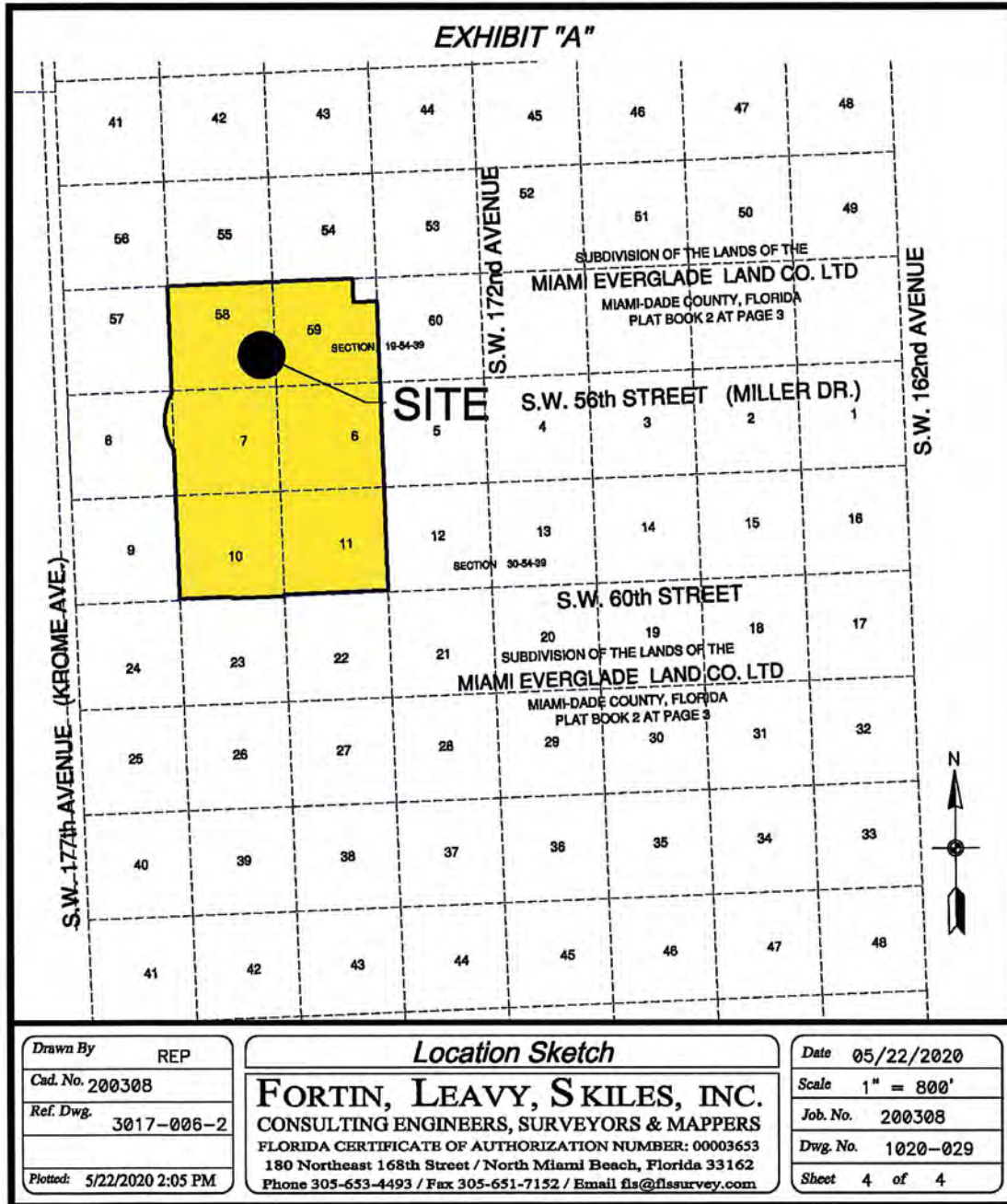


Digitally signed by Daniel C Fortin  
DN: c=US, o=Unaffiliated,  
ou=A01410D00000170A05CF5E  
E0000949F, cn=Daniel C Fortin  
Date: 2020.05.22 14:35:34 -04'00'

<b>Drawn By</b> REP	<b>Notes &amp; Certification</b>	<b>Date</b> 05/22/2020
<b>Cad. No.</b> 200308	<b>FORTIN, LEAVY, SKILES, INC.</b>	<b>Scale</b> None
<b>Ref. Dwg.</b> 3017-006-2	<b>CONSULTING ENGINEERS, SURVEYORS &amp; MAPPERS</b>	<b>Job No.</b> 200308
<b>Plotted:</b> 5/22/2020 2:05 PM	<b>FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 00003653</b>	<b>Dwg. No.</b> 1020-029
	<b>180 Northeast 168th Street / North Miami Beach, Florida 33162</b>	<b>Sheet</b> 2 of 4
	<b>Phone 305-653-4493 / Fax 305-651-7152 / Email fls@flsurvey.com</b>	









**Schedule B**  
**Access Tract and Electric Distribution Tract**

**EXHIBIT "A"**

**LEGAL DESCRIPTION:**

A portion of Tract 8 in Section 30, Township 54 South, Range 39 East, according to the plat of SUBDIVISION OF LANDS OF THE MIAMI EVERGLADE LAND CO. LTD. IN DADE COUNTY, FLORIDA, as recorded in Plat Book 2 at Page 3, of the Public Records of Miami-Dade County, Florida, being more particularly described as follows:

Commence at the Northwest corner of Tract 58 in Section 19, Township 54 South, Range 39 East of said plat of SUBDIVISION OF LANDS OF THE MIAMI EVERGLADE LAND CO. LTD. IN DADE COUNTY, FLORIDA; thence South 02°12'44" East along the West line of said Tract 58 and the Southerly prolongation thereof, for 659.91 feet to a point on the South line of said Section 19; thence South 02°12'46" East along the West line of Tract 7 and the Northerly prolongation thereof for 15.05 feet to a point on a circular curve concave to the East and whose radius point bears South 60°46'47" East; thence Southwesterly and Southeasterly along a 343.33 foot radius curve leading to the left through a central angle of 62°51'57" for an arc distance of 376.71 feet to a point on a non-tangent line; thence South 02°12'46" East along the West line of Tract 7 in said Section 30 of said plat for 157.77 feet to a point on a circular curve concave to the North and whose radius point bears North 03°04'01" West, said point being the Point of Beginning of the hereinafter described parcel of land; thence Westerly along a 1479.00 foot radius curve, leading to the right, through a central angle of 0°45'28" for an arc distance of 19.55 feet to a point of tangency; thence South 87°41'23" West for 630.46 feet to a point on the West line of said Tract 8 in Section 30; thence South 02°12'27" East along said West line of Tract 8 for 36.00 feet; thence North 87°41'23" East for 630.52 feet to a point of curvature; thence Easterly along a 1515.00 foot radius curve leading to the left through a central angle of 0°44'13" for an arc distance of 19.48 feet to a point on a non-tangent line; thence North 02°12'46" West along the East line of Tract 8 for 36.00 feet to the Point of Beginning.

Drawn By	REP
Cad. No.	200308
Ref. Dwg.	3017-006-2
Plotted:	5/22/2020 2:11 PM

Legal Description	
<b>FORTIN, LEAVY, SKILES, INC.</b>	
CONSULTING ENGINEERS, SURVEYORS & MAPPERS	
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 00003653	
180 Northeast 168th Street / North Miami Beach, Florida 33162	
Phone 305-653-4493 / Fax 305-651-7152 / Email fls@flsurvey.com	

Date	05/22/2020
Scale	None
Job. No.	200308
Dwg. No.	1020-029-1
Sheet	1 of 4

## EXHIBIT "A"

### SURVEYOR'S NOTES:

- This site lies in Section 30, Township 54 South, Range 39 East, Miami-Dade County, Florida.
- Bearings hereon are referred to an assumed value of S 02°12'44" E for the West line Tract 58.
- Lands shown hereon were not abstracted for easements and/or rights-of-way of records.
- This is not a "Boundary Survey" but only a graphic depiction of the description shown hereon.
- Dimensions shown hereon are based on Fortin, Leavy, Skiles, sketch #3017-006-2.
- Lands shown hereon containing 23,400 square feet, or 0.537 acres, more or less.

### SURVEYOR'S CERTIFICATION:

I hereby certify that this "Sketch of Description" was made under my responsible charge on May 22, 2020, and meets the applicable codes as set forth in the Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

"Not valid without the signature and original raised seal or  
a digital signature of the Florida Licensed Surveyor and Mapper shown below"

FORTIN, LEAVY, SKILES, INC., LB3653

By:

Daniel C. Fortin Jr., For The Firm  
Surveyor and Mapper, LS6435  
State of Florida.

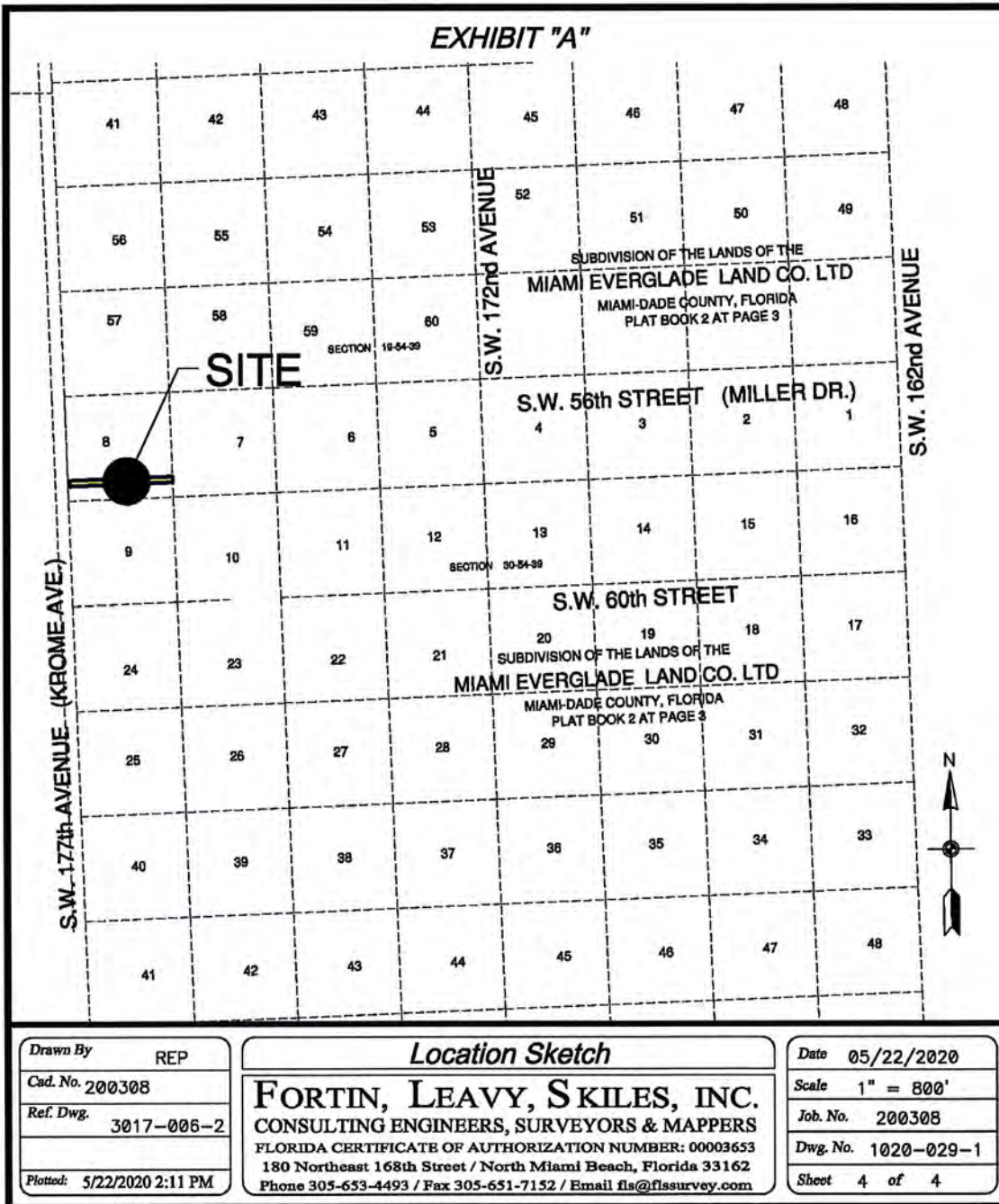


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<b>Drawn By</b> REP	<b>Notes &amp; Certification</b>	<b>Date</b> 05/22/2020
<b>Cad. No.</b> 200308	<b>FORTIN, LEAVY, SKILES, INC.</b>	<b>Scale</b> None
<b>Ref. Dwg.</b> 3017-006-2	<b>CONSULTING ENGINEERS, SURVEYORS &amp; MAPPERS</b>	<b>Job. No.</b> 200308
<b>Plotted:</b> 5/22/2020 2:11 PM	<b>FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 00003653</b>	<b>Dwg. No.</b> 1020-029-1
	<b>180 Northeast 168th Street / North Miami Beach, Florida 33162</b>	<b>Sheet</b> 2 of 4
	<b>Phone 305-653-4493 / Fax 305-651-7152 / Email fls@flssurvey.com</b>	







# Memo

To: Robert Taylor, SFWMD  
CC: Armando Ramirez, SFWMD  
From: Diane K. Kloetzer, Janus Research  
Date: March 13, 2020  
Re: Cultural Resource Desktop Analysis Addendum for Six Additional Parcels in the Bird Drive Restoration Area, Miami-Dade County, Florida

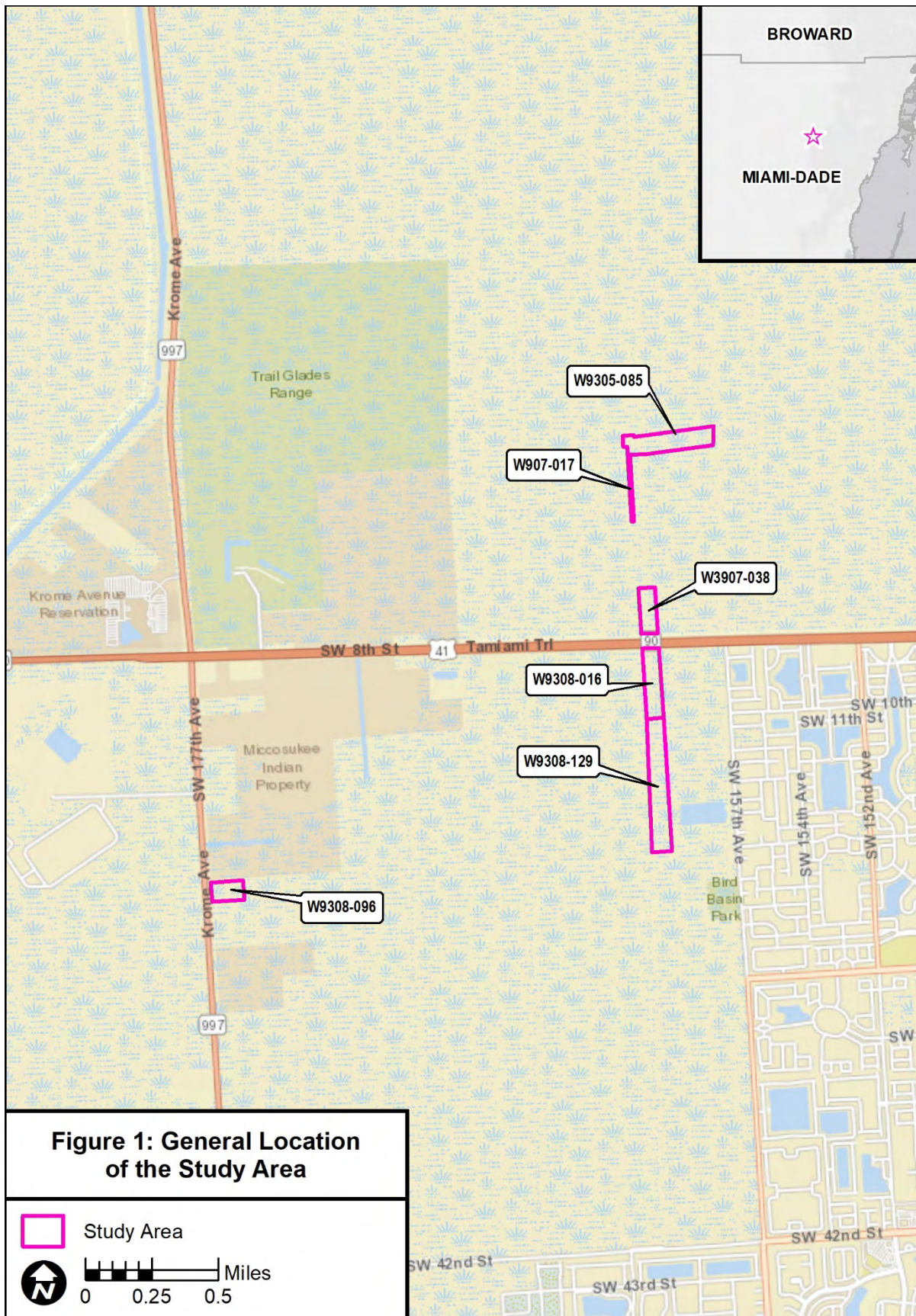
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## Introduction

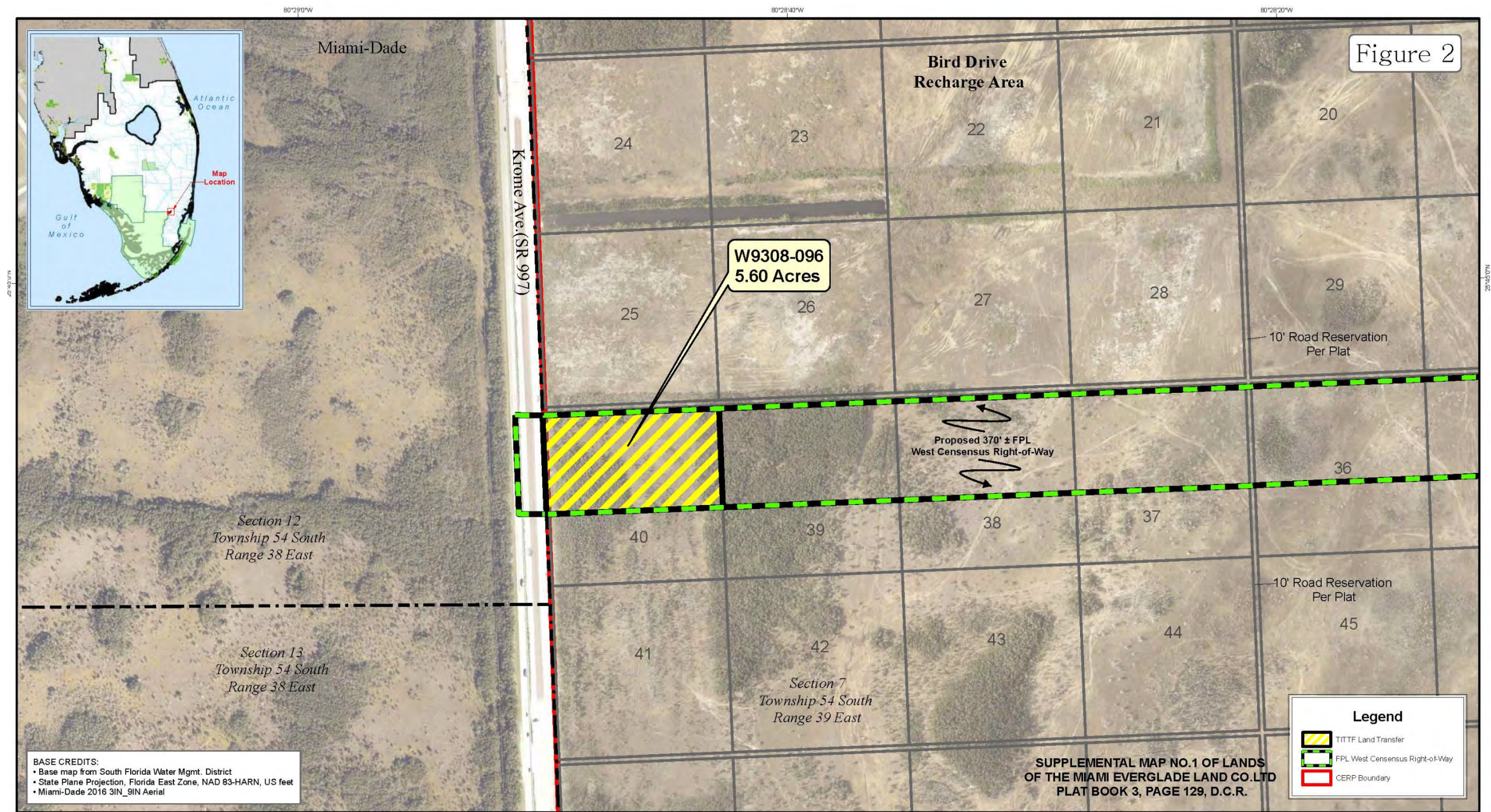
At the request of the South Florida Water Management District (SFWMD), Janus Research conducted a cultural resources desktop analysis of six additional parcels in the Bird Drive Restoration Area (BDRA) in Miami-Dade County (study area) (Figure 1). The parcels include W9308-096 (5.6 acres), W9308-129 (22.43 acres), W9308-016 (12.02 acres), W9307-038 (6.76 acres), W9307-017 (1.2 acres), and W9305-085 (14.97 acres) (Figures 2a-c). The parcels included in this desktop are located in Sections 5, 7, and 8 in Township 54 South, Range 39 East, on the Hialeah SW (1995) and South Miami NW (1994) United States Geological Survey (USGS) quadrangle maps.

The six new parcels are adjacent to eight parcels (W930E-006-013) within the Florida Power & Light (FP&L) right-of-way (ROW) that were included in the *Cultural Resource Desktop Analysis of Ten Parcels in the Bird Drive Restoration Area, Miami-Dade County* completed in 2018 (Figure 3). They were also included in the low altitude helicopter survey area conducted in 2018 in response to a request for additional information (RAI) from the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF-THPO). Copies of the desktop analysis and response are included in Attachment 1.

As noted in the RAI response, any Section 106 “undertaking “at this point simply involves transfers of grant funding and encumbrances for the subject properties. There is currently no project that is being permitted or constructed. At some point after these transfers of grant funding and encumbrances have been completed for the subject properties, Florida Power and Light (FPL) may submit a permit application for the construction of a new electrical corridor that will pass through these properties. At that point in the future, FPL will need to conduct a full Cultural Resources Assessment Survey (CRAS) that complies with all aspects of Section 106 of the NHPA.

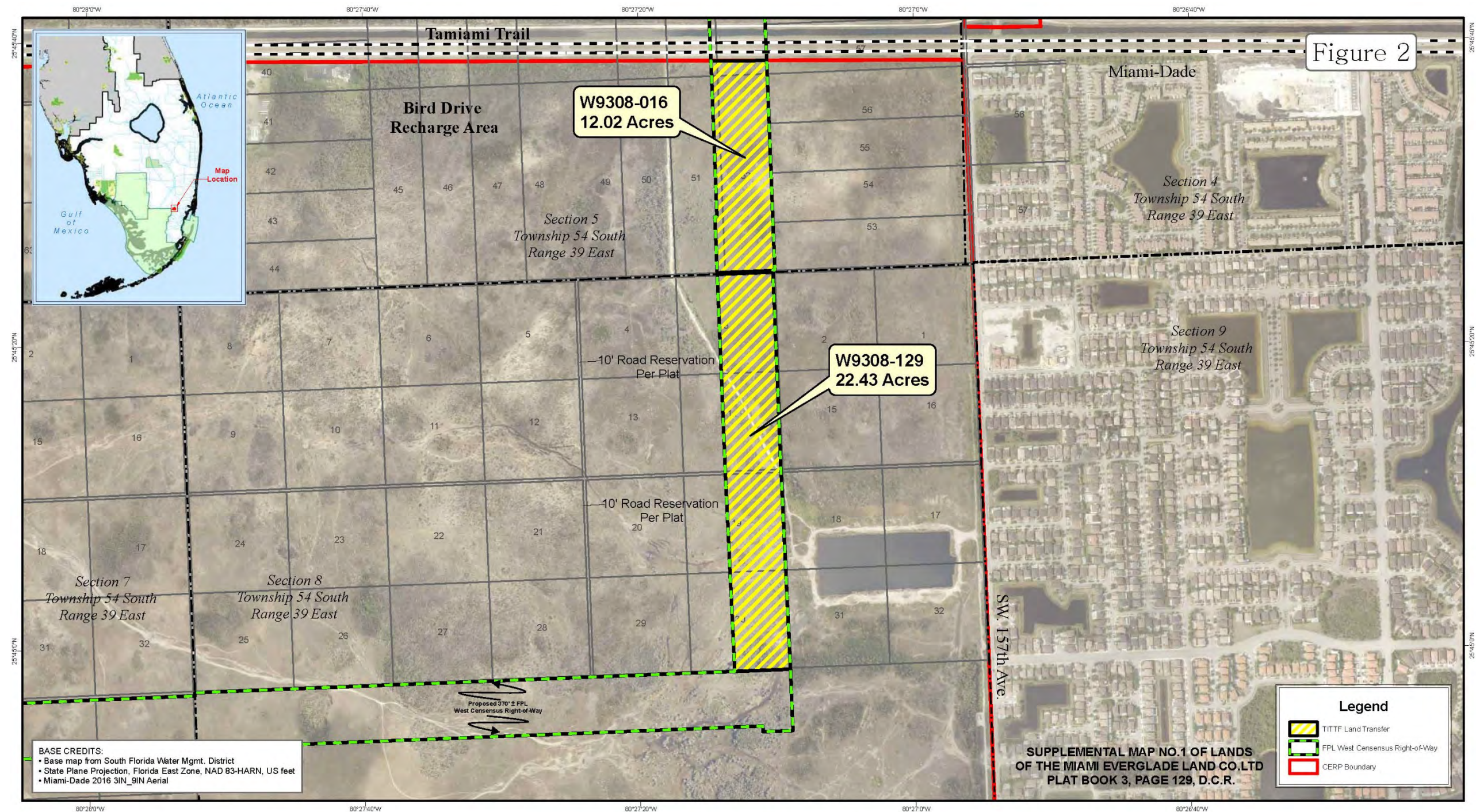






**Figure 2a: Study Area (Map 1 of 3)**





**Figure 2b: Study Area (Map 2 of 3)**



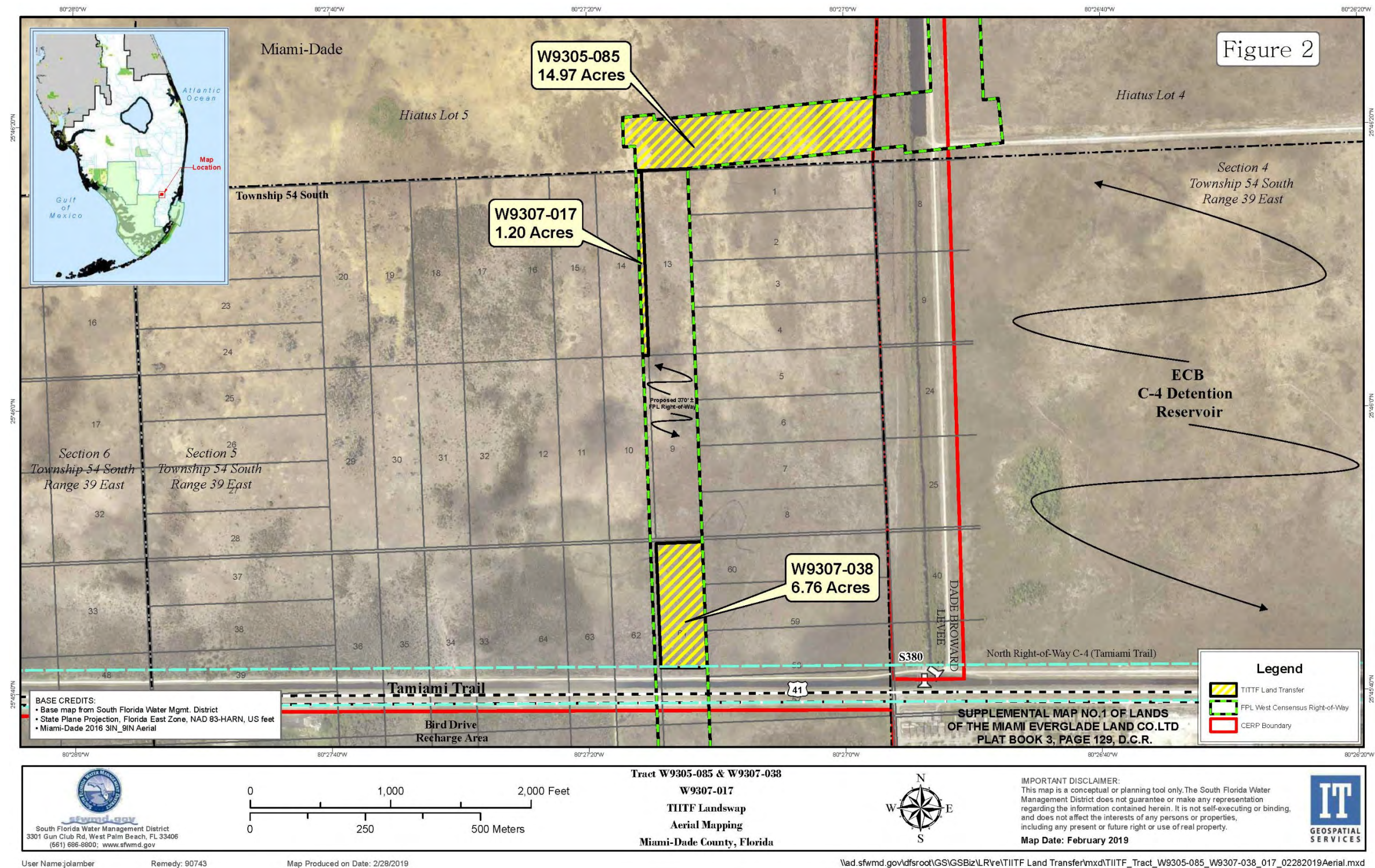
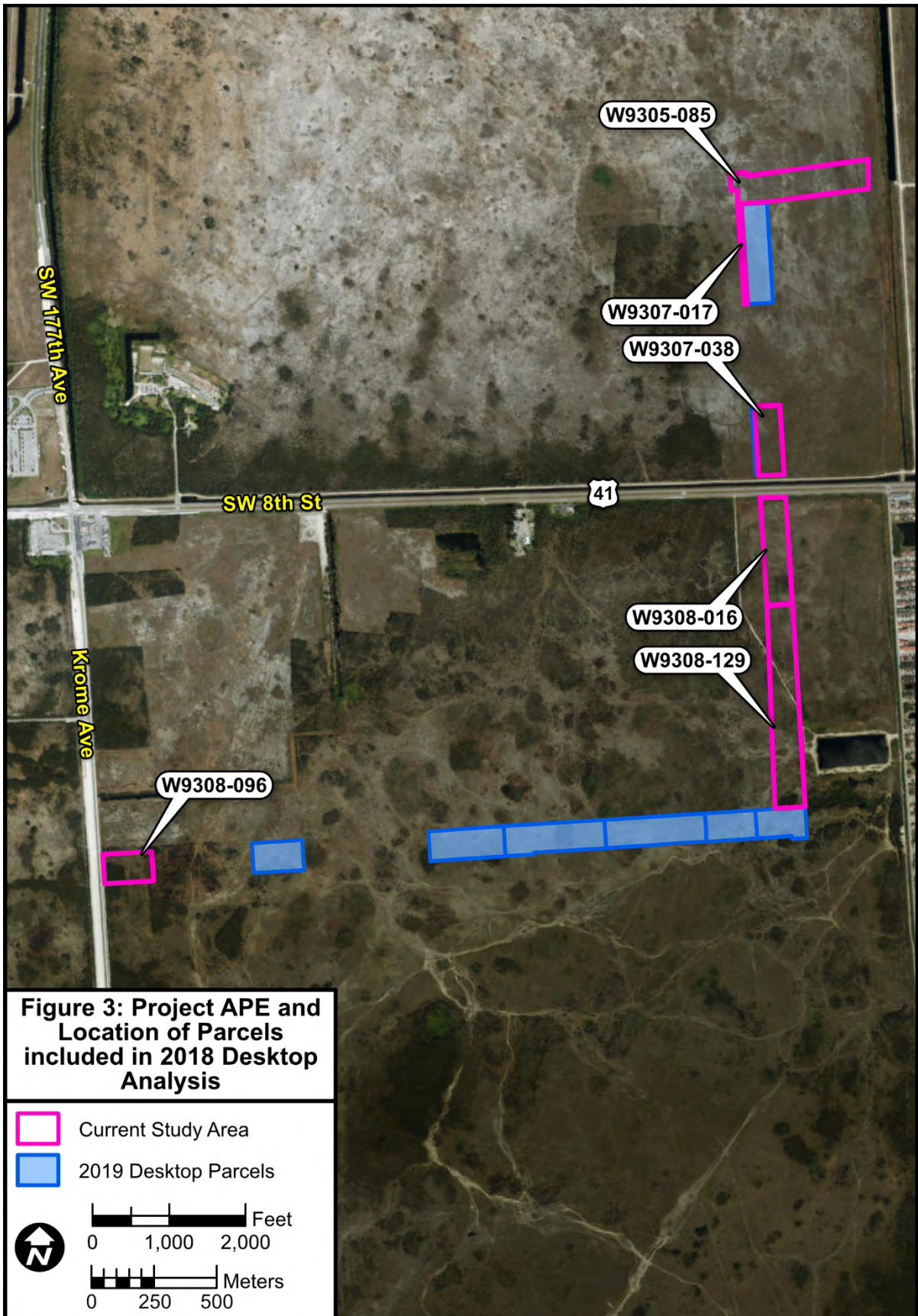


Figure 2c: Study Area (Map 3 of 3)





The purpose of this analysis, therefore, is to identify any previously recorded resources within the study area that have been determined or considered eligible for the National Register of Historic Places (National Register). and any resources with documented or suspected human remains. The analysis identified areas of archaeological probability within the study area.

### **Project Description**

As part of the revised Bird Drive restoration strategy, the SFWMD has implemented a process to consolidate properties within the western portion of the historic Bird Drive Recharge Area (BDRA). The revised Bird Drive restoration strategy includes a conveyance system that would provide a surface water connection for water managers to flow/pump surface water from the northern water conservation areas through the Pennsuco project area and BDRA, back to the southern water conservation area, and finally on to Everglades National Park. The successful implementation of the revised Bird Drive restoration strategy will require the transfer of the U.S. Department of the Interior (DOI) grant funding from properties within the new proposed Florida Power and Light (FPL) transmission corridor easement and transfer of grant funding from the eastern BDRA to property along the western boundary of the BDRA project area.

The FPL high voltage electrical transmission corridor is proposed to traverse through the BDRA. The new alignment is a revision to a previous alignment that proposed for the transmission line to traverse through a section of the Everglades National Park (ENP) and along the eastern water conservation boundary to the west of the BDRA. The proposed eastern shift of the corridor would remove the proposed transmission lines from the western water conservation area and section of the ENP. This shift to the BDRA would minimize ecological impacts to the ENP and the western natural areas. The new proposed realignment would parallel Krome Avenue and then transect the Bird Drive project area in an east/west direction rather than a northerly direction. The proposed realignment will require DOI grant funding removal from seven specific properties within the FPL corridor. The impact to the grant fund properties will be limited to only those areas that will be impacted by the high voltage powerline foundations. SFWMD will retain ownership of the property but provide an easement for the transmission line corridor. The proposed easement includes contractual conditions that require the corridor to be constructed in a manner that allows for the continuation of surface water flow across the site. This action proposes to transfer funding from eight properties located within the power line corridor and transfer funding to two properties that are within the footprint of the proposed BDRA conveyance system (Figure 1). This transfer is necessary to facilitate the development and permitting of the new electrical corridor and support the proposed water conveyance system along Krome Avenue.

On May 10, 2018, the U.S. Fish and Wildlife Service (USFWS) completed Step 3 of the Everglades Grant Land Disposition Protocol outlined in a letter provided to the SFWMD on March 11, 2016 by the DOI. The review focused on the removal of specific grant-funded restrictions on properties owned by SFWMD located within a proposed FPL transmission corridor in exchange for the placement of specific grant-funded restrictions on replacement properties owned by SFWMD. The replacement properties are located within the western portion of BDRA, specifically near the proposed water conveyance structure. The purpose of the transaction is to enable the shift of the transmission line corridor to the east, away from the ENP and the conservation area, and transfer grant funding to the replacement properties.

## Study Area

As noted, only transfers of grant funding and encumbrances are currently proposed. No improvements are proposed, and no project is being permitted or constructed. Therefore, the study area for archaeological and historic resources was confined to the footprint of the six parcels.

## Methods

An archaeological and historical literature and background information search pertinent to the study area was conducted to determine the types, chronological placement, and spatial patterning of cultural resources adjacent to the cultural resources study area. This included a search of county and local site inventories, unpublished Cultural Resource Management (CRM) reports, Miami-Dade County Property Appraiser records, and other relevant historical research materials.

Background research methods also included a search of the Florida Master Site File (FMSF) to identify cultural resources that are listed, eligible, or considered eligible for listing in the *National Register of Historic Places* (National Register) and resources with potential or confirmed human remains. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the Florida Division of Historical Resources/State Historic Preservation Officer (FDHR/SHPO) regarding the significance of a resource.

## Desktop Analysis

### Cultural Resource Surveys

A search of the FMSF identified four previous surveys that included portions of the study area, but no comprehensive survey has been conducted (Table 1). FMSF Manuscript Nos. 340, 602, and 2127 are County-wide surveys from the 1980s that did not include a systematic survey specific to the study area.

**Table 1. Previously Conducted Cultural Resource Surveys Containing the Study Area**

FMSF Survey No.	Title	Author(s)	Publication Date
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
2127	Dade County historic survey, Phase II: Final Report	Metropolitan Dade County	1989
602	Dade County Historic Survey Final Report	Carr, Robert S.	1981

In addition to the previous surveys included in the FMSF, Janus Research, in association with Stantec, is currently conducting a cultural resource assessment survey (CRAS) of the Miami-Dade Expressway Authority (MDX) SR 836/Dolphin Expressway Southwest Expansion Project Development and Environment Study (Janus Research 2018 in progress). A portion of the area of



potential effect (APE) for the MDX project includes parcels W9308-016 and W3907-038. Because these parcels were in areas of low archaeological potential with no tree islands, shovel testing was not conducted. As noted, the study area was also included in the low-altitude helicopter survey completed in 2018.

### Archaeological Sites

A search of the FMSF data identified no archaeological sites within or adjacent to the archaeological study area. Six previously recorded sites were identified within 1/2 mile of the study area (Table 2; Figure 4.).

**Table 2. Previously Recorded Archaeological Sites within One Half Mile of the Study Area**

<b>FMSF Site No.</b>	<b>Site Type</b>	<b>SHPO National Register Evaluation *</b>
8DA1059	Late Archaic and Glades Period Midden	Potentially Eligible
8DA2108	Precontact Period Midden	Not Evaluated
8DA2110	Glades Period Midden	Not Evaluated
8DA5369	Early 20th Century Homestead	Ineligible
8DA6907	Glades Period Midden	Not Evaluated
8DA6991	Glades Period Midden/Campsite	Ineligible

\* As recorded in the FMSF-may need to be re-evaluated

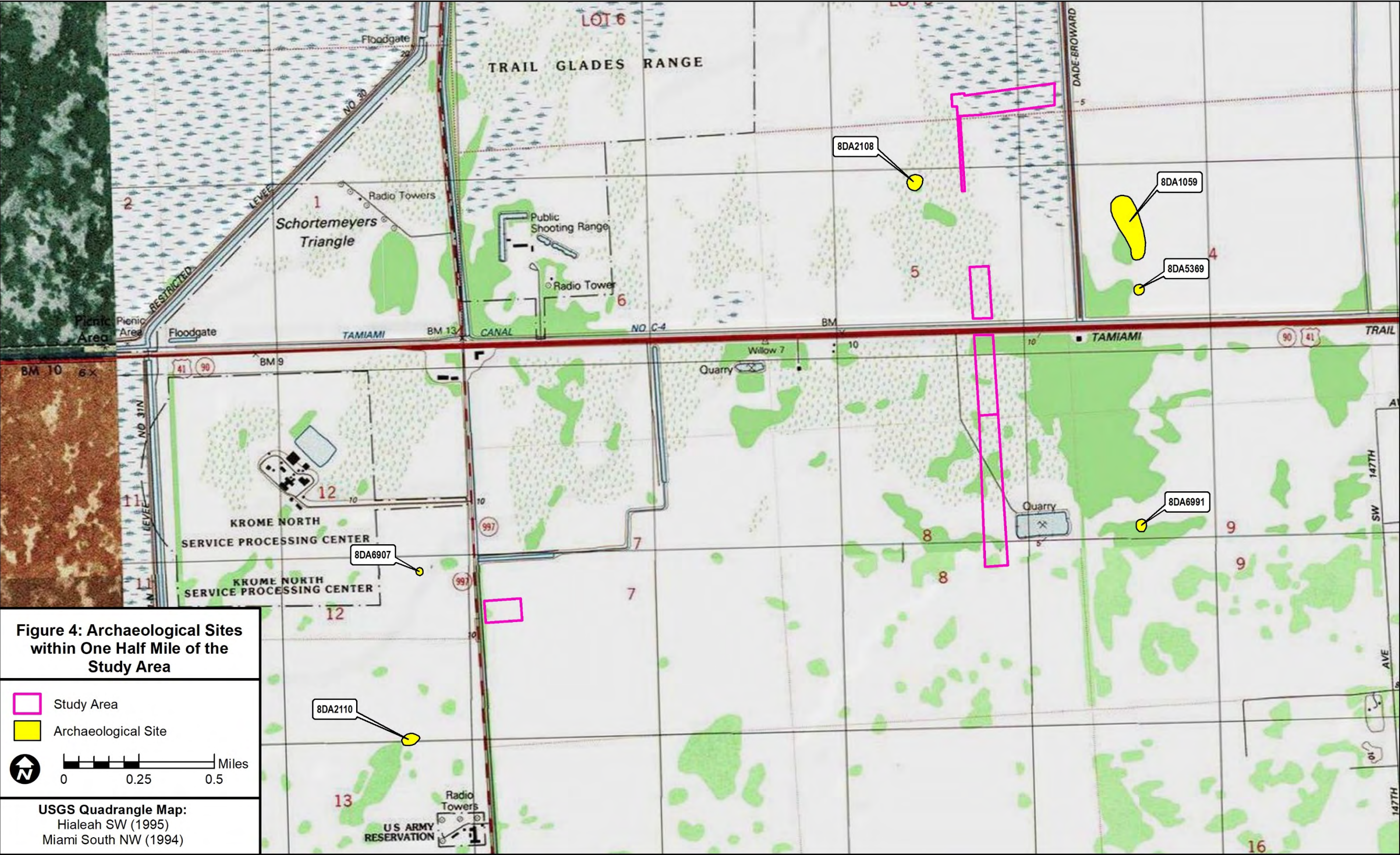
### Historic Resources

There are no previously recorded historic resources located within the historic resources study area. The review of the historic aerial photographs did not identify any potential historic resources within the parcels.

### Property Appraiser Records

A search of the Miami-Dade County Property Appraiser records was conducted to assess the potential for unrecorded historic buildings within the historic resources study area. No parcels within the study area have 'Actual Year Built' (AYRB) dates indicative of containing buildings with a historic date of construction before or during 1972.





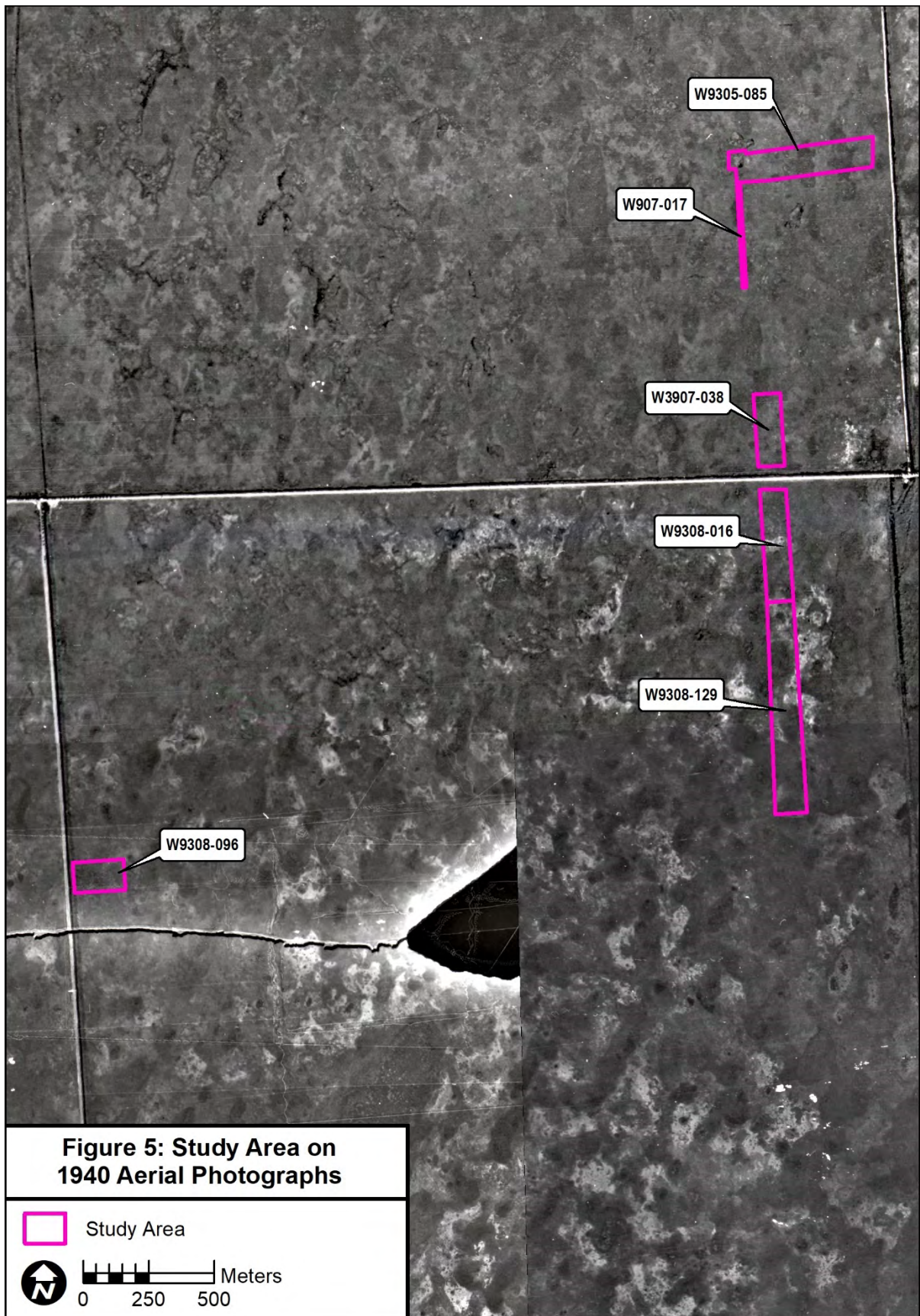


## Archaeological Desktop Analysis Results

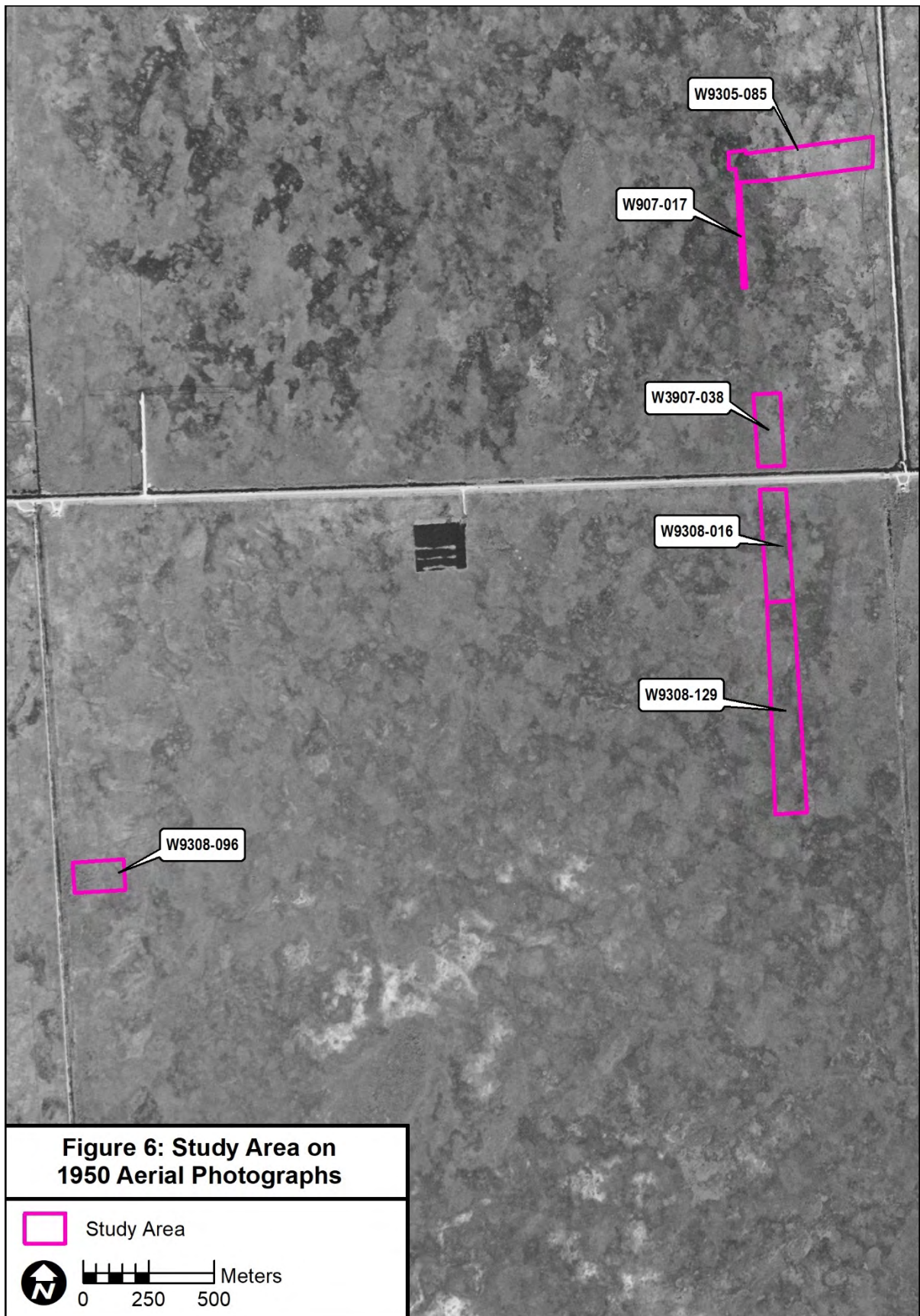
A review of the General Land Office (GLO) historic plat map for Township 54 South, Range 39 East (Florida Department of Environmental Protection [FDEP] 1918a-b) was conducted to examine past environmental conditions within the vicinity of the study area in the early-20<sup>th</sup> Century. Associated surveyors' notes for this township and range were not available. Four parcels (W9308-096, W9308-129, W9307-017, and W9305-085) intersect the tails of tree islands, labeled as hammocks on the plat map. The parcels do not intersect the head of the islands, the area which would have high archaeological site potential. Although the GLO plat maps represent a valuable resource for helping to reconstruct pre-development environmental conditions, vegetation, and the potential locations of archaeological sites, there are limitations with their accuracy. As noted by Knetsch and Smith (1992:352), the surveyors were often left to their own judgment and the pressure to survey as much land as possible led to many omissions and inaccuracies. Surveys also focused on survey lines and the extent of features, such as hammocks or trails, that extended outside of the survey line were extrapolated. For these reasons, early historic aerials, particularly those that show conditions prior to development are more reliable for indicating the locations of hammocks or tree islands.

Historic aerial photographs from 1940, 1950, 1952, and 1968 were examined to obtain information regarding land use and the locations of hammocks during the 20<sup>th</sup> Century (Florida Department of Transportation, Surveying and Mapping Office 2018; USGS 2020; USGS-SOFIA 2020). In 1940, Tamiami Canal and Trail, Krome Avenue, and the Dade-Broward Levee were present, but the study area was Everglades marsh. No tree islands are visible within or adjacent to the study area (Figure 5). In 1950, there was very little change in the area (Figure 6), but by 1952 the L-30 Canal had been constructed to the west of the study area (Figure 7). By 1968 (Figure 8), the mine east of W9308-129 was present and the access road intersected the parcel. The canal north of W9308-096 had also been constructed.

The *Soil Survey of Dade County, Florida* (United States Department of Agriculture [USDA] 1996) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the study area indicative of increased archaeological site potential. The study area is located within the Lauderhill-Dania-Pahokee soil association. These soils consist of organic material that is 8 to 51 inches deep over limestone bedrock and is found in freshwater marshes and ponds (USDA 1996:9–10). Native vegetation is sawgrass, willows, and cattails. The drainage characteristics and environmental associations of the soil types found within the study area are included in Table 3. The *Soil Survey (Detailed-Reconnaissance) of Dade County, Florida* (USDA 1958) describes the land around the eastern parcels as Everglades peat 36 to 60 inches in depth (USDA 1958:18). The western parcel (W9308-096) was described as Everglades peat, shallow phase over shallow marl less than 36 inches in depth (USDA 1958:19). No tree islands are illustrated on the maps.

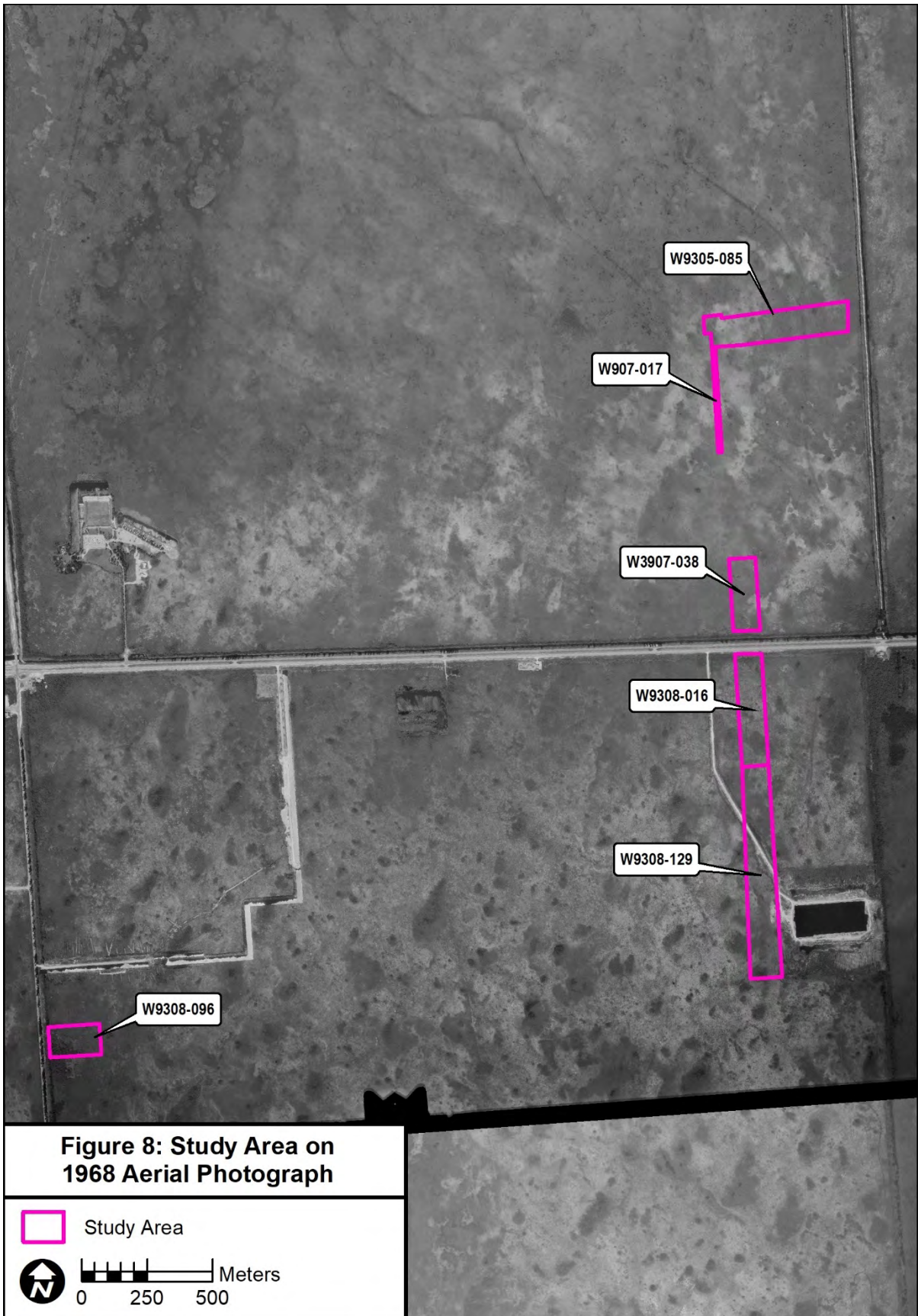














**Table 3. Drainage Characteristics and Environmental Associations of Detailed Soil Types within the Study Area**

Drainage Characteristics	Soil Type	Environmental Association
Very Poorly Drained	Dania muck, depressional	Poorly defined drainageways in sawgrass marshes. Under natural conditions soil is ponded 9 to 12 months in most years. Natural vegetation is sawgrass and cattail.
	Lauderhill muck, depressional	Narrow drainageways and open areas in sawgrass marshes. Under natural conditions soil is ponded 9 to 12 months during most years. Natural vegetation is cattail and sawgrass.
	Tamiami muck, depressional	Freshwater swamps and marshes. Under natural conditions soil is ponded 9 to 12 months during most years. Natural vegetation is cattail, sawgrass, gulf muhly, star rush, milkwort, and sedges.

Source: USDA 1996:14–15, 21–23

Based on the review of environmental variables of the study area, the area consisted of freshwater marshes in the Everglades and is considered to have a low archeological site potential. Although the plat map illustrates hammocks at three locations within the study area, there is no evidence of tree islands at those locations on any of the historic aerial photographs.

### Historic Resources Results

The FMSF background search identified no previously recorded historic resources within the historic resources study area. No potential historic resources were identified during the property appraiser parcel data search or during the examination of historic aerials.

### Conclusions

No previously recorded archeological resources or historic resources are located within the study area. Based on the results of this desktop analysis, all the parcels included in the study area have a low potential for archaeological sites. No potential historic resources are located within the study area.

### References

- Florida Department of Environmental Protection (FDEP)
- 1918a Plat Map for Township 54 South, Range 39 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, <http://prodenv.dep.state.fl.us/DslBtlds/public/piSearchDocumentLoad>, accessed September 28, 2018.
- 1918b Plat of Hiatus Between Township 53 South, Range 39 East and Township 54 South, Range 39 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, <http://prodenv.dep.state.fl.us/DslBtlds/public/piSearchDocumentLoad>, accessed September 28, 2018.



Florida Department of Transportation (FDOT), Surveying and Mapping Office

2018 Aerial Photography Archive. Electronic documents,  
<https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/>, accessed October 10, 2018.

Janus Research

2018 *Cultural Resource Assessment Survey MDX SR 836/Dolphin Expressway Southwest Extension Project Development and Environment Study*. Manuscript on file, Janus Research, Tampa, Florida.

Knetsch, Joe and Marion F, Smith, Jr.

1992 The Map is Not the Territory (But it Helps): Maps of the Public Lands and Cultural Resources in Florida. *The Florida Anthropologist* 45(4): 352-356

United States Department of Agriculture (USDA)

1958 *Soil Survey (Detailed-Reconnaissance), Dade County Florida*. Series 1947, No. 4. United States Department of Agriculture/Soil Conservation Service.

1996 *Soils Survey of Dade County Area, Florida*. United States Department of Agriculture/Soil Conservation Service.

United States Geological Survey (USGS)

2020 Aerial Photography. Electronic documents, <https://earthexplorer.usgs.gov/>, accessed March 6, 2020.

United States Geological Survey – South Florida Information Access (USGS SOFIA)

2020 1940 Greater Everglades and South Florida Aerial Photoset. Electronic documents, <https://archive.usgs.gov/archive/sites/sofia.usgs.gov/exchange/aerial-photos/index.html>, accessed March 6, 2020.

**Attachment 1:**

**2018 Desktop Analysis and Response to Request for Additional Information**

# Memo

To: Robert Taylor, SFWMD  
CC: Armando Ramirez, SFWMD  
From: Diane K. Kloetzer, Janus Research  
Date: October 19, 2018  
Re: Cultural Resource Desktop Analysis of Ten Parcels in the Bird Drive Restoration Area, Miami-Dade County, Florida

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## Introduction

At the request of the South Florida Water Management District (SFWMD), Janus Research conducted a cultural resources desktop analysis of ten parcels in the Bird Drive Restoration Area (BDRA) in Miami-Dade County, Florida (study area). As shown in Figure 1, the parcels include W930E-006 (9.91 acres), W930E-007 (0.82 acres), W930E-012 (5.72 acres), W930E-013 (5.63 acres), W930E-010 (11.17 acres), W930E-011 (11.35 acres), W930E-008 (8.56 acres), W930E-009 (5.91 acres), W9308-283 (9.99 acres), and W9308-582 (29.47 acres). The purpose of this analysis is to identify any previously recorded resources within the study area that have been determined or considered eligible for the National Register of Historic Places (National Register), and any resources with documented or suspected human remains. The analysis will also identify areas of archaeological probability within the project areas.

As part of the revised Bird Drive restoration strategy, the SFWMD has implemented a process to consolidate properties within the western portion of the historic Bird Drive Recharge Area (BDRA). The revised Bird Drive restoration strategy includes a conveyance system that would provide a surface water connection for water managers to flow/pump surface water from the northern water conservation areas through the Pennsuco project area and BDRA, back to the southern water conservation area, and finally on to Everglades National Park.

The successful implementation of the revised Bird Drive restoration strategy will require the transfer of the U.S. Department of the Interior (DOI) grant funding from properties within the new proposed Florida Power and Light (FPL) transmission corridor easement and transfer of grant funding from the eastern BDRA to property along the western boundary of the BDRA project area.

The FPL high voltage electrical transmission corridor is proposed to traverse through the BDRA. The new alignment is a revision to a previous alignment that proposed for the transmission line to traverse through a section of the Everglades National Park (ENP) and along the eastern water conservation boundary to the west of the BDRA. The proposed eastern shift of the corridor would





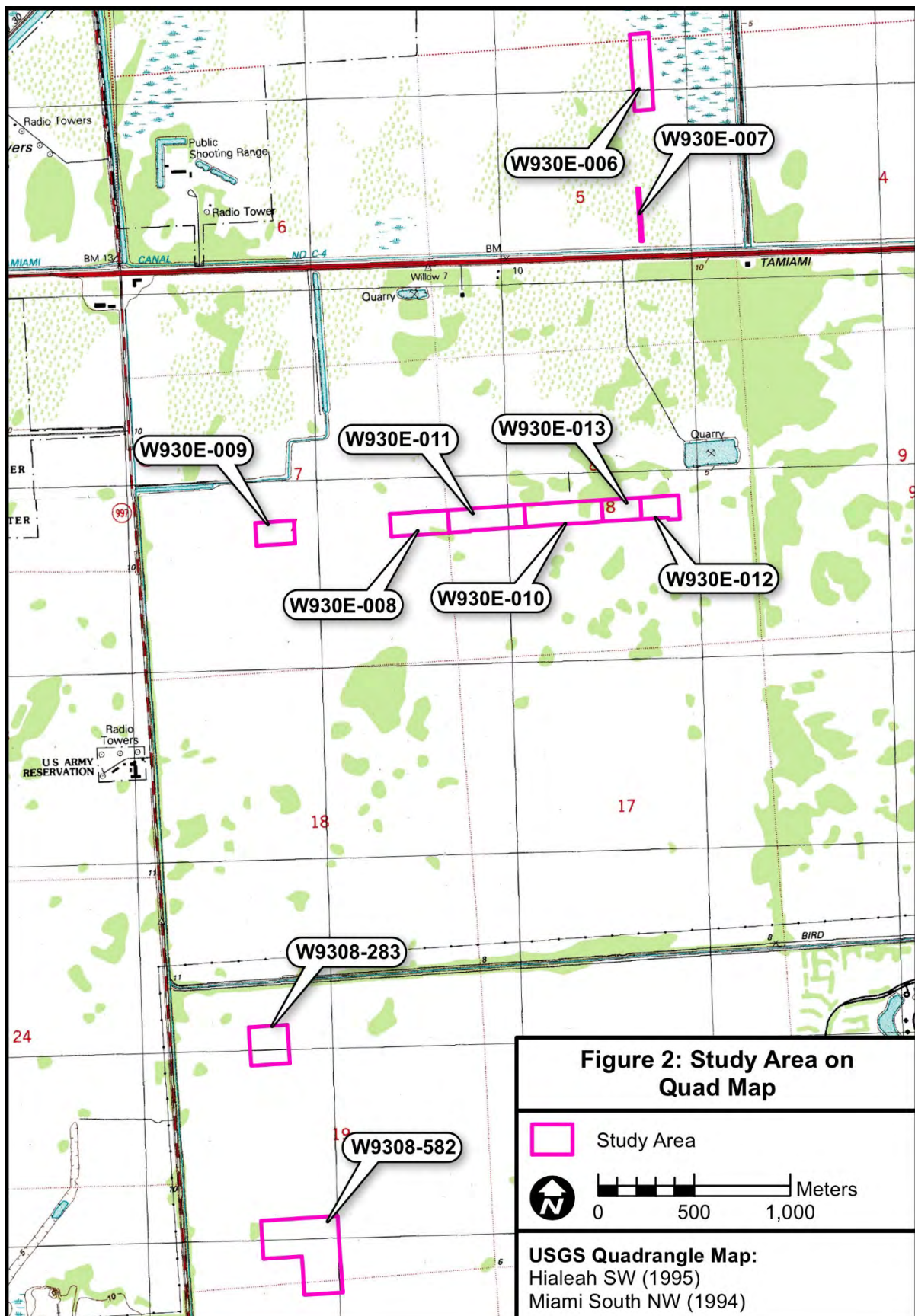
remove the proposed transmission lines from the western water conservation area and section of the ENP. This shift to the BDRA would minimize ecological impacts to the ENP and the western natural areas. The new proposed realignment would parallel Krome Avenue and then transect the Bird Drive project area in an east/west direction rather than a northerly direction. The proposed realignment will require DOI grant funding removal from seven specific properties within the FPL corridor. The impact to the grant fund properties will be limited to only those areas that will be impacted by the high voltage powerline foundations. SFWMD will retain ownership of the property but provide an easement for the transmission line corridor. The proposed easement includes contractual conditions that require the corridor to be constructed in a manner that allows for the continuation of surface water flow across the site. This action proposes to transfer funding from eight properties located within the power line corridor and transfer funding to two properties that are within the footprint of the proposed BDRA conveyance system (Figure 1). This transfer is necessary to facilitate the development and permitting of the new electrical corridor and support the proposed water conveyance system along Krome Avenue.

On May 10, 2018, the U.S. Fish and Wildlife Service (USFWS) completed Step 3 of the Everglades Grant Land Disposition Protocol outlined in a letter provided to the SFWMD on March 11, 2016 by the DOI. The review focused on the removal of specific grant-funded restrictions on properties owned by SFWMD located within a proposed FPL transmission corridor in exchange for the placement of specific grant-funded restrictions on replacement properties owned by SFWMD. The replacement properties are located within the western portion of BDRA, specifically near the proposed water conveyance structure. The purpose of the transaction is to enable the shift of the transmission line corridor to the east, away from the ENP and the conservation area, and transfer grant funding to the replacement properties.

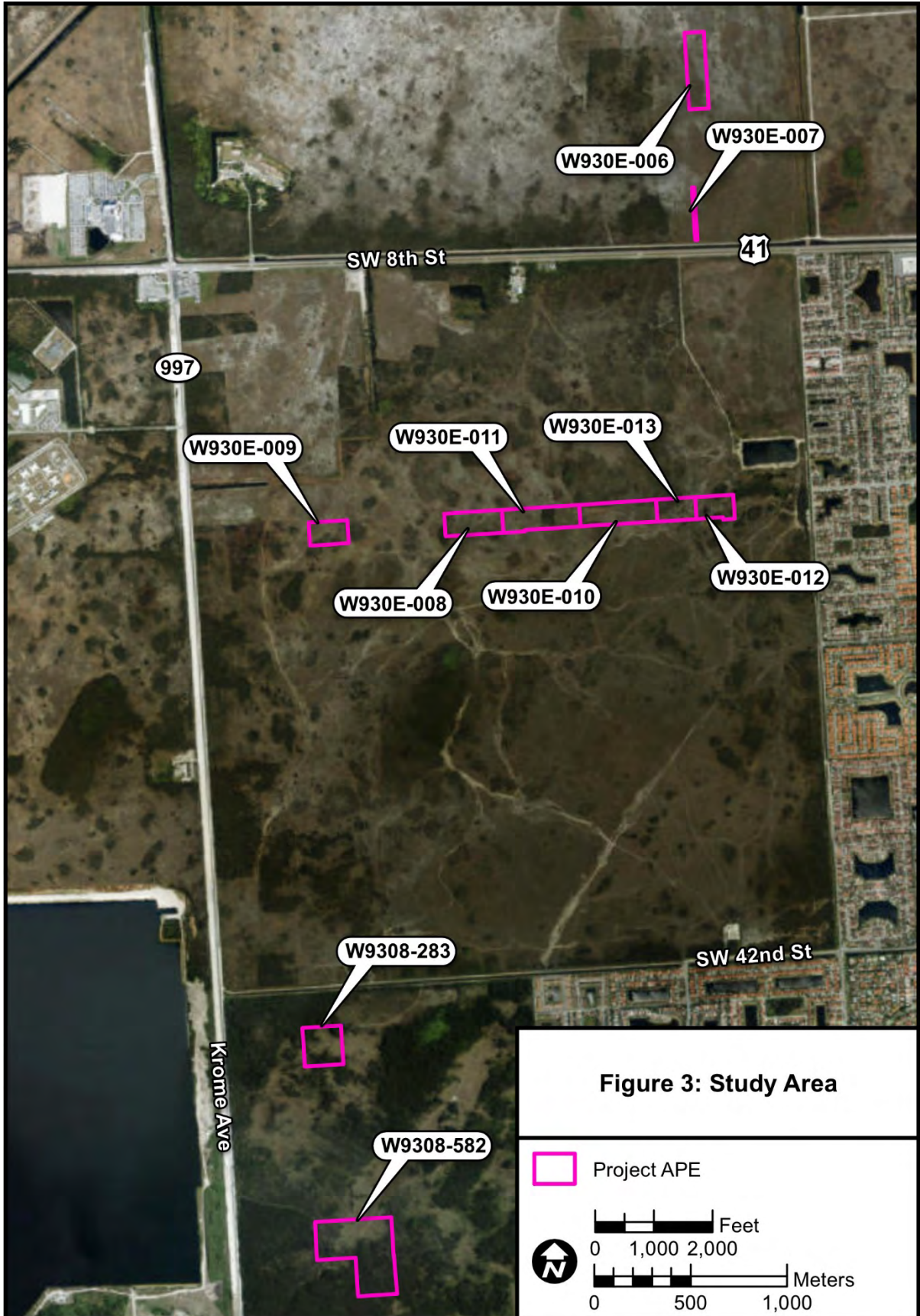
The transmission corridor properties include 59.07 acres and transvers through the BDRA in an east west direction then heads north. The FPL replacement properties consist of approximately 40 acres located within the western ½-mile of the transmission line corridor lying east of Krome Avenue within the BDRA. Portions of the property have been degraded by the invasive species of melaleuca and pepper trees as well as off road vehicles. The property experience seasonal flooding in low areas. The parcels included in this desktop are located in Sections 5, 7, 8, and 19 in Township 54 South, Range 39 East, on the Hialeah SW (1995) and South Miami NW (1994) United States Geological Survey (USGS) quadrangle maps (Figure 2).

### **Study Area**

No improvements to the property are currently proposed. Therefore, the study area for archaeological and historic resources was confined to the footprint of the ten parcels (Figure 3).







## Methods

An archaeological and historical literature and background information search pertinent to the study area was conducted to determine the types, chronological placement, and spatial patterning of cultural resources adjacent to the cultural resources study area. This included a search of county and local site inventories, unpublished Cultural Resource Management (CRM) reports, Miami-Dade County Property Appraiser records, and other relevant historical research materials.

Background research methods also included a search of the Florida Master Site File (FMSF) to identify cultural resources that are listed, eligible, or considered eligible for listing in the *National Register of Historic Places* (National Register) and resources with potential or confirmed human remains. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the Florida Division of Historical Resources/State Historic Preservation Officer (FDHR/SHPO) regarding the significance of a resource.

## Desktop Analysis

### Cultural Resource Surveys

A search of the FMSF identified five previous surveys that included portions of the study area, but no comprehensive survey has been conducted (Table 1). FMSF Manuscript Nos. 340, 602, and 2127 are County-wide surveys from the 1980s that did not include a systematic survey specific to the study area. The FMSF GIS data indicates that FMSF Manuscript No. 9018 consisted of a survey for a cell tower located south of US 41. The archaeological APE for this survey did not extend into the study areas. It also indicated that the actual tower was not located within or adjacent to the current study area and that no subsurface testing was conducted as it was an existing tower with no proposed ground disturbing activities. FMSF Manuscript No. 327, which was conducted in 1976, included both a surface inspection and subsurface testing of proposed spoil areas along the north bank of the Tamiami Canal. The survey area included the southern end of parcel W930E-007. No archaeological sites were identified within or adjacent to the parcel.

**Table 1. Previously Conducted Cultural Resource Surveys Containing or Partially Containing the Study Area**

FMSF Survey No.	Title	Author(s)	Publication Date
327	An Archaeological and Historical Survey of Possible Spoils Disposal Areas Adjacent to the Proposed Enlargement of Approximately 4 Miles of the Westerly End of Canal 4	Gagel, Katherine	1976
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
2127	Dade County historic survey, Phase II: Final Report	Metropolitan Dade County	1989



<b>FMSF Survey No.</b>	<b>Title</b>	<b>Author(s)</b>	<b>Publication Date</b>
602	Dade County Historic Survey Final Report	Carr, Robert S.	1981
9018	Cultural Resource Assessment of the GHW Tower Location in Miami-Dade County, Florida	Sims, Cynthia L.	2003

In addition to the previous surveys included in the FMSF, Janus Research, in association with Stantec, is currently conducting a cultural resource assessment survey (CRAS) of the Miami-Dade Expressway Authority (MDX) SR 836/Dolphin Expressway Southwest Expansion Project Development and Environment Study (Janus Research 2018 in progress). A portion of the area of potential effect (APE) for the MDX project includes parcels W930E-008 and W930E-010. Although determined to have a low potential for archaeological sites, three shovel tests were excavated within parcel W930E-008 and one shovel test was excavated in parcel W930E-010. The locations of these shovel tests are shown in Figure 4. No archaeological sites or cultural material were identified in any of these shovel tests, confirming the low potential for archaeological sites.

### **Archaeological Sites**

A search of the FMSF data identified no archaeological sites within or adjacent to the archaeological study area. Six previously recorded sites were identified within 1/2 mile of the study areas, as summarized in Table 2 and shown in Figure 5. All of these sites were identified on hammocks or tree islands, which are visible on the historic aerials of the project area.

**Table 2. Previously Recorded Archaeological Sites within 0.5 miles of the Study Area**

<b>FMSF Site No.</b>	<b>Site Type</b>	<b>SHPO National Register Evaluation *</b>
8DA1059	Late Archaic and Glades Period Midden	Potentially Eligible
8DA1651	Glades Period Midden	Not Evaluated
8DA1652	Glades Period Midden	Not Evaluated
8DA2102	Glades Period Midden/Campsite	Not Evaluated
8DA2108	Precontact Period Midden	Not Evaluated
8DA6991	Glades Period Midden/Campsite	Ineligible

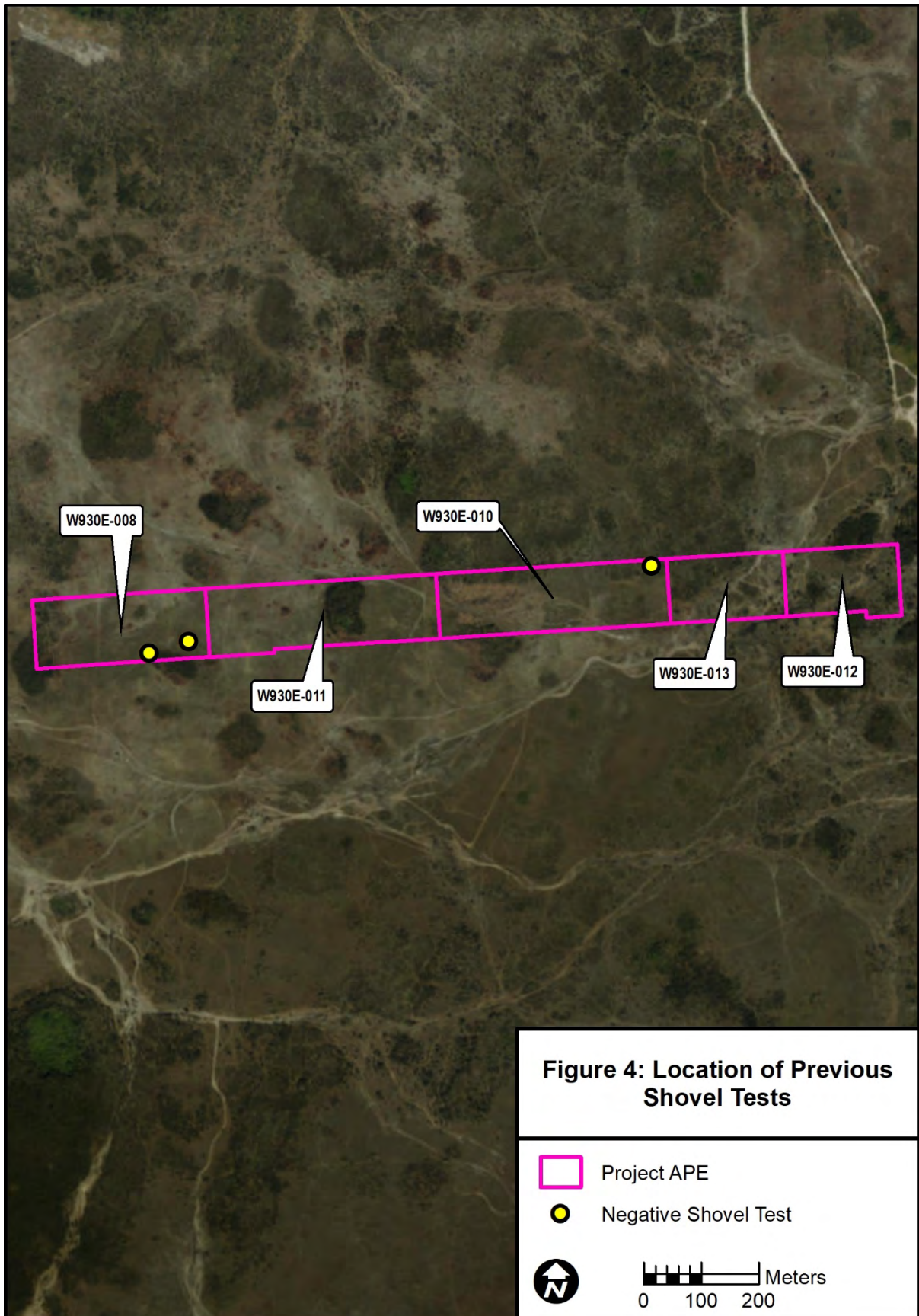
\* As recorded in the FMSF-may need to be re-evaluated

### **Historic Resources**

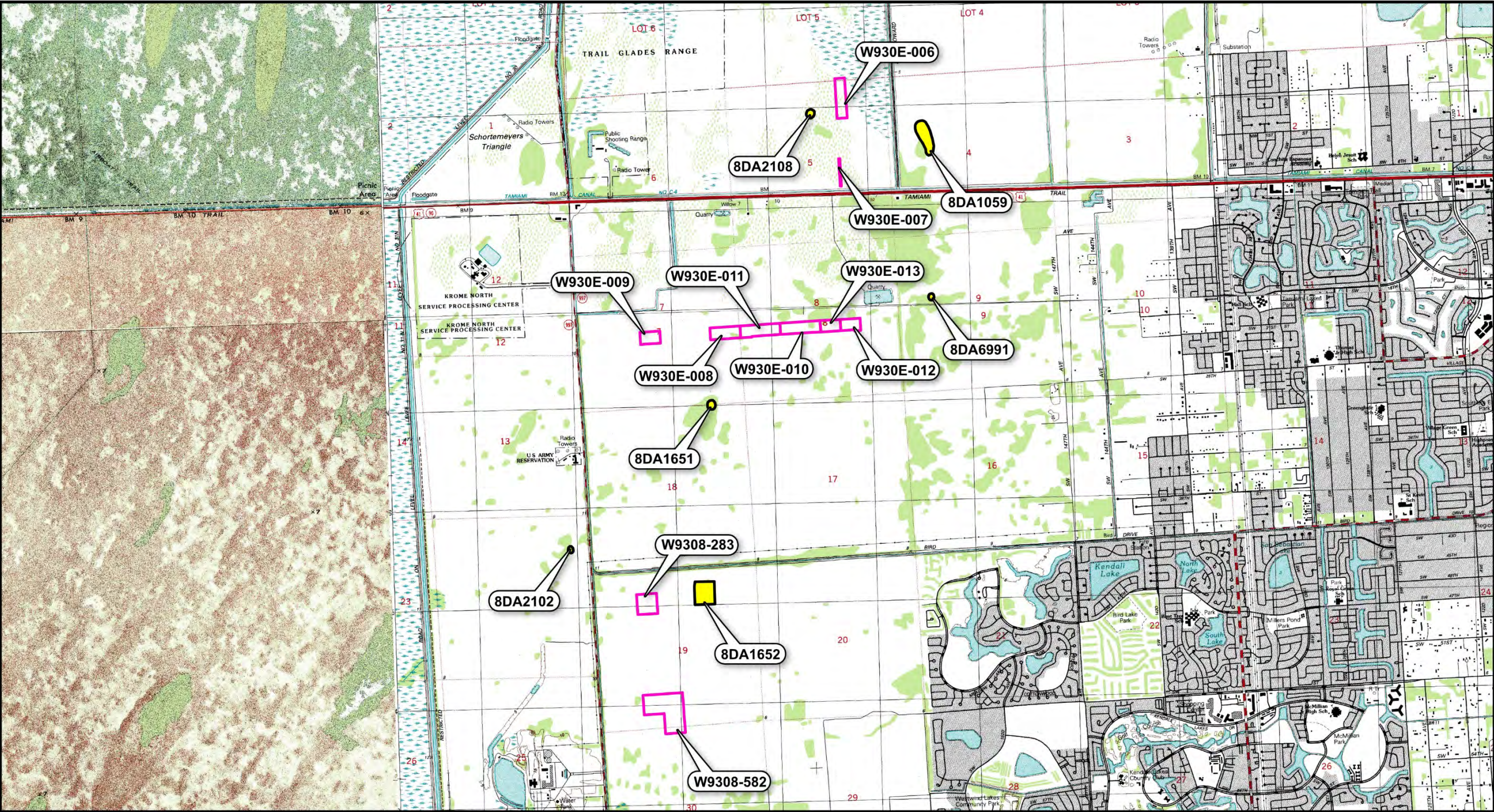
There are no previously recorded historic resources located within the historic resources study area. The review of the historic aerial photographs did not identify any potential historic resources within or adjacent to the parcels.

### **Property Appraiser Records**

A search of the Miami-Dade County Property Appraiser records was conducted to assess the potential for unrecorded historic buildings within the historic resources study area. No parcels within the study area have 'Actual Year Built' (AYRB) dates indicative of containing buildings with a historic date of construction before or during 1970.







**Figure 5: Archaeological Sites  
Within Half a Mile of the Study Area**

- Study Area
- Archaeological Sites

USGS Quadrangle Map:  
Hialeah SW (1995)  
Miami South NW (1994)

Miami-Dade County

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## Archaeological Desktop Analysis Results

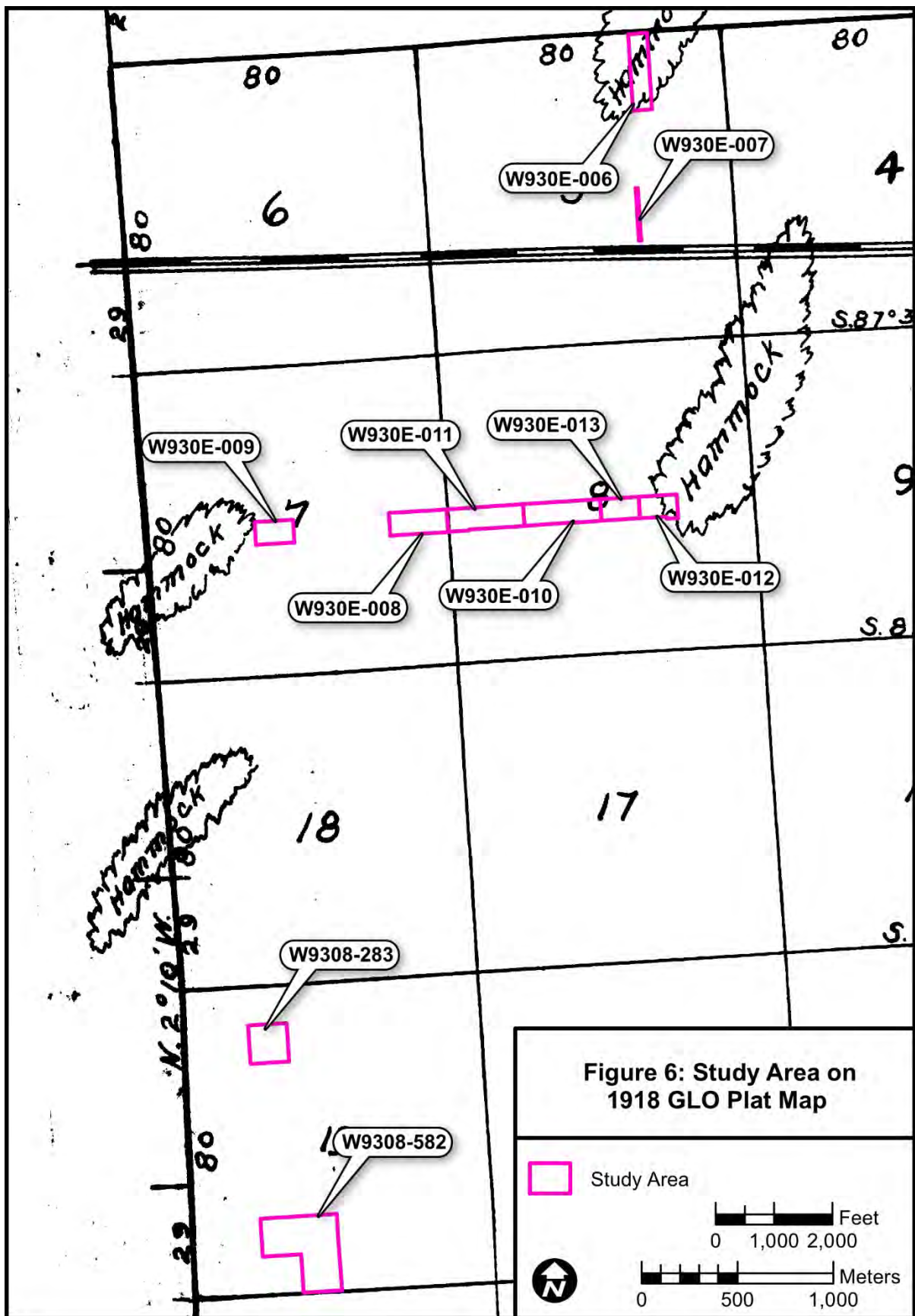
A review of the General Land Office (GLO) historic plat map for Township 54 South, Range 39 East (Florida Department of Environmental Protection [FDEP] 1918) was conducted to examine past environmental conditions within the vicinity of the study area in the early-20<sup>th</sup> Century (Figure 6. Associated surveyors' notes for this township and range were not available.

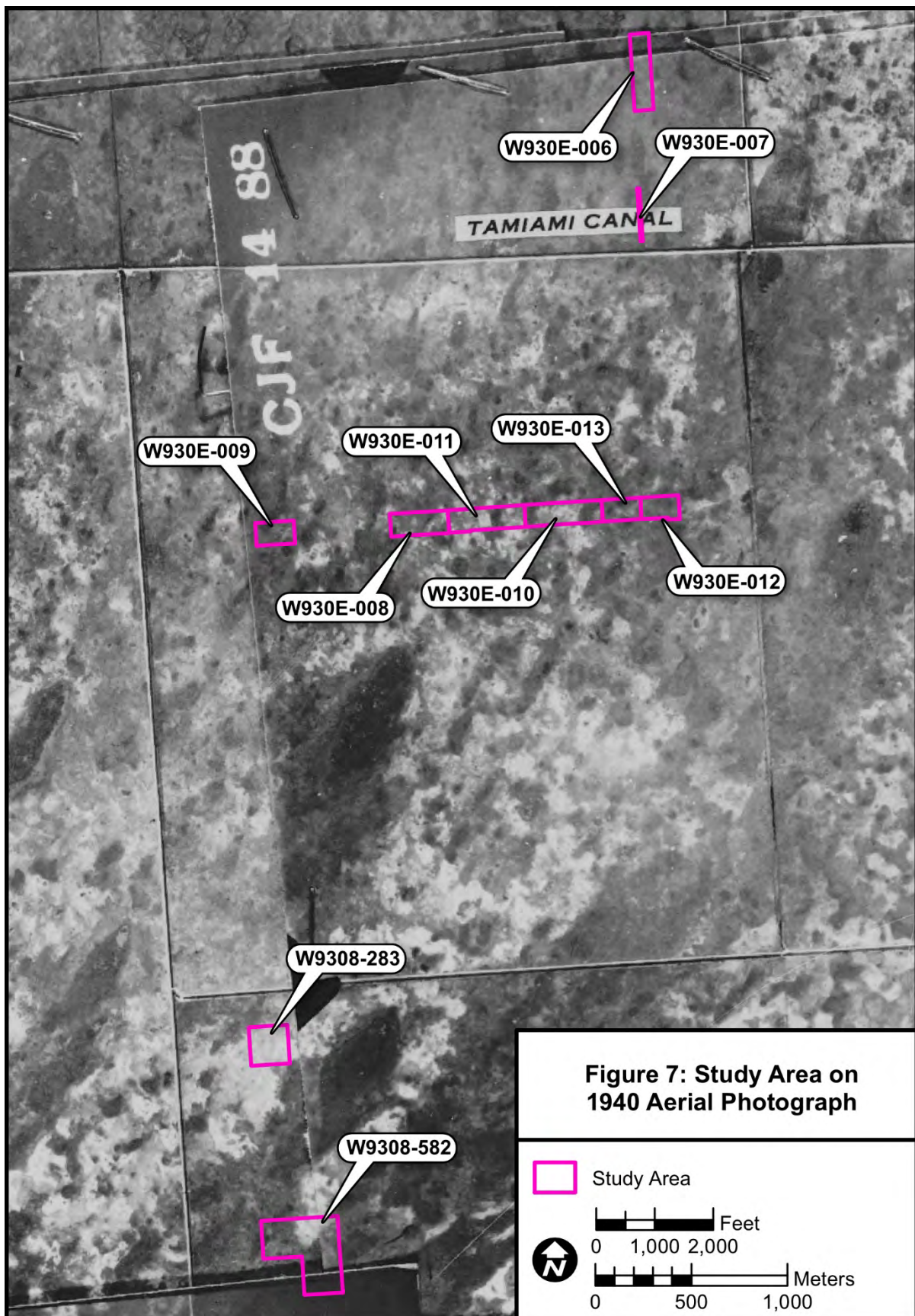
As shown in Figure 6, the GLO plat map shows three hammocks within or adjacent to three parcels (W930E-006, W930E-009, and W930E-012). Although the GLO plat maps represent a valuable resource for helping to reconstruct pre-development environmental conditions, vegetation, and the potential locations of archaeological sites, there are limitations with their accuracy. As noted by Knetsch and Smith (1992:352), the surveyors were often left to their own judgment and the pressure to survey as much land as possible led to many omissions and inaccuracies. Surveys also focused on survey lines and the extent of features, such as hammocks or trails, that extended outside of the survey line were extrapolated. For these reasons, early historic aerials, particularly those that show conditions prior to development are more reliable for indicating the locations of hammocks or tree islands.

Historic aerial photographs from 1940, 1950, 1963, and 1968 were examined to obtain information regarding land use and the locations of hammocks during the 20<sup>th</sup> Century (Florida Department of Transportation, Surveying and Mapping Office 2018; United States Geological Survey 2018; University of Florida, George A. Smathers Libraries 2018). All of the parcels are visible on the 1940 and 1950 aerials. The 1963 aerial only includes eight parcels located in the northern part of the study area while the 1968 includes the two most southern parcels. The aerials show that the study area was low and wet. Although several tree islands are visible on the aerials, none are within or adjacent to any of the parcels (Figures 7–10).

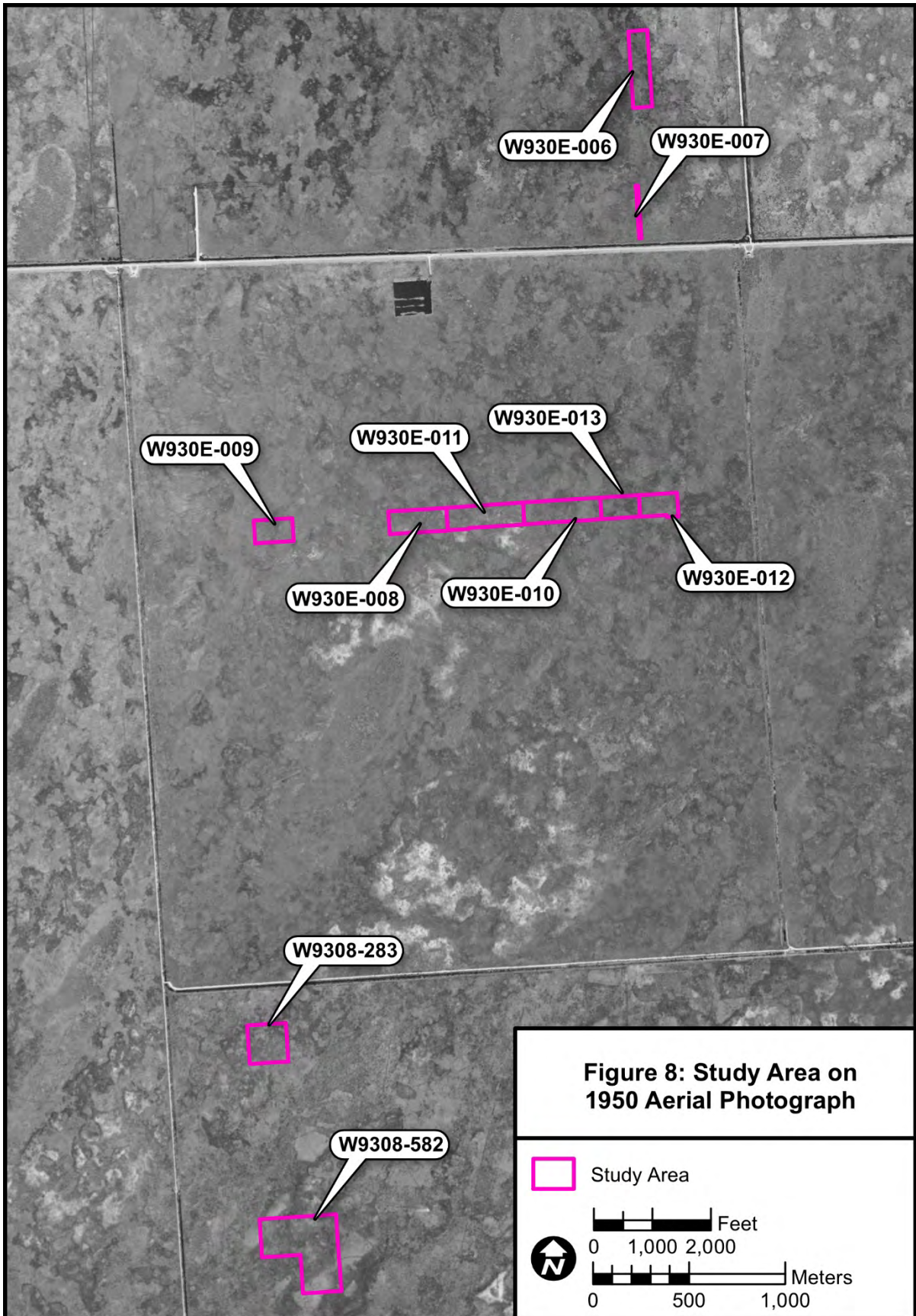
The *Soil Survey of Dade County, Florida* (United States Department of Agriculture [USDA] 1996) was reviewed to help determine the predevelopment environment, assess the level of modification, and identify natural features within the study area indicative of increased archaeological site potential. The study area is located within the Lauderhill-Dania-Pahokee soil association. These soils consist of organic material that is 8 to 51 inches deep over limestone bedrock and is found in freshwater marshes and ponds (USDA 1996:9–10). Native vegetation is sawgrass, willows, and cattails. The drainage characteristics and environmental associations of the soil types found within the study area are included in Table 3.



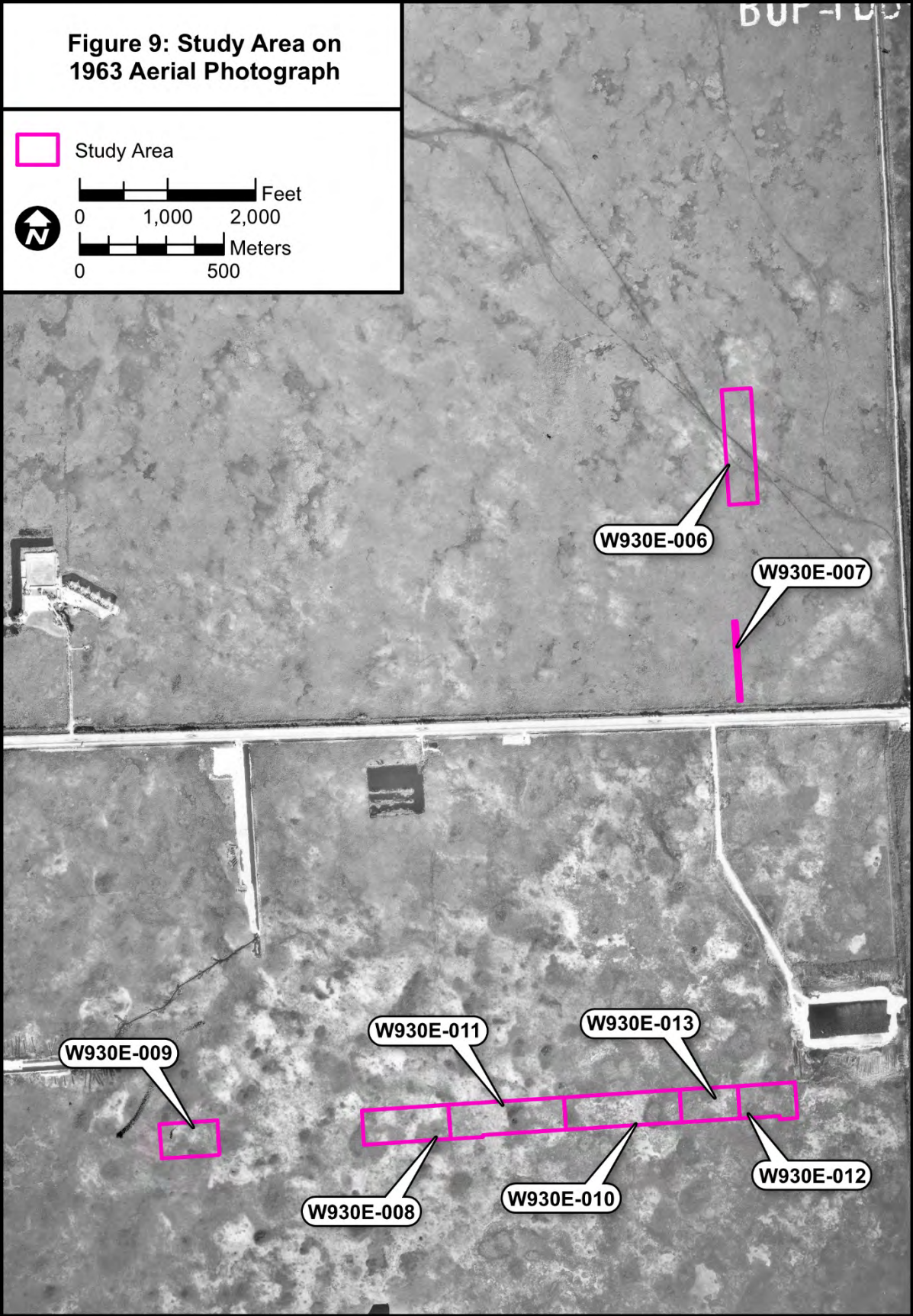


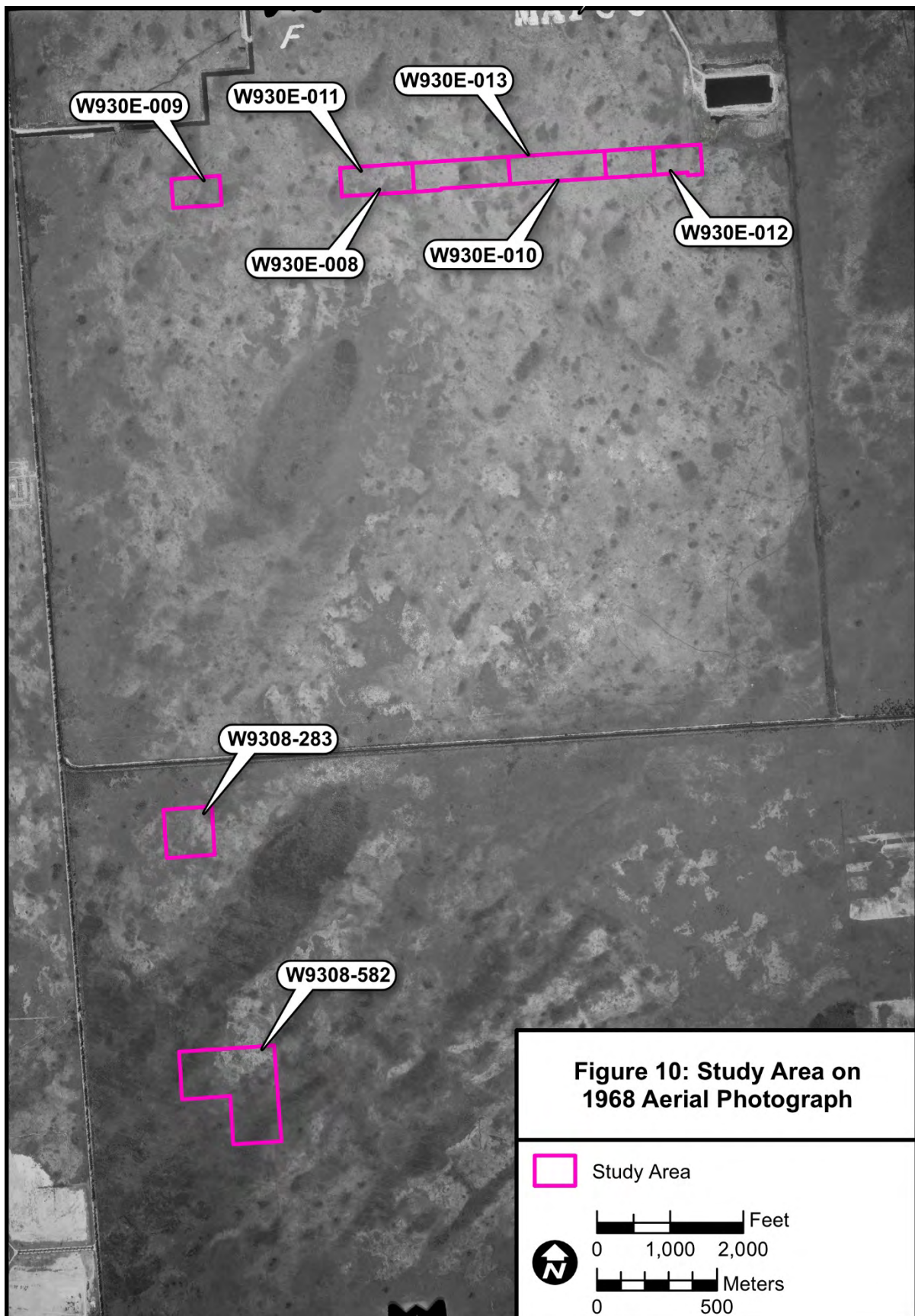












**Table 3. Drainage Characteristics and Environmental Associations of Detailed Soil Types within the Study Area**

<b>Drainage Characteristics</b>	<b>Soil Type</b>	<b>Environmental Association</b>
Very Poorly Drained	Dania muck, depressional	Poorly defined drainageways in sawgrass marshes. Under natural conditions soil is ponded 9 to 12 months in most years. Natural vegetation is sawgrass and cattail.
	Lauderhill muck, depressional	Narrow drainageways and open areas in sawgrass marshes. Under natural conditions soil is ponded 9 to 12 months during most years. Natural vegetation is cattail and sawgrass.
	Tamiami muck, depressional	Freshwater swamps and marshes. Under natural conditions soil is ponded 9 to 12 months during most years. Natural vegetation is cattail, sawgrass, gulf muhly, star rush, milkwort, and sedges.

Source: USDA 1996:14–15, 21–23

Based on the review of environmental variables of the study area, the area consisted of freshwater marshes in the Everglades and is considered to have a low archeological site potential. Although the plat map illustrates hammocks at three locations within the study area, there is no evidence of tree islands at those locations on the aerial photographs.

### **Historic Resources Results**

The FMSF background search identified no previously recorded historic resources within the historic resources study area. No potential historic resources were identified during the property appraiser parcel data search or during the examination of historic aerials.

### **Conclusions**

No previously recorded archeological resources or historic resources are located within the study area. Based on the results of this desktop analysis, all of the parcels included in the study area have a low potential for archaeological sites. No potential historic resources are located within the study area.

### **References**

- Florida Department of Environmental Protection (FDEP)  
1918 Plat Map for Township 54 South, Range 439 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, <http://prodenv.dep.state.fl.us/DslBtlds/public/piSearchDocumentLoad>, accessed September 28, 2018.
- Florida Department of Transportation (FDOT), Surveying and Mapping Office  
2015 Aerial Photography Archive. Electronic documents, <https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/>, accessed October 2018.



Janus Research

In Progress 2018 *Cultural Resource Assessment Survey MDX SR 836/Dolphin Expressway Southwest Extension Project Development and Environment Study*. Manuscript on file, Janus Research, Tampa, Florida.

Knetsch, Joe and Marion F, Smith, Jr.

1992 The Map is Not the Territory (But it Helps): Maps of the Public Lands and Cultural Resources in Florida. *The Florida Anthropologist* 45(4): 352-356

University of Florida, George A. Smathers Libraries

2018 Aerial Photography: Florida Collection. University of Florida Digital Collections. Electronic documents, <http://ufdc.ufl.edu/aerials>, accessed September 28, 2018.

United States Department of Agriculture (USDA)

1996 *Soils Survey of Dade County Area, Florida*. United States Department of Agriculture/Natural Resources Conservation Service.

United States Geological Survey

2018 Aerial Photography. Electronic documents, <https://earthexplorer.usgs.gov/>, accessed October 15, 2018.

# Memo

To: Robert Taylor, SFWMD

CC: Armando Ramirez, SFWMD

From: James Pepe, Janus Research

Date: April 2, 2018

Re: Response to Request for Additional Information (RAI) from the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) for Ten Parcels in the Bird Drive Restoration Area (BDRA), Miami-Dade County, Florida

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## Introduction

The updated cultural assessment was conducted to assess the Florida Power and Light (FPL) corridor realignment for the presence of cultural resources. The new realignment would allow the corridor to be located out of the Everglades National Park (ENP) and western water conservation areas along with the consolidation of a ½ mile strip of lands along Krome Avenue to facilitate water conveyance structure. The proposed realignment activities require the transfer of the U.S. Department of the Interior (DOI) grant funding from properties within the new corridor alignment. The proposed land swap will remove the Federal Land ownership of DOI of lands within the corridor leaving the South Florida Water Management District (SFWMD) as the sole titled owner of these lands.

The new proposed electrical corridor alignment is a revision to a previous alignment that located the transmission line through a section of the ENP and along the eastern water conservation boundary to the west of the Bird Drive Recharge Area (BDRA). The proposed eastern shift re alignment of the corridor would remove the proposed transmission lines from the western water conservation area and section of the ENP. This shift to the BDRA would minimize ecological impacts to the ENP and the western natural areas. The new proposed realignment would parallel Krome Avenue and then transect the Bird Drive project area in an east/west direction rather than a northerly direction. The impact to BDRA properties with the corridor would be limited to only those areas that will be impacted by the high voltage powerline foundations. As part of the realignment process the SFWMD would provide FPL with an easement for the installation of an electrical corridor. The easement agreement with FPL includes contractual conditions that require the corridor to be constructed in a manner that allows for the continuation of surface water flow across the site. Additionally, prior to initiating any construction activities FPL would be

required to comply with all federal, state and local laws, rules and regulations pertaining to the lands leased within the corridor i.e. wetlands cultural resources, wildlife resource prior to the disturbance of the site

The transfer of the USFWS encumbrance would provide conservation lands within the western BDRA project area along Krome Avenue, which will eventually serve as a seepage control area and enhance surface water flow to the southern water conservation areas and to the ENP. The proposed restoration strategy project along Krome Avenue will provide a critical link to facilitate water flows in a southerly direction and re-enter the water conservation area and then onto the ENP. Additionally, the project will re-align the proposed FPL transmission corridor mitigating impacts to the ENP and western natural areas.

It is important to note, that in terms of the National Historic Preservation Act (NHPA), the Section 106 “undertaking” at this point simply involves transfers of grant funding and encumbrances for the subject properties. There is currently no project that is being permitted or constructed.

At some point after these transfers of grant funding and encumbrances have been completed for the subject properties, Florida Power and Light (FPL) *may* submit a permit application for the construction of a new electrical corridor that will pass through these properties. At that point in the future, FPL will need to conduct a full Cultural Resources Assessment Survey (CRAS) that complies with all aspects of Section 106 of the NHPA.

### **Desktop Analysis**

On October 19, 2018, Janus Research provided the SFWMD with a *Cultural Resource Desktop Analysis of Ten Parcels in the Bird Drive Restoration Area, Miami-Dade County, Florida*. As a result of this desktop analysis, the BDRA subject parcels were determined to have low archaeological probability.

### **STOF-THPO Response**

In government-to-government consultation conducted in association with the proposed transfer of ownership of the subject parcels, the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) requested a Cultural Resources Assessment Survey (CRAS) of the subject properties. The STOF-THPO response also noted previously recorded archaeological sites within the vicinity of the BDRA subject parcels.

### **Recent Previous Research**

As mentioned, and briefly described in the *Cultural Resource Desktop Analysis of Ten Parcels in the Bird Drive Restoration Area, Miami-Dade County, Florida*, by Janus Research (2018), Janus Research has recently completed background research, field reconnaissance and shovel-testing within the Bird Drive Recharge Area (BDRA), as well as significant portions directly to the north and south of the BDRA. This work has been conducted for a cultural resource assessment survey (CRAS)



of the Miami-Dade Expressway Authority (MDX) SR 836/Dolphin Expressway Southwest Expansion Project Development and Environment Study (Janus Research 2018 in progress).

Background research for this CRAS involved consultation with the Miami-Dade County Archaeologist who identified approximately 150 possible archaeological targets. Janus Research identified additional potential targets as well. All these potential targets were ground-truthed and 123 shovel tests were excavated. As described and depicted in Figure 4 of the 2018 desktop analysis by Janus Research cited above, a portion of the area of potential effect (APE) for the MDX project includes parcels W930E-008 and W930E-010. Although determined to have a low potential for archaeological sites, three shovel tests were excavated within parcel W930E-008 and one shovel test was excavated in parcel W930E-010. No archaeological sites or cultural material were identified in any of these shovel tests, confirming their low potential for archaeological sites. Additionally, no tree islands were noted for any of the subject parcels.

### **Aerial Reconnaissance Survey**

On March 5, 2019, the subject parcels were also visually examined during a low-altitude helicopter survey. This aerial reconnaissance, in combination with the previously described pedestrian surveys conducted for the MDX survey, was highly effective for the identification of vegetative communities within the BDRA. Although most of this area has been invaded by non-native vegetation, the tree islands associated with archaeological sites, 8DA33, 8DA1059, 8DA1651, 8DA1652, and 8DA2108 stood out clearly when viewed from the air. The Brazilian pepper that covers these tree islands stands out as bright green, low-lying trees that contrasts distinctly from the surrounding taller and darker melaleuca in the adjacent lowlands. Importantly, no such tree islands were visible in any of the subject parcels.

### **Summary and Conclusions**

In summary, a great deal of archaeological research has recently been conducted within the BDRA as part of an ongoing project for the Miami-Dade Expressway Authority (MDX). As part of this research, no tree islands or archaeological sites have been identified within or adjacent to the subject properties.

Additionally, a low-altitude helicopter survey of the subject parcels was also conducted. This survey provided additional verification of the low-archaeological probability for the subject properties.

Most importantly, the Section 106 “undertaking” under consideration consists merely of the transfer of grant funding and encumbrances for the subject properties. There is no construction project or permit that is currently under consideration. If any construction project, such as the erection of a new electrical corridor, are ever considered for the subject parcels, a full CRAS and government-to-government consultation with the STOF-THPO would be required as part of the permitting process.

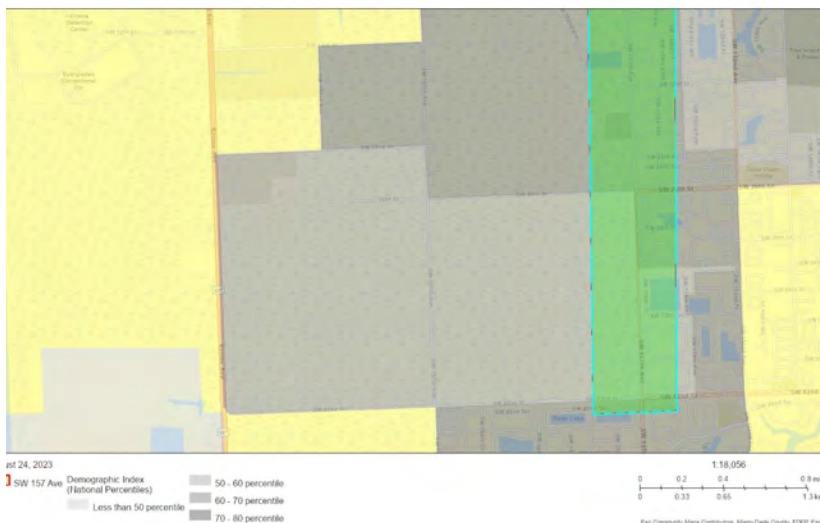
## **APPENDIX J: Environmental Justice Screen Report**

# EJScreen Community Report

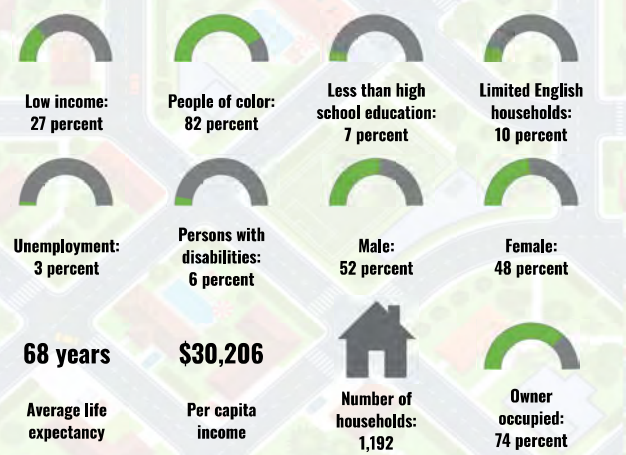
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

## Miami-Dade County, FL

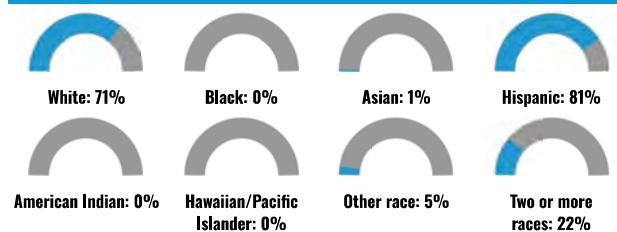
the User Specified Area  
Population: 4,454  
Area in square miles: 0.99



### COMMUNITY INFORMATION



### BREAKDOWN BY RACE



### BREAKDOWN BY AGE



### LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

### LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
No language data available.	



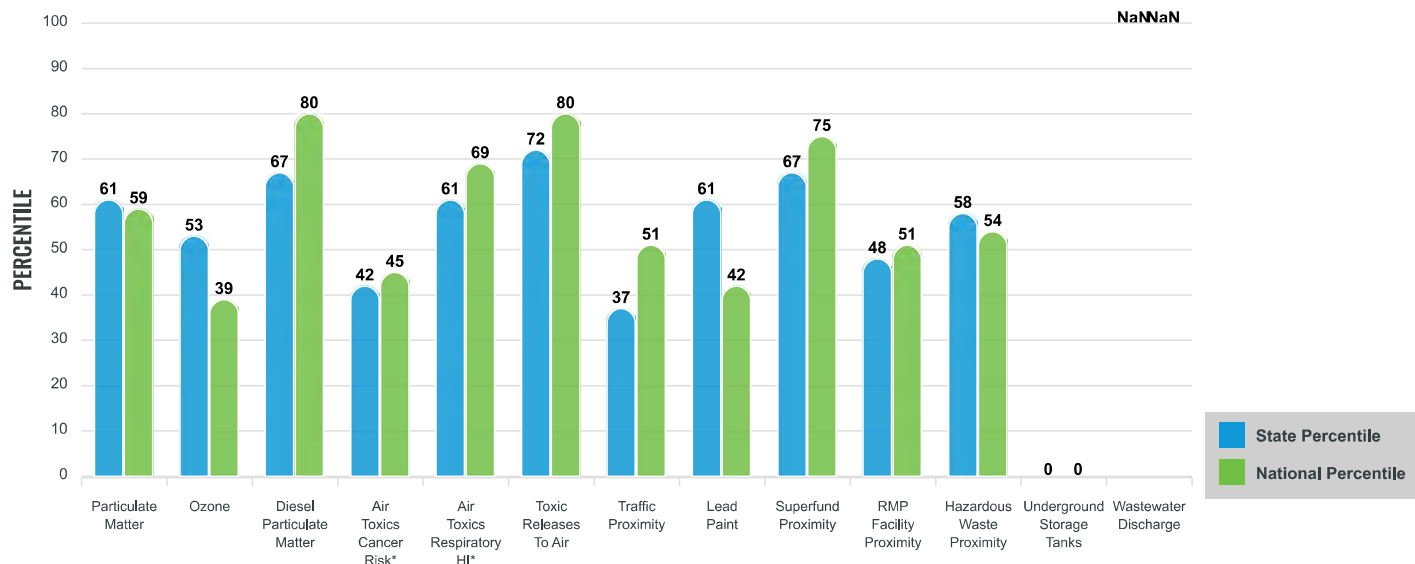
# Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

## EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

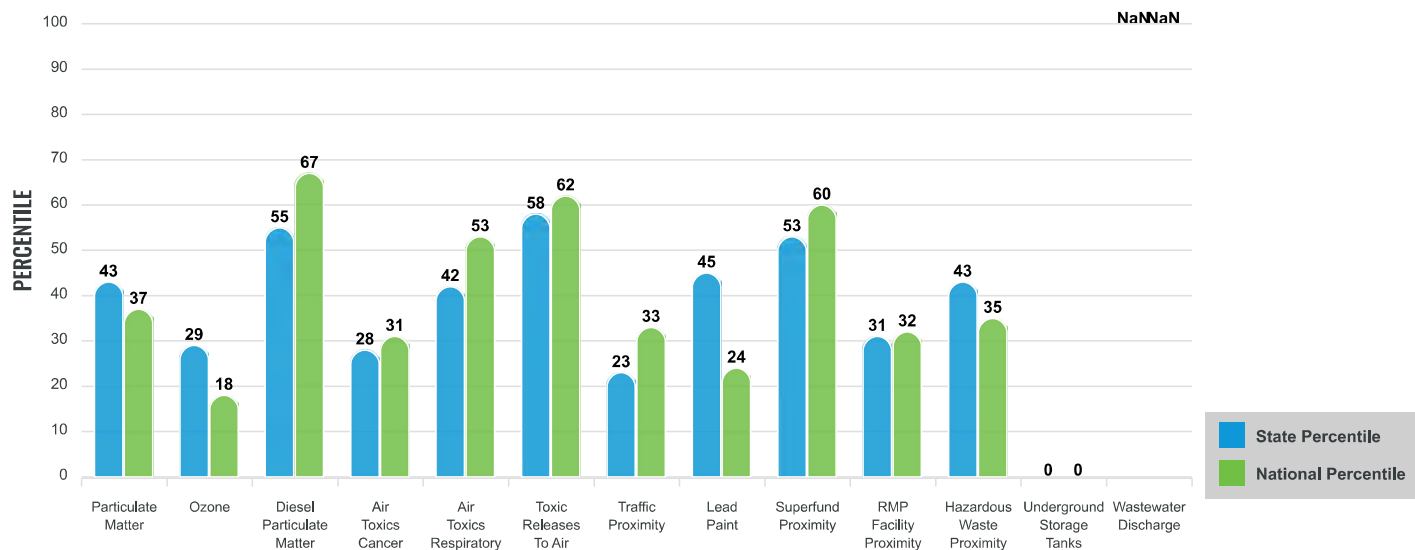
### EJ INDEXES FOR THE SELECTED LOCATION



## SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

### SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for the User Specified Area

# EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
<b>POLLUTION AND SOURCES</b>					
Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	7.38	7.52	38	8.08	29
Ozone (ppb)	56.4	59.4	25	61.6	14
Diesel Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	0.269	0.293	49	0.261	62
Air Toxics Cancer Risk* (lifetime risk per million)	20	25	1	25	5
Air Toxics Respiratory HI*	0.3	0.32	11	0.31	31
Toxic Releases to Air	810	1,900	54	4,600	55
Traffic Proximity (daily traffic count/distance to road)	25	160	19	210	27
Lead Paint (% Pre-1960 Housing)	0.028	0.14	46	0.3	21
Superfund Proximity (site count/km distance)	0.06	0.13	47	0.13	50
RMP Facility Proximity (facility count/km distance)	0.084	0.31	26	0.43	23
Hazardous Waste Proximity (facility count/km distance)	0.14	0.52	36	1.9	26
Underground Storage Tanks (count/km <sup>2</sup> )	0	7	0	3.9	0
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	0.52	N/A	22	N/A
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index	55%	39%	74	35%	79
Supplemental Demographic Index	13%	15%	47	14%	52
People of Color	82%	45%	82	39%	84
Low Income	27%	33%	45	31%	51
Unemployment Rate	3%	5%	47	6%	44
Limited English Speaking Households	10%	7%	76	5%	84
Less Than High School Education	7%	11%	47	12%	47
Under Age 5	6%	5%	67	6%	61
Over Age 64	11%	23%	27	17%	32
Low Life Expectancy	18%	19%	39	20%	38

\*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

## Sites reporting to EPA within defined area:

Superfund .....	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities .....	0
Water Dischargers .....	5
Air Pollution .....	0
Brownfields .....	0
Toxic Release Inventory .....	0

## Other community features within defined area:

Schools .....	0
Hospitals .....	0
Places of Worship .....	0

## Other environmental data:

Air Non-attainment .....	No
Impaired Waters .....	Yes

Selected location contains American Indian Reservation Lands* .....	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community .....	No
Selected location contains an EPA IRA disadvantaged community .....	Yes

Report for the User Specified Area

# EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	19%	39	20%	38
Heart Disease	3.7	7.2	4	6.1	8
Asthma	6.8	8.7	1	10	0
Cancer	3.6	6.9	4	6.1	7
Persons with Disabilities	6%	13.9%	7	13.4%	8

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	17%	26%	58	12%	82
Wildfire Risk	99%	32%	92	14%	95

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	6%	13%	32	14%	30
Lack of Health Insurance	9%	13%	33	9%	61
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for the User Specified Area



