




Joint Environmental Technical Advisory Team (ETAT) Coordination Meeting

May 27, 2009

Collaborative Effort






FDOT
Vilma Croft, P.E.

MDX
Mayra Diaz

CES
Environmental Analysis and Noise & Air

Metric Engineering
PD&E Engineering, Roadway Engineering, Structural Engineering, Public Involvement, and QA/QC

MACTEC
Geotechnical Services

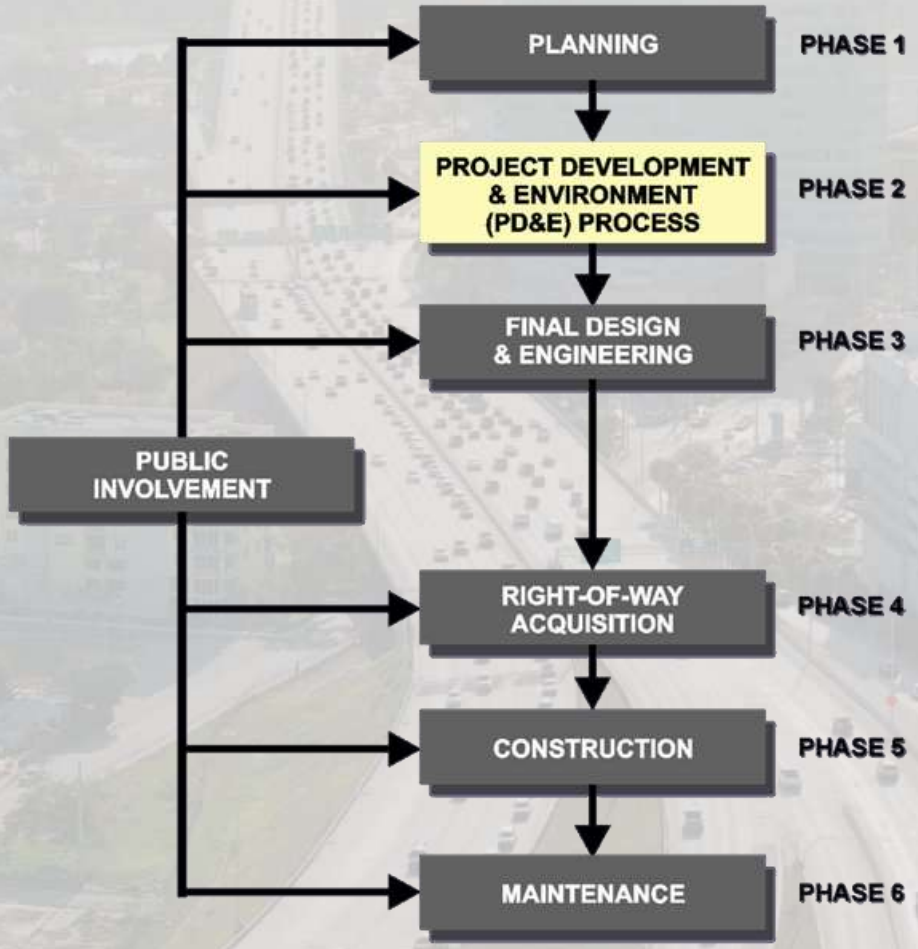
Media Relations Group/ B. Mumford & Co.
Public Involvement

Manny Vera & Associates
Survey

Project Life Cycle





I-395 & SR 836 PD&E Studies






SR 836 PD&E Study
ETDM # 9331

I-395 PD&E Study
ETDM # 7701

Port Tunnel
Project






Florida Intrastate Highway System (FIHS)

FIHS

- Develops and maintains the network of highways that combined make up the intrastate system
- Composed of interconnected limited and controlled-access roadways including interstate highways , and Florida's Turnpike system

Strategic Intermodal System (SIS)

Strategic Intermodal System

- System of Transportation Facilities of Statewide and Interregional Significance
- Focused on the Efficient Movement of Passengers and Freight
- Carries 68% of all truck traffic and 29% of all traffic

Project History






1980 – 1990: Major update of the Port of Miami Master Plan. A critical component of the Port Master Plan entails the provision of a new tunnel facility linking the Port with I-95 via Watson Island and I-395. Florida Highway Administration requires FDOT to address safety issues along I-395.

1991: FDOT became involved with the project.

1992 – 1993 – 1994 – 1995: Initial SR-836/I-395 PD&E Study. Recommended Alternative E-2 addressed all the transportation needs.

1996: Project was put on hold due to some unresolved community issues. The recommended alternative failed to adequately address the community impacts associated with the proposed improvements.

2008: FDOT reinitiated the study effort with a modified focus, that not only addresses the pressing transportation needs but also looks at how best to provide this improvements with minimal disruptions and as part of an overall comprehensive improvement strategy for the community.

I-395 Project Description

Road Type: Urban Principal Arterial Interstate, Part of FIHS/SIS System

Location: West of SR-836 / I-95 / I-395 Interchange to MacArthur Causeway Bridge

Length: approximately 1.5 miles

Speed Limit: 55 mph

- **Urbanized Area**
- **Overtown Community**
- **Major interchanges**
- **Carnival Center**
- **Downtown Area**
- **Highrise Developments**
- **Museum Park Miami**

I-395 Project Needs






Geometric Deficiencies: lane drop-offs and weaving

Safety: **248 crashes in 5 years**

Corridor Capacity: future Year AADT (2040) = **+/-206,000**

System Connectivity: I-95, SR-836, Florida Turnpike, SR-826 and Port of Miami Tunnel

Potential Evacuation Route: utilized for all category **storm evacuations** and Post Hurricane Recovery Route

I-395 Bridges: structurally deficient

I-395 Study Components






- Public Involvement
- Engineering Analysis
- Environmental Analysis

I-395 Public Involvement






- **Kickoff Meeting**
  - February 2nd 2006
- **Public Officials Key Stakeholders Briefings**
  - Elected Officials
  - Community Leaders
  - Interest Groups
- **Project Advisory Group (PAG) Meetings**
  - October 16th, 2006
  - February 13th, 2007
  - April 25th, 2007
  - November 13th, 2007
- **Alternatives Public Workshop**
  - May 22nd, 2007
- **Public Hearing**
  - Fall '09 (Tentative)

I-395 Engineering Analysis






I-395 Alternatives under consideration

1. No-Build
2. Alternative 2 *(Elevated Option)*
3. Alternative 3 *(Elevated Option)*
4. Alternative 4 *(Tunnel)*
5. Alternative 5 *(Open-Cut)*

I-395 Engineering Analysis

Alternative 1 – No Build

- ✓ Does not meet basic traffic and safety needs
- ✓ Does not address any community revitalization needs
- ✓ No expenditures of construction funds

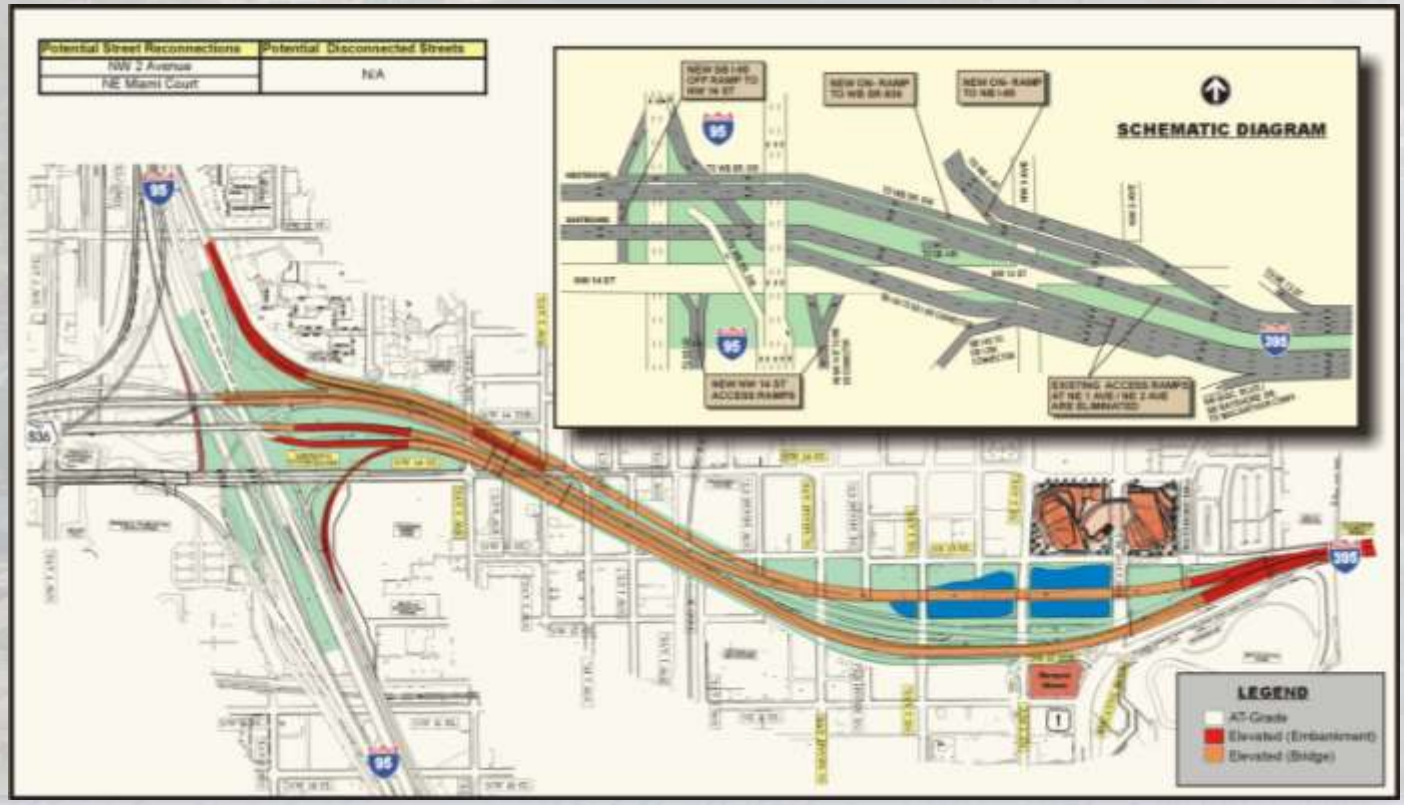





Alternative 2 – Ramps at Midtown Interchange

- ✓ **Fatally Flawed**
  - ✓ **Required ramps at NW 14th Street**

(This project was removed from the MPO work program due to neighborhood opposition)



I-395 Engineering Analysis






Alternative 3 – Elevated/Miami Avenue

Pros

- Safe pedestrian and vehicular crossings
- Continuity of urban grid
- Versatile useable space below highway
- Vehicular & pedestrian views to the city
- Architectural and structural possibilities
- Potential to reconnect local streets

Cons

- Ramps create zones of unusable space
- If low elevation -can be a visual barrier
- Requires R/W

Cost: $580 million

Bangkok Highway

Basketball courts, Miami, Fl

Historic Example

Tokyo






Alternative 4 – Tunnel

Pros

- Safe pedestrian and vehicular crossings
- Reduced noise levels
- Highway becomes hidden
- Opportunity to utilize area above highway

Cons

- Potential to disconnect local streets
- Potential flooding issues / evacuation route
- Conflicts with existing underground utilities
- Excavate contaminated soil
- No vehicular views to city
- Most expensive alternative
- Construction related Impacts
- Complex MOT Required
- Requires more R/W than elevated Option

Cost: over $1 billion

Ted Williams Tunnel - Boston

Potential Problems

Wharf District Promenade - Boston

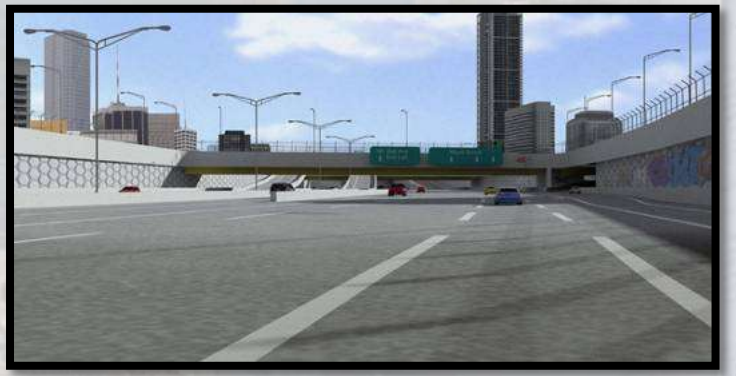





Alternative 5 – Open-cut

Pros

- Safe pedestrian and vehicular crossings at select locations
- Reduced noise levels
- Highway less visible from distance
- Open space opportunity on existing highway property



Cons

- Cut / Severs Overtown
- Vehicular views to city blocked
- Crossings limited to street locations
- Potential flooding issues / evacuation route
- Conflicts with existing underground utilities
- Excavate contaminated soil
- Construction Related Impacts
- Requires more R/W than Tunnel Option

Cost

- Over $800 Million

I-395 Engineering Analysis

Alternative 3 – Elevated/Miami Avenue

- Addresses basic traffic and safety needs
- Partially reconnects local streets in Overtown
- Integrates buildings into highway structure, signature design and bridge
- Open space opportunity under highway

Eastward view of proposed elevated option

Northbound on NW 2nd Avenue (Overtown)

Urban grid flows under the highway
positively integrate into the urban environment

I-395 Engineering Analysis

Alternative 3 – Elevated/Miami Avenue

Sample of Existing + 30' Vertical Clearance

I-395 Engineering Analysis



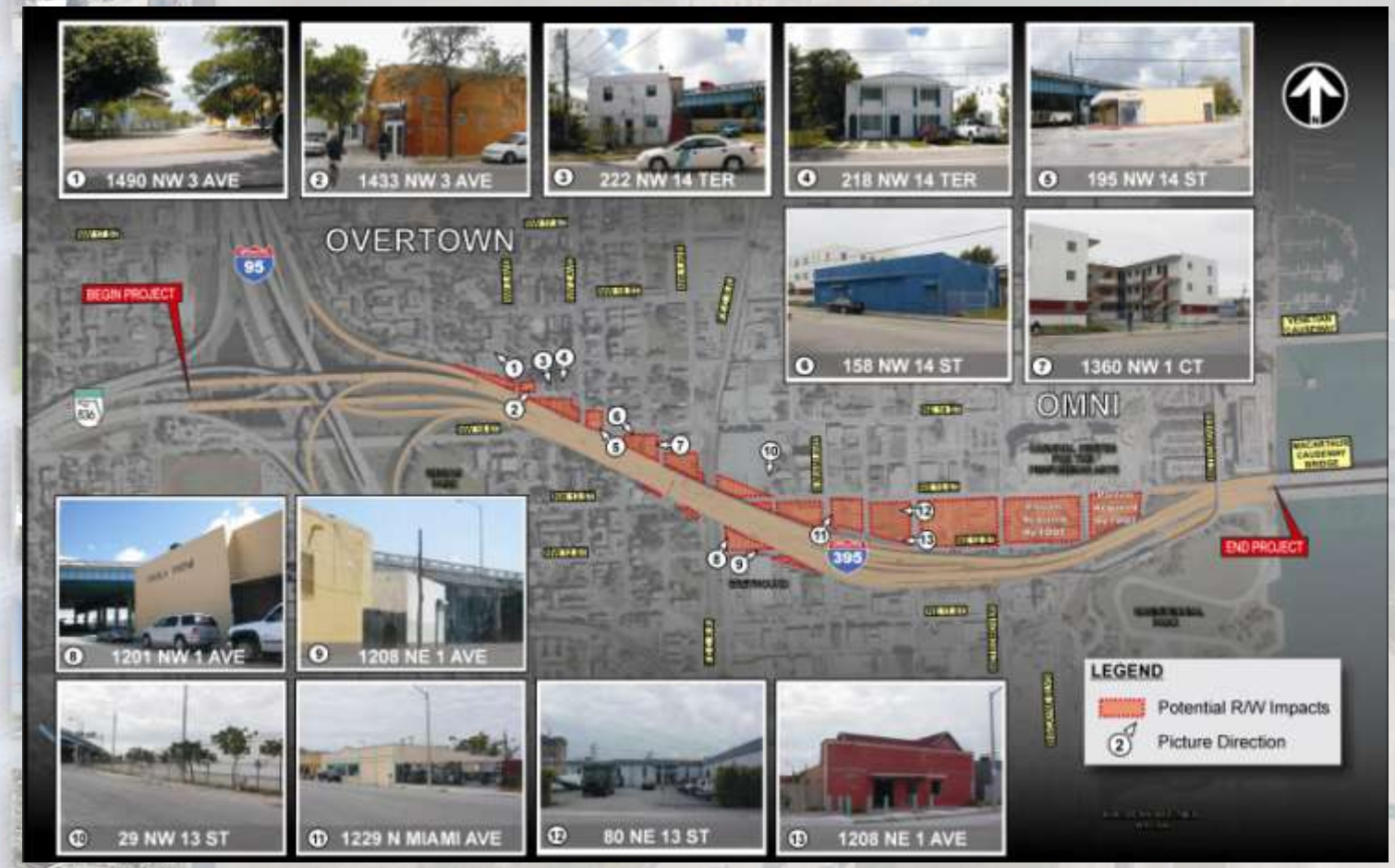

Alternative 3 – Elevated/Miami Avenue

Uses underneath elevated option

- Open Space
- Parks
- Parking

I-395 Engineering Analysis

Alternative 3 – Elevated/Miami Avenue



Potential Impacted Properties

I-395 Environmental Analysis






Key Environmental Issues:

- **NATURAL RESOURCE**
  - WETLANDS ---- NONE
  - T/E SPECIES ---- MINIMAL
  - WILDLIFE + HABITAT ------MINIMAL
  - WATER QUALITY----- IMPROVED
- **PHYSICAL RESOURCES**
  - NOISE IMPACTS ---- MINIMAL
  - AIR QUALITY---- MINIMAL IMPACT
  - CONTAMINATION----MODERATE
- **SOCIO-ECONOMIC RESOURCES**
  - HISTORICAL ---- MINIMAL
  - ARCHAEOLOGICAL ---- NONE
  - 4 (f) ----- MINIMAL
  - SOCIO-ECOMOMIC---- IMPROVED

I-395 Environmental Analysis

NOAA AN Response:






UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701
(727) 824-5317 FAX 824-5300
http://sero.nmfs.noaa.gov

May 6, 2005 F/SER47:MM

RECEIVED
MAY 13 2005
FLORIDA DEPARTMENT OF TRANSPORTATION
MIAMI, FLORIDA

Ms. Alice Bravo, P.E.
District Project Development and Environment Engineer
Florida Department of Transportation, District 6
District Environmental Management Office
3000 NW 111th Avenue, Room 6111
Miami, Florida 33172

Dear Ms. Bravo:

This is in response to the Florida Department of Transportation (FDOT) advance notification letter dated April 6, 2005, requesting comments and agency coordination regarding the proposed I-395 Road Improvement Project from I-95 to the Dodge Island Causeway, West Channel Bridges in Biscayne Bay (FIN: 25167[illegible] 22.02) in Miami-Dade County, Florida. This response is provided as informal technical assistance only. [illegible] FDOT, and is not intended to take the place of formal comments or consultation as required under the Endangered Species Act of 1973 (ESA) (16 U.S.C. 1531 et seq.).

Based on the information provided in your letter, our site visit on April 29, 2005, and available information, the following federally listed species, that are under purview of the National Marine Fisheries Service (NMFS) may occur within the proposed project area:

Turtles
green sea turtle (*Chelonia mydas*) – threatened
green sea turtle breeding population in Florida (*C. mydas*) -endangered
hawksbill sea turtle (*Eretmochelys imbricata*) - endangered
Kemp's ridley sea turtle (*Lepidochelys kempii*) - endangered
leatherback sea turtle (*Dermochelys coriacea*) – endangered
loggerhead sea turtle (*Caretta caretta*) – threatened
olive ridley sea turtle (*Lepidochelys olivacea*) – threatened

Fishes
smalltooth sawfish (*Pristis pectinata*) -endangered

Mammals
Johnson's seagrass (*Halophila johnsonii*) – threatened

MINIMAL IMPACTS EXPECTED

In addition, designated critical habitat for Johnson's seagrass (*H. johnsonii*) (65 FR 17786) occurs within the project area.

Since indirect impacts of the project (e.g., discharge of untreated stormwater runoff into Biscayne Bay) may potentially affect federally listed species, continued informal discussion, technical assistance or initiation of informal consultation, pursuant to section 7 of the ESA, may be needed during the Project Development and Environment Study and permitting stages. These will ensure that resource protection and conservation measures that are needed to avoid adverse impacts to federally listed species in the project area are implemented.

Finally, you should be aware that the proposed project may need to undergo [illegible] assessment/evaluation (BA/BE) once the lead federal action agency is determined. The BA/BE should include a complete detailed project description of the purpose, [illegible] activities, resource conservation and protected measures, and information on federally listed species (i.e., biological surveys, maps, relevant data from scientific journals, etc.). In addition, an effects analysis should be included in the BA/BE, which identifies the direct and indirect effects of the proposed project as well as the final effects determination on listed species (i.e., no effect, may affect; but not likely to adversely affect, or may adversely affect).

Thank you for the opportunity to provide these comments. If you have any questions regarding this response or if additional information is needed, please contact Ms. Madelyn T. Martinez at the above address, telephone number (727) 824-5312, FAX number (727) 824-5300, or by email Madelyn.Martinez@noaa.gov. She is also the ESA consulting biologist for this project.

Sincerely,

Roy E. Crabtree, Ph.D.
Southeast Regional Administrator

cc:
COE, Miami
EPA, Region IV
FHWA
FWS, Vero
SFWMD
F/SER3 – Hawk
F/SER4 – Hargood
F/SER4 – Martinez

MINIMAL IMPACTS EXPECTED

I-395 Environmental Analysis






UFWS AN Response:

United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960

March 23, 2009

RECEIVED
MAR
DISTRICT 6
PLANNING & ENVIRONMENTAL
MANAGEMENT OFFICE

Xavier Pagan
Florida Department of Transportation
1000 Northwest 111th Avenue, Room 6111A
Miami, Florida 33172

Service Federal Activity Code:
Service Consultation Code:
Date Received:
Project: Interstate 395 from Interstate 95 to MacArthur Causeway
County:

Dear Mr. Pagan:

The Fish and Wildlife Service (Service) has reviewed its email dated March 10, 2009, and other information submitted by the Florida Department of Transportation (FDOT), on behalf of the Federal Highway Administration, for the project referenced above. This letter is submitted in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 *et seq.*).

PROJECT DESCRIPTION

The FDOT is proposing improvements to Interstate 395 from Interstate 95 to the west channel bridges of MacArthur Causeway. The improvements will include: construction of three new elevated lanes on paired spans within the center of the corridor; the closure of the existing ramps at Northeast 2nd Avenue and Biscayne Avenue; the construction of a new interchange at North Miami Avenue; and construction of a new two-lane collector-distributor road to link westbound Interstate 395 traffic to Interstate 95. All work will occur within the existing road right-of-way and wetlands will not be impacted. The project site is located in Miami-Dade County, Florida.

THREATENED AND ENDANGERED SPECIES

The FDOT has determined the project will "not affect" federally-listed species. The Service notes the project footprint occurs in highly urbanized areas, and the project will not impact wetlands or habitat suitable for federally-listed species. The Service supports this determination.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

TAKE PRIDE IN AMERICA

MINIMAL IMPACTS EXPECTED

Xavier Pagan — Page 2

Thank you for allowing us to provide these comments and for your cooperation and effort in protecting federally listed species. If you have any questions regarding this project, please contact John Wrublik at 772-562-3909, extension 282.

Sincerely yours,

Allen D. Webb for

Paul Souza
Field Supervisor
South Florida Ecological Services Office

cc:
FWC, Tallahassee, Florida (Mary Ann Poole, Jane Chabre, [illegible] electronic only

MINIMAL IMPACTS EXPECTED

I-395 Environmental Analysis






Schedule of Actual & Anticipated Milestones on I-395

Notice of Intent (Actual)	December 16, 2004
Advance Notification (Actual)	April 5, 2005
Public Alternatives Workshop (Actual)	May 24, 2007
DEIS Approval by FHWA (Anticipated)	June 30, 2009
DEIS Notice of Availability (Anticipated)	August 15, 2009
Public Hearing (Anticipated)	September 15, 2009
FDOT Submittal of FEIS to FHWA (Anticipated)	November 1, 2009
FHWA Approval of FEIS (Anticipated)	December 15, 2009
FHWA Draft Record of Decision (Anticipated)	December 15, 2009
FEIS Notice of Availability (Anticipated)	January 15, 2010
Location/Design Concept Acceptance (Anticipated)	February 14, 2010
Begin Design Phase (Anticipated)	FY 2010/2011
R/W Acquisition (Anticipated)	FY 2012/2013
Begin Construction Phase (Anticipated)	FY 2019/2020






I-395 Project Schedule

- PD&E 2005-2010
- Final Design 2010-2012

SR 836 Project Description






- Urban Principal Arterial Expressway
- Approximately 1.4 miles
- Posted Speed Limit 55mph
- Part of the FIHS/SIS System

SR 836 Project Description






Corridor Characteristics

- Urbanized Area
- Major Interchange Connection
- Close Proximity to Downtown Area
- Medical Centers/Hospitals/Health Institutions
- Governmental Complexes
- Miami River
- Constrained Corridor

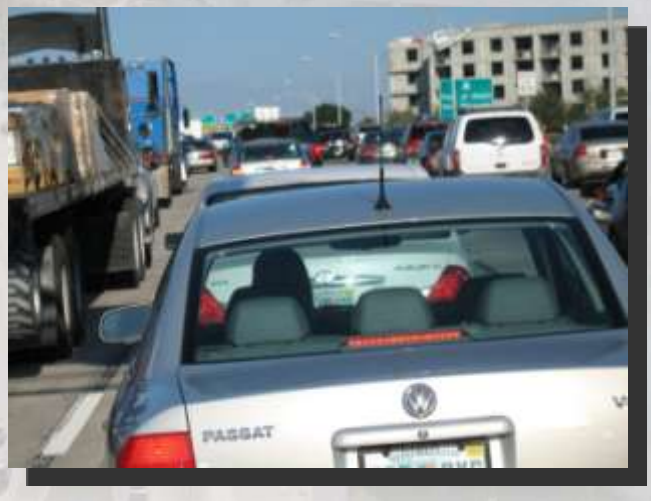
SR 836 Need for the Project






Project Issues

- Geometric:
  - Substandard Sections
  - Poor Vertical and Horizontal Alignments
  - Insufficient Sight Distance
  - Insufficient Vertical Clearance
- Operational:
  - Inadequate Projected Levels of Service
  - Severe Weaving Problems
  - Violation of Operational Features
- Safety:
  - High Accident and Injury Rates







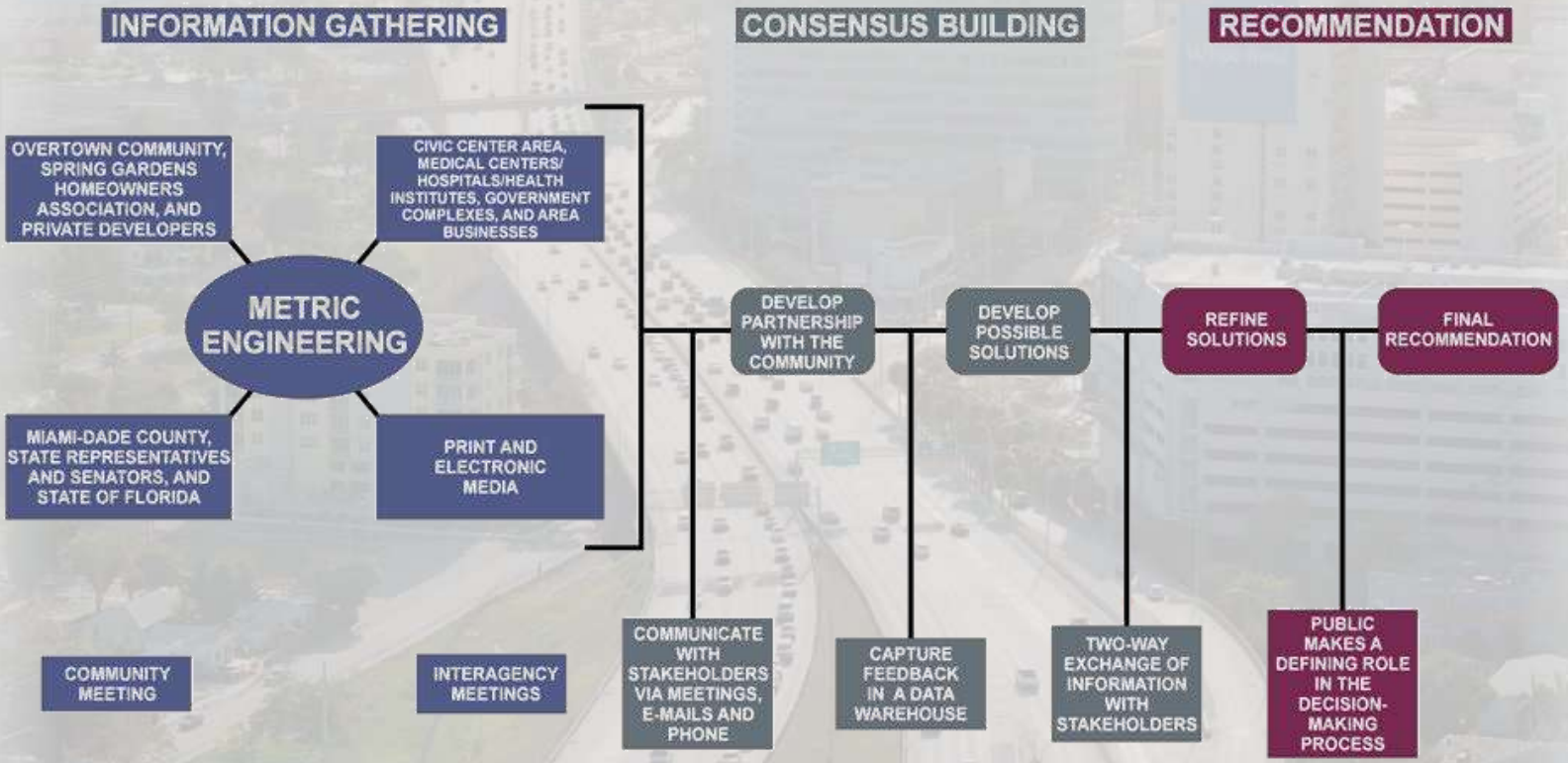

SR 836 Study Components

- Public Involvement
- Engineering Analysis
- Environmental Analysis

SR 836 Public Involvement





SR 836 Engineering Analysis



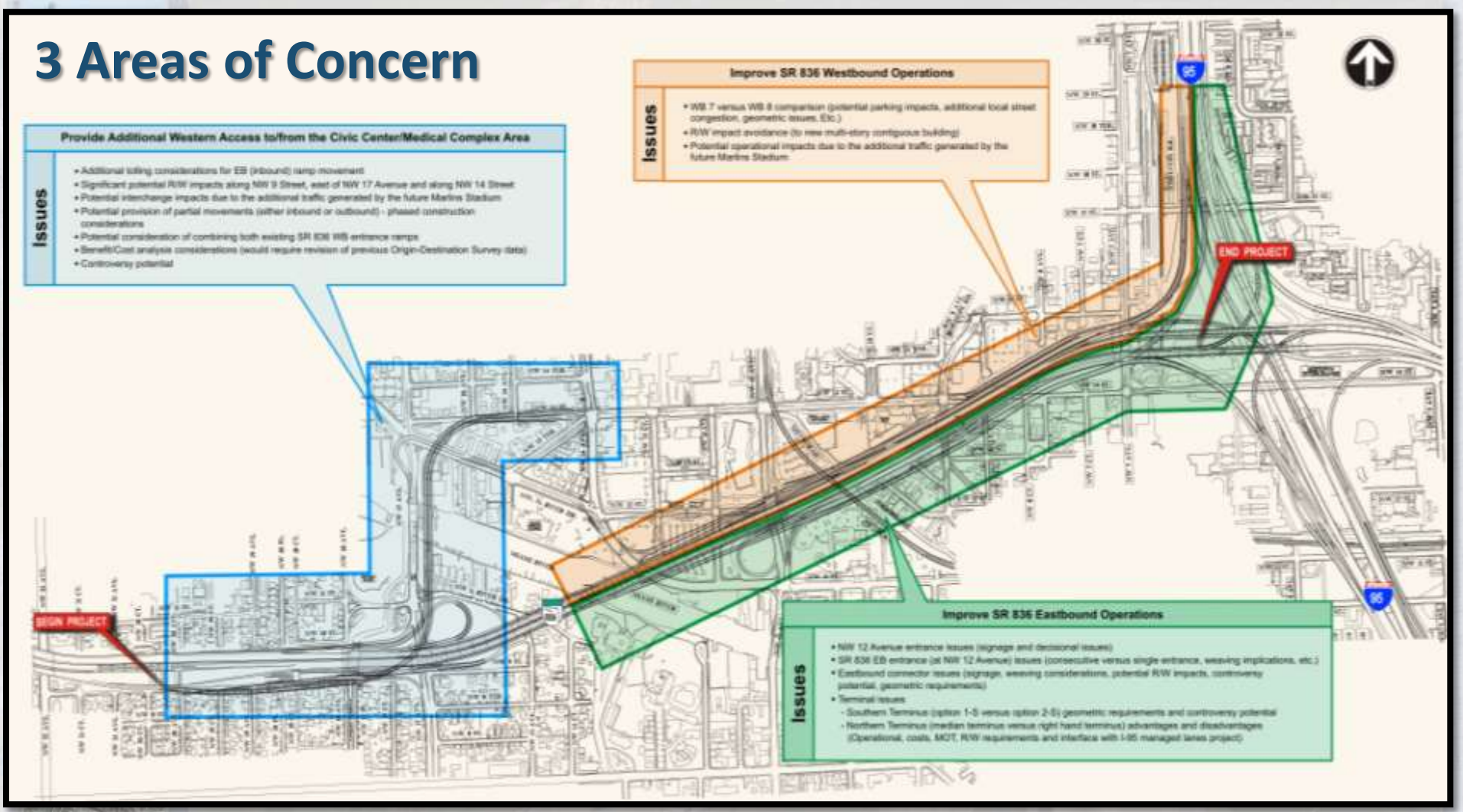



Alternatives Under Consideration

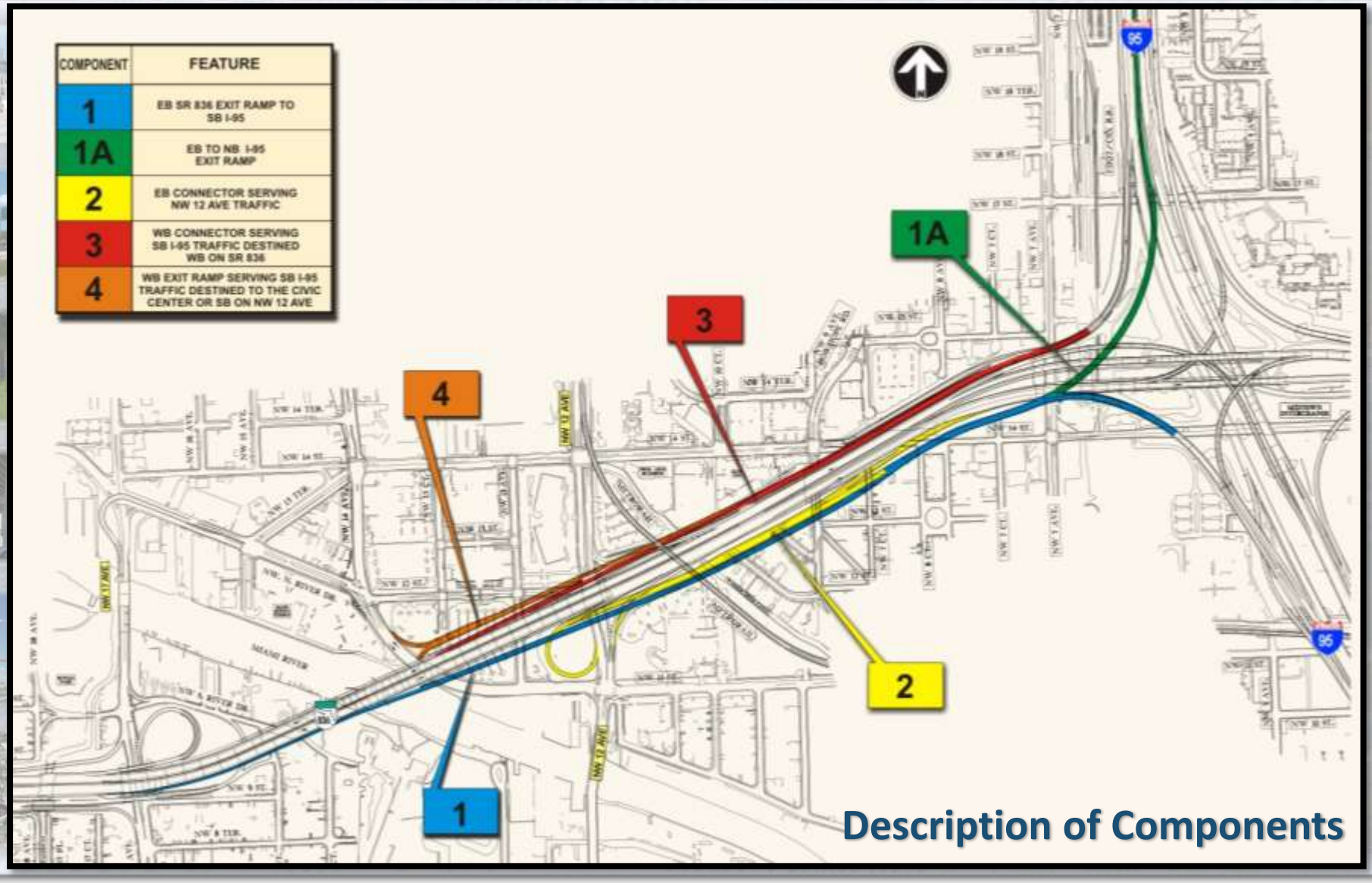
- No Build Alternative
- Build Alternatives
  - 20 Alternatives were evaluated

SR 836 Engineering Analysis

3 Areas of Concern



SR 836 Engineering Analysis



SR 836 Engineering Analysis






Coordination

- Port of Miami Tunnel Project
- I-95 Express Lanes
- I-395 PD&E Study
- Miami River Greenway
- On-going/Planned Developments
- City of Miami
- Miami-Dade County
- Other FDOT/MDX Projects
- USCG
- NOAA
- FHWA
- US Environmental Protection Agency
- South Florida Water Management District

SR 836 Environmental Analysis






- Infrastructure- Fixed bridge over the Miami River will be widened by two lanes
- Navigation- The lower 4.5 miles of the Miami River is an active Shipping lane
- The Miami River is included in Biscayne Bay Aquatic Preserve, designated as Outstanding Florida Waters
- Numerous residential and community facilities nearby corridor

SR 836 Environmental Analysis






Analysis

- Direct Effects
  - Natural Issues
  - Physical Issues
  - Socio-Economic Issues
  - Cultural Issues
- Indirect & Cumulative Effects (ICE)
  - Indirect (or secondary)
  - Cumulative (actions by others)

SR 836 Environmental Analysis






Natural Issues

- Water Quality - Increased pollutant load in storm water runoff
- Wetlands - At banks of river and creeks
- Wildlife – West Indian manatee in Miami River, Wagner Creek, Lawrence Waterway

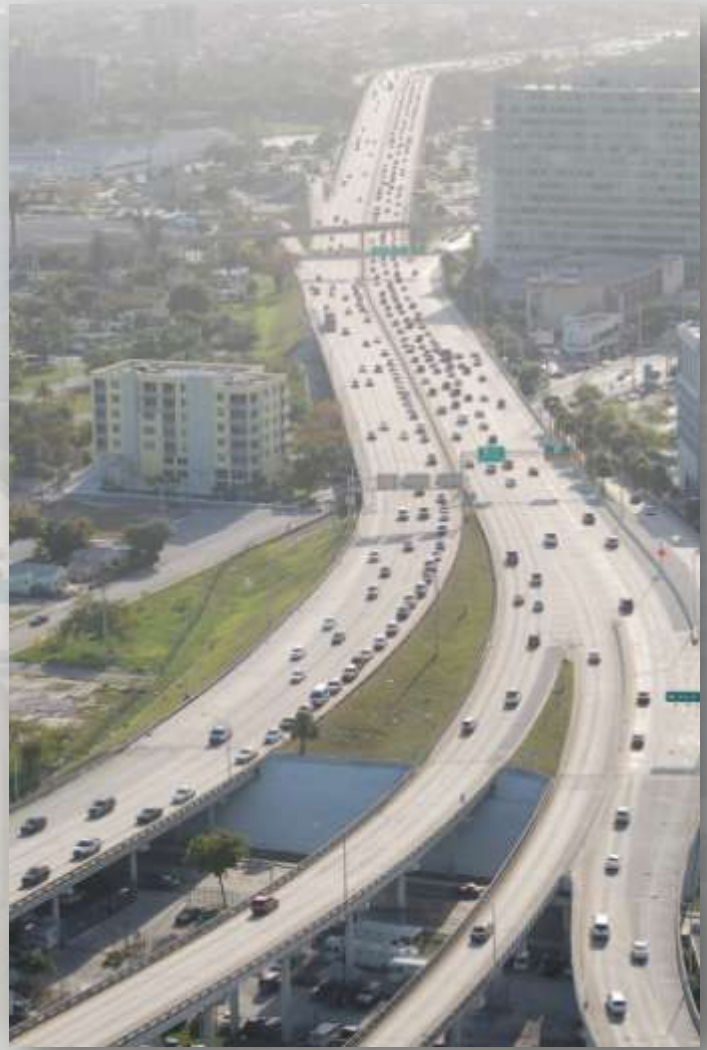
SR 836 Environmental Analysis






Physical Issues

- *Noise Impacts* - Numerous noise sensitive receptors
- *Air Quality* - Improvements that reduce congestion also reduce air quality impacts



SR 836 Environmental Analysis






Socio Economic Issues

Issues dependent of engineering design selected:

- Aesthetics
- Economic
- Land Use
- Mobility
- Relocation
- Social
- Navigation

SR 836 Environmental Analysis






Cultural Issues

Historic Structures and Districts

- Grove Park Historic District
- Merrill- Stevens Shipyard (NRHP eligible)
- Tatum House (NRHP eligible)
- Dr. Wm. A. Chapman House (NRHP eligible)

Archaeological Analysis

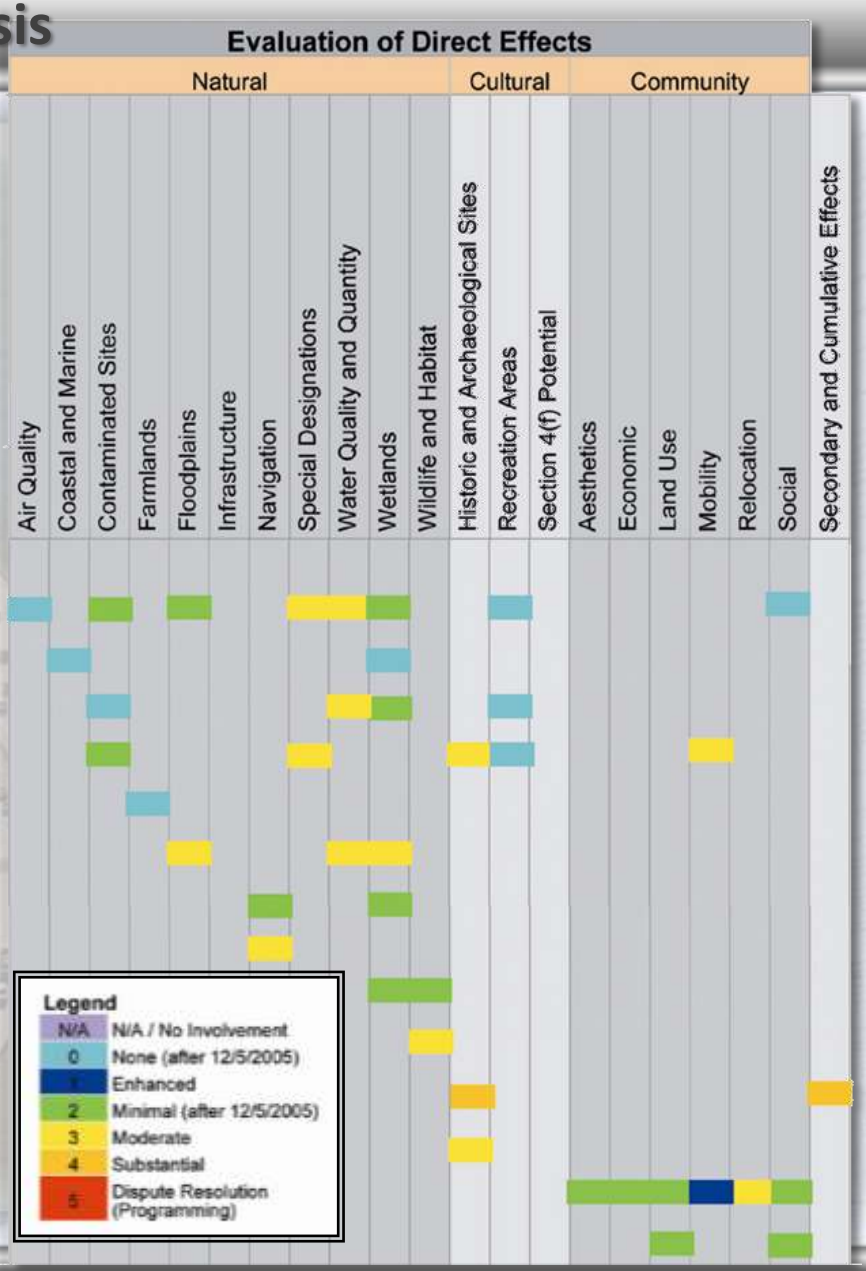
SR 836 Environmental Analysis






ETDM Summary of Direct Effects

- ✓US Environmental Protection Agency
- ✓National Marine Fisheries Service
- ✓FL Department of Environmental Protection
- ✓Federal Highway Administration
- ✓Natural Resources Conservation Service
- ✓South Florida Water Management District
- ✓US Army Corps of Engineers
- ✓US Coast Guard
- ✓US Fish and Wildlife Service
- ✓FL Fish and Wildlife Commission
- ✓FL Department of State
- ✓Miccosukee Tribe of Indians of Florida
- ✓Florida Department of Community Affairs








SR 836 Project Schedule

- PD&E 2007-2010
- Final Design To be Determined
- Construction To be Determined