

East Preferred Corridor - General Description

The proposed corridor width varies from approximately 150 to a maximum of 2,200 ft along the length of the East Preferred Corridor. This allows FPL the ability to maximize use of existing FPL rights-of-way, avoid constraints in some areas, and provide the necessary flexibility to locate a right-of-way consistent with local conditions and landowner and agency input. Once a corridor is certified, FPL expects to use an existing FPL 330-ft-wide right-of-way from the Turkey Point plant property to the Davis substation. Approximately 6.5 miles of this existing right-of-way will also be used to accommodate the Project's reclaimed water pipeline that will come from the Miami-Dade County wastewater treatment system originating from the South District Wastewater Treatment Plant. From the Davis substation FPL proposes to use an existing FPL right-of-way of variable width north and east to U.S. 1. After reaching U.S. 1, FPL generally plans to locate within an existing transportation right-of-way of variable width northeast to the vicinity where Interstate 95 (I-95) and Metrorail diverge. The corridor is expanded, however, around the Metrorail stations (Dadeland South, Dadeland North, Douglas Road, Coconut Grove, Vizcaya, and Brickell). This is to provide flexibility in locating the right-of-way at these congested areas, while also maintaining the ability to accommodate potential future development associated with these mass transit stations. In the vicinity where I-95 and Metrorail diverge, the corridor expands to provide flexibility in locating the right-of-way as it approaches the Miami substation.

Once a corridor is certified and FPL acquires the property interests required for the rights-of-way, the boundaries of the certified corridor will narrow to only that land within the right-of-way. At that point, the remainder of the corridor will have no further legal significance related to this certification.

The total length of the East Preferred Corridor is approximately 36.7 miles; between Clear Sky and Davis is 19 miles, and between Davis and Miami is 17.7 miles.

East Preferred Corridor from Clear Sky to Davis – Detailed Description

(The detailed description is best used by following the description while viewing the detailed maps.)

The East Preferred Corridor begins within the Turkey Point plant property at the boundary of the Turkey Point Units 6 & 7 Site. The first 1.8 miles of the East Preferred Corridor is entirely within

FPL's Turkey Point plant property and will accommodate both the Clear Sky-Turkey Point 230-kV and Clear Sky-Davis 230-kV transmission lines. In this area, the corridor varies from 330 to 800 ft in width. FPL has a multi-circuit transmission line right-of-way running north from the Turkey Point substation for approximately 17.2 miles to the Davis substation. North of the Turkey Point plant property, the East Preferred Corridor is limited to that existing transmission line right-of-way, which is approximately 330 ft in width and will accommodate the Clear Sky-Davis 230-kV transmission line.

After exiting the Turkey Point plant property, the corridor continues due north for several miles and then turns west along SW 261st Street until the corridor crosses Florida's Turnpike (Homestead Extension) and turns northwestward to U.S. 1. After crossing U.S. 1, the corridor again proceeds due north to approximately SW 212th Street, where it turns northwest to SW 208th Street and then north again. It continues due north to approximately SW 164th Street, where it turns northeast to the Davis substation. At this point, the corridor includes the entire FPL property surrounding Davis substation. The corridor from Clear Sky to Davis is within the jurisdiction of Miami-Dade County.

East Preferred Corridor from Davis to Miami – Detailed Description

(The detailed description is best used by following the description while viewing the detailed maps.)

North of the Davis substation along SW 131st Street, the corridor turns eastward along an existing FPL multi-circuit transmission line easement of varying widths for 4.4 miles to U.S. 1. At this point, FPL's existing easement and two transmission lines cross U.S. 1 and continue east, while FPL's East Preferred Corridor heads northeastward along U.S. 1.

Along U.S. 1, the corridor encompasses the U.S. 1/Busway right-of-way and is generally widened to include an additional 30 ft on either side of this transportation corridor. It is FPL's intent to locate its right-of-way along the Busway right-of-way immediately west of the U.S. 1 right-of-way. However, since the authority to place the new line within the Busway right-of-way has not yet been secured, and to provide flexibility in a relatively congested siting area, the corridor includes the east side of U.S. 1 and the west side of the Busway as well. The East Preferred Corridor is approximately 260 ft wide in this portion of the route. Along the east side of U.S. 1 in this area, the corridor includes a narrow strip of the jurisdictions of Palmetto Bay and Pinecrest.

When the corridor reaches the Palmetto Expressway/Dadeland area, it is widened to approximately 2,200 ft. The east corridor boundary in this area remains generally 30 ft east of the U.S. 1 right-of-way. The west corridor boundary expands to approximately 30 ft west of the SW 77th Avenue right-of-way. After crossing Kendall Drive, the boundary turns east approximately 30 ft north of the Kendall Drive right-of-way and then turns north approximately 30 ft west of the Palmetto Expressway right-of-way. When the west corridor boundary reaches the middle of the Snapper Creek Canal, it turns back to the east following the centerline of the Snapper Creek Canal (parallel to Dadeland Mall Road) to the FEC right-of-way located along SW 70th Avenue. The corridor boundary then proceeds north approximately 30 ft west of the FEC right-of-way to the centerline of SW 80th Street and then proceeds east back to 30 ft west of the U.S. 1/Metrorail right-of-way. The widening of the corridor in this area will provide flexibility in siting the transmission line in a heavily congested area.

Proceeding northeastward along U.S. 1 from the Dadeland area, the corridor generally includes the area from 30 ft east of the east right-of-way boundary of U.S. 1 to 30 ft west of the west boundary of the Metrorail right-of-way. The corridor crosses the jurisdiction of South Miami at this point. The corridor varies in width depending on the widths of those transportation rights-of-way. FPL also expands the corridor to include the centerline of Ponce de Leon Boulevard beginning at SW 57th Avenue/Red Road northeast to Ruiz Avenue. This expansion of the corridor will provide the opportunity to collocate the new transmission line with the existing 138-kV transmission line on the east side of Ponce de Leon Boulevard. This area crosses the jurisdiction of Coral Gables.

The corridor is further expanded to accommodate siting constraints around the Douglas Road Metrorail station and provide the opportunity to incorporate other transmission improvements planned independent of the Turkey Point Units 6 & 7 Project, thereby avoiding another transmission line segment in this area. The west corridor boundary in this area expands to include approximately 30 ft north of Ruiz Avenue, approximately 30 ft west of SW 38th Avenue, and approximately 100 ft north of Bird Road/SW 40th Street until it reaches a point approximately 30 ft west of the Metrorail/U.S. 1 right-of-way. From this location to the Miami substation, the East Preferred Corridor lies within the jurisdiction of the City of Miami.

Further north, the corridor is again expanded at the Coconut Grove Metrorail station both to the north and south of the U.S. 1/Metrorail transportation corridor to provide flexibility in a relatively congested area. In this area, the west corridor boundary proceeds approximately 30 ft west of the SW 29th Avenue right-of-way, approximately 30 ft north of the SW 27th Terrace right-of-way and then approximately 250 ft east of the SW 27th Avenue right-of-way until the boundary reaches 30 ft north of the Metrorail/U.S. 1 transportation corridor, at which point it again proceeds approximately 30 ft west of the Metrorail right-of-way boundary. South of U.S. 1 in this location, the corridor boundary proceeds approximately 30 ft south of the SW 28th Terrace right-of-way, approximately 30 ft east of the SW 27th Avenue right-of-way, approximately 30 ft south of the SW 28th Street right-of-way, and then approximately 30 ft east of the SW 26th Avenue right-of-way until the boundary reaches 30 ft south of the U.S. 1 right-of-way.

Proceeding northeastward, the corridor is again expanded in the vicinity of the Vizcaya Metrorail station to provide flexibility around the station. The corridor is expanded to include a short stretch of SW 1st Avenue and the Metrorail parking lot on the north (west) side of U.S. 1.

Just north of the Vizcaya Metrorail station, I-95 intersects the East Preferred Corridor. Here the west (north) corridor boundary widens to proceed approximately 30 ft north (west) of the SW 1st Avenue right-of-way and to a point approximately 30 ft west of the intersection with the I-95 right-of-way. The east (south) corridor boundary in this area proceeds approximately 30 ft south of the U.S. 1 right-of-way, and then turns east approximately 30 ft east of the South Miami Avenue right-of-way. Approximately 30 ft north (east) of the SW 26th Road right-of-way, the east corridor boundary proceeds west to approximately 30 ft east of the I-95 right-of-way. The east corridor boundary then proceeds north (east) approximately 30 ft east of the I-95 right-of-way boundary. In the area of SW 19th Road, I-95 and the east corridor boundary turn to the west. The east corridor boundary then proceeds north (east) approximately 30 ft south of the Metrorail right-of-way.

Where I-95 crosses over to the west side of Metrorail, the East Preferred Corridor is again widened to allow flexibility in the approach to the Miami substation. The west edge of the corridor crosses I-95 from west to east and borders the east right-of-way boundary of I-95 north to SW 5th Street. From there, the west edge of the corridor turns northeast across the Miami River into the Miami substation property.

Along the east side of the corridor in this area, the corridor boundary extends approximately 30 ft east of the Metrorail right-of-way past Simpson Park and then east approximately 30 ft south of the SW 15th Road right-of-way to 30 ft east of the SW 1st Avenue right-of-way, where it turns north to SW 7th Street. The corridor boundary then turns northeast for a short distance along the east road right-of-way of South Miami Avenue, then turns north to the west of South Miami Place, and then turns northwest to cross the river. This alignment continues due north along the east boundary of the Metrorail property north of the Miami River and then to the Miami substation (see Figure E9.1.0-1, Sheet 20 of 20).

The East Preferred Corridor in this area of Miami allows flexibility in siting an overhead route to the Miami River, the crossing of which is at present proposed to be subaqueous.

The total length of the East Preferred Corridor is 36.7 miles.

In addition to crossing the jurisdiction of Miami-Dade County, the East Preferred Corridor also crosses portions of the Villages of Palmetto Bay and Pinecrest and the Cities of South Miami, Coral Gables, and Miami.

Alternate Corridors

Based on recent changes to the Power Plant Siting Act (PPSA), an applicant under the PPSA has the option to allow other parties to submit alternate corridors to its own proposed corridors. FPL is opting to allow other parties to file alternate corridors for consideration in the certification proceeding along with the East Preferred Corridor proposed in the application.

If any party wishes to file an alternate corridor to FPL's East Preferred Corridor, they should contact Florida Department of Environmental Protection's Siting Coordination Office for specific instructions or consult the PPSA, Sections 403.501 through .518, F.S., and rules adopted thereunder, Chapter 62-17, Part I, F.A.C. Public notice of the alternate corridor will be required pursuant to Sections 403.5271 and 403.5363, F.S.