

Appendix 1.1-B1

Section 404 USACE Consultation – USACE Public Notice



US Army Corps of Engineers

JACKSONVILLE DISTRICT

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Public Notice

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Florida - This includes all public notices for projects being reviewed for Standard Permits within the State of Florida.

Antilles - This includes all public notices for projects being reviewed for Standard Permits within the Antilles area (this includes Puerto Rico and the US Virgin Islands).

Tropical Storms & Other Emergencies - These public notices provide information on procedures for emergency permitting requirements due to specific tropical storm events or other emergency situations.

Special Issues - These are public notices that involve the Regulatory program but which are generally not limited to one particular geographic area. These would include public notices for the establishment or modification of Restricted Areas/Danger Zones, re-issuance of General Permits or Nationwide Permits, changes to guidance and policies, etc.

TO WHOM IT MAY CONCERN: The Jacksonville District of the U.S. Army Corps of Engineers (Corps) has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. §1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. §403) as described below.

APPLICANT: All Aboard Florida – Operations, LLC
Attn: Jose Gonzalez
2855 Le Jeune Road, 4th Floor
Coral Gables, Florida 33134

ABSTRACT: The Corps is a cooperating agency in Federal Railroad Administration's (FRA) Environmental Impact Statement for the proposed All Aboard Florida – Orlando to Miami, Florida Intercity Passenger Rail Project. The FRA published a Draft Environmental Impact Statement (DEIS) for the All Aboard Florida project in the Federal Register; on September 26, 2014. Copies of the draft DEIS will be available for public review until December 3, 2014, at libraries located within the study corridor or online at FRA's website <http://www.fra.dot.gov/Page/P0672>. The Corps intends to use the Final Environmental Impact Statement (FEIS) for its specific purposes of documentation under the National Environmental Policy Act. The Corps will complete a 404(b)1 analysis and public interest review in its Record of Decision following publication of the FEIS. Please note, neither the FRA nor the Corps have identified a preferred alternative.

The applicant has estimated that the east/west component of the proposed railway would require the establishment of new tracks resulting in impacts to approximately 165 acres of waters of the United States (wetlands and surface waters). The Corps is evaluating impacts of the proposed railroad utilizing its Standard Permit process. This public notice will satisfy the notification requirements for evaluation of a Standard Permit for the east/west component. Note: the Corps is not evaluating the proposed Vehicle Maintenance Facility (VMF) in this proposal.

The applicant has estimated that the north/south component of the proposed railway would occur within existing Florida East Coast Railroad (FECR) right-of-way (ROW) and would only require minor impacts to waters of the United States (wetlands and surface waters) at various locations along the corridor. The Corps has initially determined these minor improvements could be verified in accordance with the Corps' Nationwide Permit (NWP) Program. Verification by NWP would not require further public coordination. The Corps intends to use consultations completed in the EIS to satisfy specific requirements of the Endangered Species Act and Magnusson Stevens Fisheries Management Act.

Additional information regarding the Corps' regulatory program can be found at:
<http://www.saj.usace.army.mil/Missions/Regulatory/SourceBook.aspx>

Comments received in response to this public notice will be incorporated into the FEIS being completed by FRA.

WATERWAY AND LOCATION: The project would affect waters of the United States associated with Horse Creek, Eau Gallie River, Crane Creek, Turkey Creek, Goat Creek, Sebastian River, North Canal, Main Canal, South Canal, Moores Creek, Manatee Creek, Earman River, C-51 Canal, Boynton Beach Canal, Hillsboro River, North Fork of the Middle River, South Fork of the Middle River, Oleta River, and Arch Creek. The study area for the proposed project occurs within Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Brevard, and Orange County.

The Corps has divided the overall project into two (2) corridors; East-West (E-W) and North-South (N-S). The E-W Corridor would begin at the north end of the Orlando International Airport (MCO) and extend east to Cocoa where it would then parallel SR 528. This corridor is approximately 35 miles long and would require all new rail infrastructure, structures, and systems. Three (3) alternative designs are being considered within this corridor. The N-S alignment, known as Alternative 2B in the DEIS, follows the FECR ROW between Cocoa and Miami.

Administrative Penalty -

These public notices provide information associated with Administrative Penalties. An Administrative Penalty can be assessed to address violations associated with issued Department of the Army permits.

Directions to the site are as follows: From Orlando International Airport proceed east along SR 528 to US Highway 1. The proposed alignment would occur to the south of SR 528. Proceed south on US Highway 1 to Miami. The proposed alignment would occur within the FECR ROW extending from Cocoa south to Miami.

APPROXIMATE CENTRAL COORDINATES:

Latitude: 30.1007°
Longitude: -85.4602°

PROJECT PURPOSE:

Basic: Railroad

Overall: Construct an intercity passenger railroad between Orlando International Airport and Miami, Florida utilizing as much of the FECR ROW as feasible.

EXISTING CONDITIONS: The wetland systems consist of freshwater and saltwater systems. The affected Natural Environment is described in detail in Chapter 4, page 4-54 of the DEIS.

PROPOSED WORK: The applicant's preferred alternative for the N-S corridor occurs within the ROW of the existing Florida East Coast Railroad from Miami to Cocoa, Florida extending approximately 128.5 miles. The FECR Corridor was originally built as a double-track railroad, but today it is mostly a single-track system with several sidings. The roadbed for the second track in the corridor still exists and would be used for the additional track improvements needed for the Project. The proposed improvements would include relocating and upgrading existing tracks, as well as installing new tracks. The Project would also include improving or replacing existing bridges and grade crossings, as well as new signalization, and new communication and train control systems.

The applicant has been unable to narrow its preferred alternative for the E-W Corridor. This notice considers the three (3) possible alternatives carried forward in the DEIS, see Chapter 3, Page 3-21: 3A, 3C and 3E for more details. The DEIS provides a location of waters of the United States in the E-W alternative based on GIS interpretation, see Appendices 4.3.3. The DEIS provides existing landuse maps in Appendices 4.1.1-A for both the N-S and E-W alternatives. The potential direct and indirect impacts to wetlands were estimated based on a GIS analysis, and include the acreage of wetlands within the 100-foot construction footprint of each route alternative.

The 32.5-mile E-W Corridor between MCO and Cocoa is proposed along the SR 528 alignment, and would be a dedicated rail corridor parallel to the highway. A new railroad within this corridor would cross several state highways (SR 417 and SR 520) and Interstate 95 (I-95), and would connect with the N-S Corridor in Cocoa. The new rail infrastructure would include new tracks; bridges over and under highways; bridges over waterways; new signalization; and new communication and train control systems.

Portions of the E-W Corridor are within the jurisdiction of Greater Orlando Aviation Authority (GOAA), OCEA, and Florida Department of Transportation (FDOT), see map attached. GOAA's jurisdiction extends from MCO to South Goldenrod Road. OCEA's jurisdiction extends from South Goldenrod Road to SR 520. FDOT's jurisdiction extends from SR 520 to the N-S connection.

E-W Corridor Alternative Alignment 3A would construct a new 60-foot wide rail line within the SR 528 ROW east of SR 417. The 60-foot ROW would accommodate two tracks, but would not include a parallel access road for maintenance of the rail alignment, as the rail line could be reached from SR 528. Approximately 128 acres of waters of the United States (wetlands and surface waters) would be impacted within 300-feet of the centerline of this alternative. This alternative requires bridge viaducts to cross eight interchanges, with extensive bridging and elevated facilities.

E-W Corridor Alternative Alignment 3C would create a new 100-foot wide rail alignment (in order to construct two tracks and a parallel maintenance access road) that "straddles" the SR 528 southern ROW line within the OCEA segment, with approximately 10 feet of the proposed rail line width within the ROW and approximately 90 feet of the rail line width south of the ROW. This alternative would include a parallel access road for maintenance of the rail alignment. Within the FDOT segment, Option 3C would be identical to Option 3A. Approximately 165 acres of waters of the United States (wetlands and surface waters) would be impacted. This alternative requires bridge viaducts to cross eight interchanges, with extensive bridging and elevated facilities.

E-W Corridor Alternative Alignment 3E would be located on average between 100 and 200 feet south of the southern edge of the existing SR 528 ROW with the exception of two interchanges. At the Dallas Boulevard interchange the proposed rail line would be approximately 700 feet south of the current SR 528 ROW. This option would include a parallel access road for maintenance of the rail alignment. At the SR 520 interchange the proposed rail line would be approximately 500 feet south of the current SR 528 ROW. The Option E alignment would be an average of 100 feet wide in order to construct two tracks and a parallel maintenance access road. Within the FDOT segment, Option 3E would be identical to Option 3A. Approximately 157 acres of waters of the United States (wetlands and surface waters) would be impacted. Because Alignment 3E is substantially south of SR 528, it would not require crossing the eight interchanges along SR 528 and would be primarily constructed at-grade within the OCEA segment.

These alternatives are described in Chapter 3, page 3-17 of the DEIS. The applicant will provide its preferred

alternative in the FEIS.

The applicant has indicated the following bridges in the N-S corridor (see table 1-1 below) could qualify for verification pursuant to the Corps' NWP program due. The proposed bridge work would require either rehabilitation to the existing bridges, replace the original bridge with two new single-track bridges, or retain the existing bridge and construct a new single-track bridge adjacent to the existing. Bridge plans are currently at the conceptual design level. All new structures would be concrete, supported on concrete pilings, and would retain the existing vertical and horizontal clearances. Only minor filling in waters of the United States would be associated with bridge abutments. Please note the Corps has not issued NWP verifications associated with proposed work to date.

Project Location (Milepost)	Resource Name	County	Proposed Activity	Anticipated Resource Impacts includes approach fill, pilings, and shading (square feet)	Anticipated Resource Impacts includes approach fill and pilings (square feet)
187.37	Bridge - Horse Creek	Brevard	Retain	777	21
190.47	Bridge - Eau Gallie	Brevard	Replace	12,196	3300
194.34	Bridge - Crane Creek	Brevard	Replace	18,513	3400
197.7	Bridge - Turkey Creek	Brevard	Replace	4,051	200
202.59	Bridge - Goat Creek	Brevard	Replace	3,500	800
212.07	Bridge - Sebastian River	Brevard	Replace	38,332	3000
223.7	Bridge - North Canal	Indian River	Upgrade	1200	50
226.78	Bridge - Main Canal	Indian River	Upgrade	2200	370
230.03	Bridge - South Canal	Indian River	Upgrade	2,300	400
241.27	Bridge - Moores Creek	St. Lucie	Upgrade	1,100	100
259.95	Bridge - Unnamed Creek	Martin	Upgrade	2,500	250
266.58	Bridge - Unnamed Tributary	Martin	Upgrade	931	450
266.86	Bridge - Unnamed Tributary	Martin	Upgrade	3,400	750
267.34	Bridge - Tributary to Manatee Creek	Martin	Replace	1,200	400
267.7	Bridge - Tributary to Manatee Creek	Martin	Replace	2,300	1500
291.86	Bridge - Earman River	Palm Beach	Upgrade	2100	70
304.05	Bridge- Canal C-51	Palm Beach	Upgrade	3300	260
311.45	Bridge - Boynton Beach Canal	Palm Beach	Upgrade	2600	260
326.58	Bridge - Hillsboro River	Palm Beach	Upgrade	3,200	150
337.91	Bridge - N. Fork of the Middle River	Broward	Replace	5,600	400
338.52	Bridge - S. Fork of the Middle River	Broward	Replace	6,700	900
353.74	Bridge - Oleta River	Dade	Replace	2,600	350
356.53	Bridge - Arch Creek	Dade	Upgrade	5,00	0

Table 1-1 Anticipated impacts at existing bridge crossings in the N-S alignment.

AVOIDANCE AND MINIMIZATION INFORMATION: The applicant has provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment: Based on existing public input, early agency coordination, engineering information and environmental studies, which are currently available for public review, the project has avoided and minimized impacts to regulated resources. Measures to avoid and minimize wetland losses included use of retaining walls and bridging of wetlands and surface waters where feasible.

COMPENSATORY MITIGATION: The applicant has offered the following compensatory mitigation plan to offset unavoidable functional loss to the aquatic environment: Compensatory mitigation for this project will be completed through the use of federally approved mitigation banks and any other mitigation options that satisfy state and federal

requirements. See Chapter 7 of the DEIS for additional discussion on mitigation.

CULTURAL RESOURCES: The Corps is aware of historic property/properties within or in close proximity of the permit area. The FRA has initiated consultation with the State Historic Preservation Office and those federally recognized tribes with concerns in Florida and the Permit Area, and the Advisory Council on Historic Preservation as applicable pursuant to 33 CFR 325, Appendix C and Section 106 of the National Historic Preservation Act. The Corps will review and potentially adopt consultations completed by FRA. See Chapter 4, page 4-120 for additional discussion on cultural resources.

ENDANGERED SPECIES: The Corps is the lead agency for completing consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS), Protected Resources Division, in accordance with the Endangered Species Act (16 U.S.C. 1531 et seq.). FRA will participate as a cooperating agency in the consultation process. Chapter 4, page 4-91 of the DEIS outlines Threatened and Endangered Species found within the project corridor. Agency coordination letters can be reviewed in Appendices 5.3.6B1-B6.

Corps has completed an evaluation of the proposed alternatives may have on the West Indian manatee, Audubon's crested caracara, wood stork, Everglades snail kite, Audubon's crested caracara, red-cockaded woodpecker, Florida scrub-jay, eastern indigo snake, Atlantic salt marsh snake, loggerhead sea turtle, green sea turtle, Kemp's Ridley sea turtle, hawksbill sea turtle, leatherback sea turtle; smalltooth sawfish, Atlantic sturgeon, shortnose sturgeon, Johnson's seagrass.

Based upon review of the Wood Stork Key for South Florida dated May 18, 2010, the proposed project resulted in the following sequential determination: A > B > C > E = "Not likely to adversely affect" the wood stork. This determination is based on the project not being located within 2,500 feet of an active colony site; impacts to suitable foraging habitat (SFH) will be greater than 0.5 acre, project impacts to SFH are within the Core Foraging Area (CFA) of a colony site, prior to construction the applicant would provide SFH compensation in accordance with the CWA section 404(b)(1) guidelines and is not contrary to the Habitat Management Guidelines; habitat compensation would be within the appropriate CFA or within the service area of a Service-approved mitigation bank; and habitat compensation replaces foraging value, consisting of wetland enhancement or restoration matching the hydroperiod of the wetlands affected, and provides foraging value similar to, or higher than, that of impacted wetlands.

Based upon review of the North and South Florida Eastern indigo snake key dated August 13, 2013, the proposed project would result in the following sequential determination: A > B > C = "not likely to adversely affect" the Eastern indigo snake. This determination is based on the project not being located in open water; Commitments in the EIS will include the use of the Service's Standard Protection Measures For The Eastern Indigo Snake (August 12, 2013) during site preparation and project construction; there are gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activities; the project will impact less than 25 acres of xeric habitat supporting less than 25 active and inactive gopher tortoise burrows; any permit will be conditioned such that all gopher tortoise burrows, active or inactive, will be evacuated prior to site manipulation in the vicinity of the burrow. If an indigo snake is encountered, the snake would be allowed to vacate the area prior to additional site manipulation in the vicinity. Any permit will also be conditioned such that holes, cavities, and snake refugia other than gopher tortoise burrows will be inspected each morning before planned site manipulation of a particular area, and, if occupied by an indigo snake, no work will commence until the snake has vacated the vicinity of proposed work.

Based upon review of the Manatee Key dated April 2013, the proposed project would result in the following sequential determination: A > B > C > E > N > O > P = "not likely to adversely affect". This determination is based on the project is located in waters accessible to manatees or directly or indirectly affects manatees; project is other than the activities listed above; project is not located in an Important Manatee Area; project includes dredging of less than 50,000 cubic yards; project is for dredging a residential dock facility or is a land-based dredging operation; Project impacts to submerged aquatic vegetation, emergent vegetation or mangrove will have beneficial, insignificant, discountable or no effects on the manatee; project proponent elects to follow standard manatee conditions for in-water work and requirements, as appropriate for the proposed activity, prescribed on the maps; if project is shoreline stabilization, or dredging, the determination of "may affect, not likely to adversely affect" is appropriate and no further consultation with the Service is necessary.

The applicant has identified and surveyed the project area for the Florida scrub-jay. The applicant has confirmed the presence of the species within the project area, but outside of the work area. Surveys completed by the applicant suggest the Florida scrub-jay is unlikely to cross the existing and future tracts. As such the Corps has determined the proposed rail addition "may affect, not likely to adversely affect" Florida scrub-jay.

The applicant has identified areas of suitable habitat, soil, and elevations for the Blue-tailed mole skink and Florida sand skink. Additional surveys are being completed by the applicant and will be coordinated with Fish and Wildlife Service (FWS) upon completion. Given the information currently available the Corps has determined the proposed rail addition "may affect, not likely to adversely affect" Blue-tailed mole skink or Florida sand skink.

The Corps has determined the proposed work will have "no effect" to the Florida panther, Everglade snail kite, red-cockaded woodpecker, Atlantic salt marsh snake, and piping plover based on lack of suitable habitat, known species range within the project area, and/or lack of visual confirmation during surveys of the project corridor.

Based on information provided by the applicant, technical assistance from Mr. Brandon Howard, National Marine Fisheries Service (NMFS) and field assessments completed with Mr. Howard the Corps has determined that the proposed project would cause the following effects on federally listed species under the purview of the NMFS, Protected Resources Division:

The Corps has determined the proposed work will have "no effect" to the Atlantic sturgeon and shortnose sturgeon based on the proposed work occurring outside of their know range and Johnson's seagrass based on the absence of the species within the proposed work areas.

The Corps has determined the proposed work "may affect, not likely to adversely affect" swimming sea turtles (loggerhead sea turtle, green sea turtle, Kemp's Ridley sea turtle, hawksbill sea turtle, leatherback sea turtle) based on the applicant's agreement to follow the Sea turtle and Smalltooth Sawfish Construction Conditions during construction.

The Corps has determined the proposed work "may affect, not likely to adversely affect" the smalltooth sawfish based on the applicant's proposed compensatory mitigation for loss of red mangrove habitat, absence of seagrass beds within the in-water work areas, and the applicant's agreement to follow the Sea turtle and Smalltooth Sawfish Construction Conditions during construction.

Consultations do not include bridge demolition. Additional coordination will be completed by separate letter.

ESSENTIAL FISH HABITAT (EFH): The Corps is the lead agency for completion of consultation with the NMFS, Habitat Conservation Division as related to Essential Fish Habitat. FRA will participate as a cooperating agency in the consultation process.

The proposal would impact approximately 3.71 acres of habitat type utilized by various life stages of federally managed species (goliath grouper, grey snapper, mutton snapper, spiny lobster, pink shrimp, white shrimp, brown shrimp). The Corps' initial determination is that the proposed action would not have a substantial adverse impact on EFH or Federally managed fisheries. Consultation is ongoing between the Corps and the NMFS, Habitat Conservation Division (HCD). Chapter 4, page 4-89 outlines EFH within the project study area. Agency coordination letters can be reviewed in Appendices 5.3.6B1-B6.

NOTE: This public notice is being issued based on information furnished by the applicant. This information has not been verified or evaluated to ensure compliance with laws and regulation governing the regulatory program. The jurisdictional line has been verified by Corps personnel.

Other Authorizations: The proposed work would require modifications to the following Central and South Florida federal project in accordance with 33 U.S.C. 408: C-25 (Taylor Creek), C-17 (Earman River), C-51 (C-51 Canal), C-16 (Boynton Beach Canal), C-15 (Hidden Valley Canal), C-14 (Un-named), C-13 (Un-named), C-9 (Un-named). The South Florida Water Management District (SFWMD) is responsible for the quality control for performance of the proposed work and for ensuring proposed modifications do not interfere with the functioning of the flood control project. The Corps will evaluate proposals submitted by SFWMD. Chapter 4, page 4-76 of the DEIS provided additional information regarding federal projects.

The E-W Corridor will bisect the Formerly Used Defense Sites (FUDS) Pinecastle Jeep Range. The former range is a 12,483-acre site located near Orlando International Airport. Between 1943 and 1946, the government leased the site for small arms training and military demonstrations of weapons and warfare capabilities. In the late 1940s, when the military no longer needed the property, it was returned to the original property owners. Private citizens and units of government now own much of the land, and it is used for schools, homes, and businesses. The proposed segment is outside of the USACE investigation area. No additional coordination is required. See Chapter 4, page 4-118 for additional discussion on FUDS.

Water Quality Certification may be required from the Florida Department of Environmental Protection and/or one of the state Water Management Districts.

COMMENTS regarding the Corps regulatory action should be submitted in writing to the attention of the District Engineer through the Cocoa Permits Section, Attn: Andrew Phillips, 400 High Point Drive, Suite 600, Cocoa, Florida 32926 within 30 days from the date of this notice.

COMMENTS regarding the DEIS should be submitted by mail to Mr. John Winkle, Federal Railroad Administration, 1200 New Jersey Avenue, SE Room W38-311, Washington, DC 20590 or by email to AAF_comments@vnhb.com.

The decision whether to issue or deny this permit application will be based on the information received from this public notice, information evaluated in the Environmental Impact Statement, and the evaluation of the probable impact to the associated waters of the United States. This is based on an analysis of the applicant's avoidance and minimization efforts for the project, as well as the compensatory mitigation proposed.

QUESTIONS concerning this application should be directed to the project manager, Andrew Phillips, in writing at the

Cocoa Permits Section, 400 High Point Drive, Suite 600, Cocoa, Florida 32926, by electronic mail at andrew.w.phillips@usace.army.mil, by fax at (321)504-3803, or by telephone at (321)504-3771 extension 14.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including cumulative impacts thereof; among these are conservation, economics, esthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food, and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, the Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act of the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest. The

Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess Impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of the Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

COASTAL ZONE MANAGEMENT CONSISTENCY: In Florida, the State approval constitutes compliance with the approved Coastal Zone Management Plan.

PUBLIC MEETINGS: The FRA will hold eight Public Information Meetings on the DEIS. The public will have an opportunity to ask questions and discuss the DEIS with FRA, USACE, and project staff. There will also be a station where you can leave written comments on the DEIS.

2014 Dates	Time	Location
October 27	3:30 - 7:00 PM	Miami-Dade College – Wolfson Campus James K. Batten Room - 2106 300 NE 2nd Avenue Miami, FL 33132
October 28	3:30 - 7:00 PM	Broward County Convention Center 1950 Eisenhower Blvd. Fort Lauderdale, FL 33316
October 29	3:30 - 7:00 PM	West Palm Beach Marriott 1001 Okeechobee Blvd. West Palm Beach, FL 33401
October 30	3:30 - 7:00 PM	The Kane Center 900 SE Salerno Road Stuart, FL 34997
November 5	3:30 - 7:00 PM	Indian River State College Richardson Hall 6155 College Lane Vero Beach, FL 32966
November 6	3:30 - 7:00 PM	Port St. Lucie Civic Center 9221 SE Civic Center Place Port St Lucie, FL 34952
November 12	3:30 - 7:00 PM	Cocoa Civic Center 430 Delannoy Avenue Cocoa, FL 32922
November 13	3:30 - 7:00 PM	Wyndham Orlando Resort I-Drive 8001 International Drive Orlando, Florida 32819

REQUEST FOR PUBLIC HEARING: Any person may request a public hearing. The request must be submitted in writing to the District Engineer within the designated comment period of the notice and must state the specific reasons for requesting the public hearing.

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